

The
MILWAUKEE
MAGAZINE

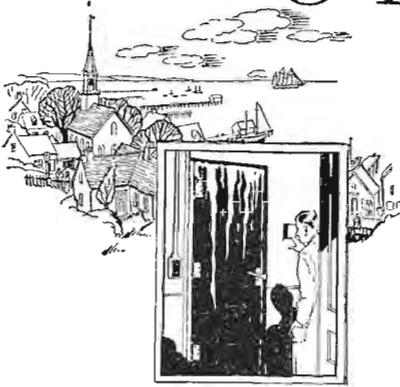
OCTOBER, 1929





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Advancements worked out for any one Chrysler Motors car are, wherever possible, adapted and applied to all the others. Thus, as each Chrysler Motors car advances in quality, performance and value, all advance.

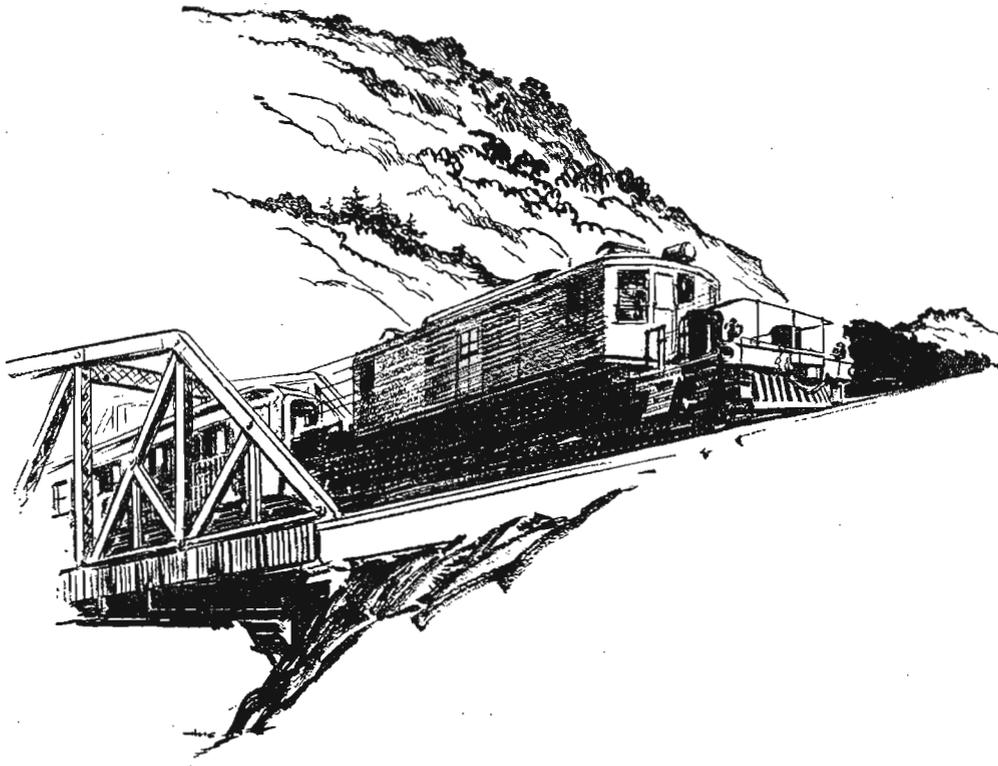
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On Four Steam Roads— Electrification Saves 52.7%

A comparison of operating costs before and after electrification, on four railroads, shows that electrification in every case has reduced all of the comparable items, as shown in the following table. The electrified lines included in this study are the Butte, Anaconda & Pacific Railway; the Paulista Railway; the Mexican Railway; and two divisions of the Chicago, Milwaukee, St. Paul & Pacific Railroad. In each case, the total ton-miles were equal or greater under electrical operation. The costs for a year of steam and for a year of electrical operation on these four roads, combined, are as follows.

	Steam	Electrical	Reduction	
			Amount	Per cent of Steam
Enginemen	\$1,415,283	\$ 685,792	\$ 729,491	51.5
Trainmen	1,128,539	664,787	463,752	41
Fuel or Power	3,466,385	1,570,367	1,896,018	55
Repairs	2,108,437	632,360	1,476,077	70
Enginehouse	533,307	184,071	349,236	65.5
Lubricants	82,932	33,184	49,748	60
Other Supplies	117,199	44,353	72,846	62
Water	48,406	1,194	47,212	97.5
Substations	—	231,884	* 231,884	
Trolley & Transmission	—	154,072	* 154,072	
TOTAL	\$8,900,488	\$4,202,064	\$4,698,424	52.7

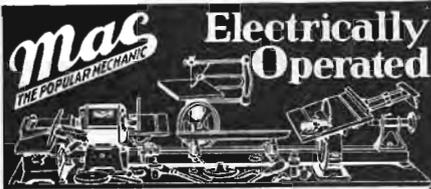
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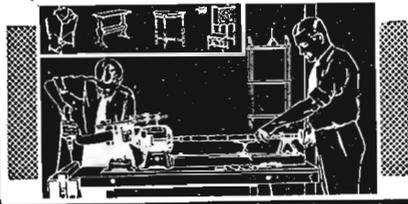
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The Eleventh Annual Meeting, V. E. A.

IT IS A FINE THING to have been an employe in the service of one institution for twenty-five years or more; and it is equally a fine thing to be an institution which is able to get and hold the allegiance and the co-operation of a great body of employes for twenty-five, fifty, sixty and more years; for that allegiance and that loyal co-operation on both sides preserves the fine balance all along the line which produces top-notch results.

And so it is that the Veterans of The Milwaukee Railroad and the Milwaukee Railroad Company have a right to equal pride and interest in the association that represents the Veteran body of The Milwaukee personnel—an interest that was given emphatic expression in the annual meeting this year held in Seattle, September 18th and 19th, the largest and most memorable event in the history of the Veteran Employes' Association.

Over fourteen hundred strong, in five long special trains, they moved on the Puget Sound city, and from start to finish there was nothing to mar the joyous occasion. The entire number, men and women arrived in Seattle full of praise for the elaborate arrangements which the company had made for their comfort and pleasure. The service, the food, the accommodations were sumptuous and ample for everyone. Each Special was "convoyed" by an able and efficient "rail," who had seen the required quarter of a century of service, with years to add for good measure, and each car was personally captained by especial appointment, so that no detail adding to the general comfort and enjoyment was overlooked. So complete were these arrangements and so thoroughly was the good work done that the party arrived at their destination declaring that the Specials should have been named "Old Gold—Not a Kick in a Trainload."

As the Veterans alighted from their trains in Union Station, Seattle, they were met by the committee in charge of the reception, and taken in "courtesy cars"—automobiles provided and driven by Milwaukee employes living in Seattle and Tacoma—to the hotels to which each member or party had been assigned. Rooms had been reserved in advance, and by mid-forenoon, the happy and enthusiastic crowd were ready for the program that was in store. The lobby and Venetian Room at The Olympic Hotel was all Milwaukee Railroad, the white and red badges of the members gleaming everywhere, and everywhere were heard the congratulations of the Veterans to Chairman Carrick and his committees on the perfection of the arrangements; and the general appreciation of the generosity of the company which had made such a wonderful trip possible.

At one o'clock a long line of automobiles and sight-seeing buses were on hand at the University Street entrance of The Olympic, where the entire block had been closed to other traffic for the afternoon, so that the loading of the sight-seers progressed rapidly and when the procession was ready to move, it extended a length of twenty-four city blocks. While the first

sight-seeing tour was in procession the annual meeting of the Association was under way in the Venetian Room of the hotel.

The Annual Meeting

The meeting was called to order by President Mitchell at 1:30 p. m. The usual routine of reports was carried through and under the head of "Unfinished Business" the following resolution was offered by Mr. H. H. Field:

RESOLVED, that Articles I and III of the Constitution of this Association be amended by inserting the name "Chicago, Milwaukee, St. Paul and Pacific Railroad Company" in lieu of "Chicago, Milwaukee & St. Paul Railway Company."

The motion was seconded and carried, and the name stands now, "Veteran Employes Association of the Chicago, Milwaukee, St. Paul & Pacific Railroad."

Under "New Business" a resolution was offered by Mr. L. C. Boyle, as follows:

BE IT RESOLVED, by the Milwaukee Veterans' Association in convention assembled, that in recognition of our appreciation for the unparalleled ability and untiring efforts of our superior officers, Mr. H. A. Scandrett, our worthy and esteemed president; Mr. J. T. Gillick, our able and efficient vice-president and chief operating officer; in making the necessary arrangements for this, our eleventh annual meeting, the splendid train equipment and service which has rendered our trip comfortable and agreeable in every detail, and made it possible for our full and complete enjoyment every moment of the time since we left our homes until we shall return there, including our stay in this beautiful city of the Golden West—we extend to them our sincere thanks, with a hope that they may live long and be made to realize the high esteem which we, the mem-

bers of this Association, have for them, and for services and courtesies extended to us."

The motion was amended by Vice-President Gillick to include Vice-President H. B. Earling and W. D. Carrick, General Chairman of the Arrangement Committee. The motion was unanimously passed with much applause.

Resolutions of appreciation and gratitude from members of the various Specials were introduced, and those which were written and presented in that form will be found on another page. It is regretted that the editor was unable to secure a copy of those which were read in the meeting; but as they one and all reflected the same sentiment of thanks and happiness, those now printed may be taken as typical of them all.

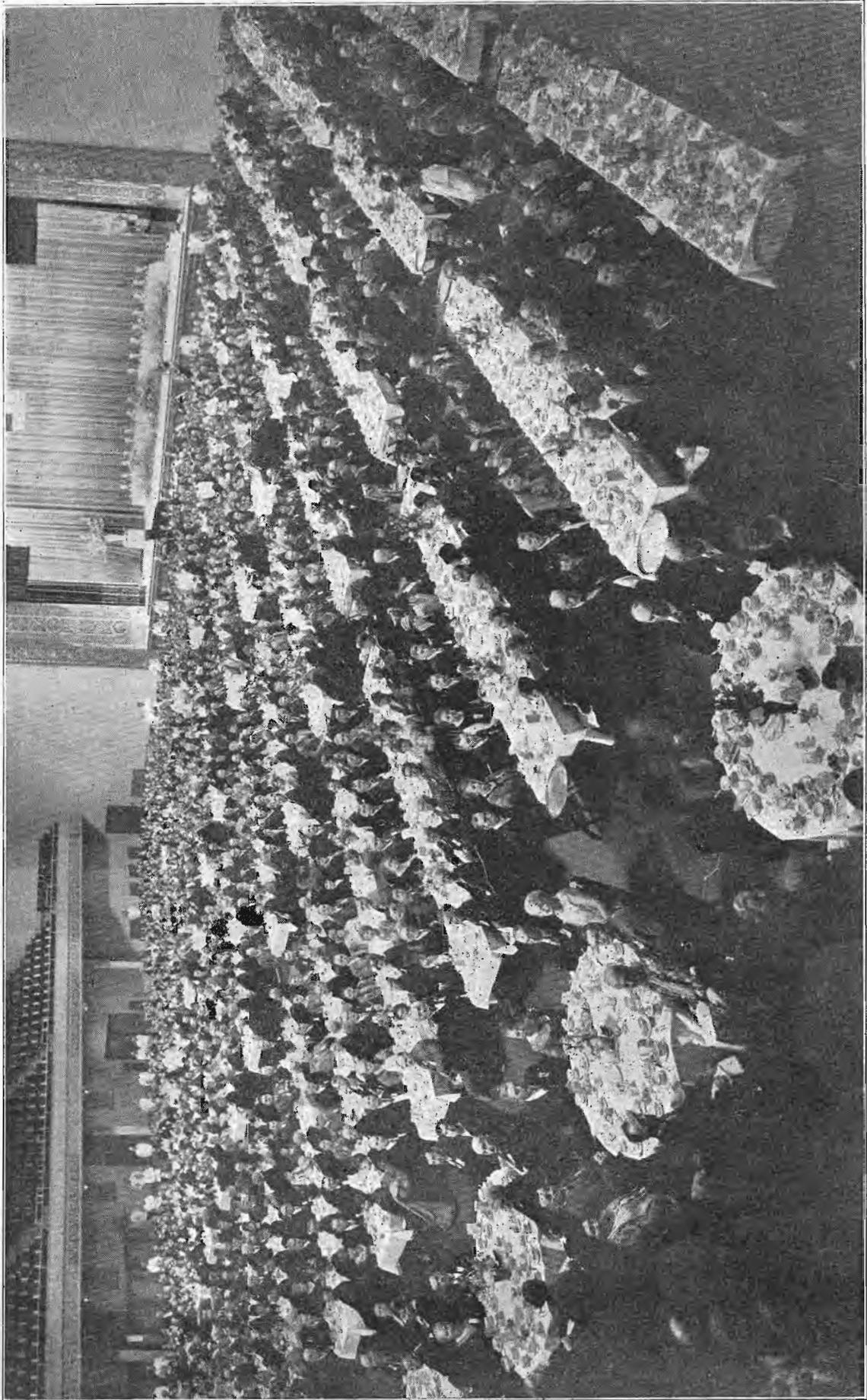
A greeting from the Veterans of Union Street, Chicago, was also received and is subjoined hereto.

Election of officers resulted in returning the old officers and board.

Vice-President Gillick presented the matter of consolidation of the Puget Sound Pioneers Club with the Veterans' Association, saying he was anxious to see this accomplished. Most



HENRY A. SCANDRETT, President, C. M. St. P. & P. R. R.



The Veterans' Banquet at Civic Auditorium, Seattle

of the members of the Puget Sound Club were already eligible for membership in the V. E. A. and Mr. Gillick felt that amalgamation of the two organizations would be productive of much pleasure and benefit to each. Vice-President Earling also spoke to the measure, with the hope that some arrangement might be made to bring this about. It was moved and carried that a committee of three from each organization be appointed to take the matter under consideration and bring in a report at the meeting next year. After the meeting, those who had been in attendance went on the sight-seeing trip about the city, according to prearrangement.

The reports of the secretary and treasurer will appear in the November issue of The Magazine.

The Veterans' Banquet

The annual banquet of the Veteran Employes' Association is always the outstanding event of the Convention, and this year was not only not an exception, but it was one of the most impressive and splendid occasions in the records of the railroad.

The affair was held in the Civic Auditorium which has a seating capacity of many thousands, and the great floor space was handsomely arranged with long tables through the center and a surrounding garland of round tables, which owing to the limitations of the camera are not completely shown in the accompanying picture. On the stage was the speakers' table. Approximately 1,800 were seated. There was plenty of space in the aisles between and also at the tables, so that there was no crowding and everyone was comfortably placed. The dinner was a masterpiece and during the serving, a fine orchestra provided musical entertainment. The tables were decorated with huge bouquets of "home grown" flowers, while the speakers' table was gay and colorful with massed groups of sweet peas and gladiolas. The flowers were all provided and arranged by Seattle Chapter of The Milwaukee Railroad Women's Club which furnished 140 baskets of flowers, most of which came from their own home gardens.

At the opening, the company was asked to remain quiet while photographer Curtis took the picture on the accompanying page. The banquet committee provided a wonderful entertainment for the evening, consisting of orchestral music, dancing and song interspersed between the addresses of the speakers of the evening. The Seattle Chamber of Commerce chorus very courteously lent their services in snappy "topical" songs containing "hits" on members of the Association, references to "roller bearings," electrification, "Soda Ash Johnnie" Horan and other specialties, all of which were received with much applause.

Mr. H. H. Field, General Counsel, a Veteran of 47 years' service, was in his usual place as toastmaster. No Veteran banquet could by any possibility be considered complete without Mr. Field in that capacity. He is indispensable; his wit is ever ready to point his speech, and his humor is always of the quality that touches the heart.

In his opening, Mr. Field said he always felt that he must apologize for these continued appearances, and said that as usual he had protested that someone else should be accorded the honor of presiding at this table, but that "Bill" Carrick was inflexible and had issued positive orders for his presence. As applicable to his annual service as toastmaster, Mr. Field tells the story every year about a certain court judge who had a case that he did not know how to dispose of, so continued it from term to term. It went on thus for several years and when he was finally pressed for a decision, exclaimed, "Isn't that old fool dead yet?" The Veterans do not accept such an anecdote as applicable to the much admired toastmaster, and hope that Mr. Field may be on hand in that office for many years to come. A Veteran banquet without Veteran Field in the toastmaster's chair would be like a great play with one of the principal roles left out.

Mr. Field spoke his welcome to the Veterans and paid a tribute to the magnificent reception prepared by the Seattle committee for the visitors. He then introduced Mayor Frank Edwards of Seattle, who gave a cordial greeting to The Milwaukee folk, wishing they might have been able to remain a little longer so that the city's hospitality might have been more fully enjoyed. He expressed his admiration and respect for the "wonderful assemblage" before him, and then presented the "Key of the City," this being a beautifully gilded tool, handsomely embossed and engraved. This memento will be kept in the archives of the Association as commemorative of this most wonderful experience in the history of the Association.

At this juncture Toastmaster Field was interrupted by something which he announced was not "on the program," but as it was apparently an offering of Assistant Traffic Manager F.

N. Hicks, he said he would permit it to continue. Ensued then the following remarkable interlude:

TOASTMASTER: "Mr. Hicks, I do not find this number on the program, nor do I fancy the noise it is making."

MR. HICKS: (Walks back to a receiving set and turns it off) "I am sorry, Mr. Toastmaster, but there is a good deal of static caused by too many 'rails' connecting at a given point. I am sure I can improve the reception and understand that there are several stations in the East that have interesting programs tonight."

TOASTMASTER: "All right, Mr. Hicks, this number is not on the program, but we will listen to anything worth while for a few minutes."

ANNOUNCER: "This is station WMRV, Chicago. The selection you have just heard was 'Shoot Me to Sleep,' by Al Capone, assisted by the Machine Gun Quartette. The following program is in the interest of The Chicago, Milwaukee, St. Paul and Pacific Railroad Company, The Milwaukee Road, Electrified from the Rockies to the Sea. The Pioneer Limited, world-famous roller-bearing train, leader in every travel luxury and convenience, leaves Chicago daily at 6:30 p. m. for the Twin Cities; and The Olympian, one of America's exceptional trains, leaves Chicago daily at 9:00 p. m. for Puget Sound and the Pacific Northwest—over the world's longest electrified railroad. The cuisine on these and other famous trains of The Milwaukee Road is under the direction of George Rector."

"Before continuing The Milwaukee Road program, I have an interesting announcement to make: In conjunction with technical men of The Milwaukee Road and this station, we have perfected this broadcast so that not only do you hear this station, but it is possible for me to hear you. I was informed that at this hour nearly 2,000 Veterans of The Milwaukee Railroad would be assembled in the Civic Auditorium at Seattle, Washington, and this program is especially dedicated to them."

TOASTMASTER: "Mr. Announcer, did I understand you to say you could hear what is going on in this banquet room?"

ANNOUNCER: "Not only do I hear you, but this station is equipped with Television so that I actually see you, Mr. Field, as you preside as toastmaster. And if Jim Gillick will lay off the food for just one moment I'd like to tell him to bring back a few nice new shiny dollars for his grandchildren."

"You know I was once a railroad man myself. Yeah! I was a switchman in Milwaukee when H. B. Earling was a trainmaster. H. B. wore whiskers in those days, and always had a hard time figuring whether his beard should be kept under or over the bed clothes when he went to sleep."

"That reminds me of a conversation I recently overheard between two section Jerries:

"Pat: 'O! Moy, the new president, Henry Scandrett, is a foine man.'

"Mike: 'And sure, don't I know it! I used to know him when he was a wather boy on the Union Paycific. And the last thime Henry wint through Butte he shook me by the hand and give me a cigar, and I lit it and we had a nice chat. Sure, he's a foine man, Henry is.'

"Pat: 'That's nothin' at all. The last time he wint over the railroad, I wuz on me section standin' alongside the thrack, and the thrain was goin' about forty miles an hour. Henry was standin' on the rear end of his private car, and when he saw me he waived his hand and threw me a cigar, and he was that considerate, the cigar was already lit.'

"You are listening to a program in the interests of The Milwaukee Road dedicated to the Veterans' Association banquet, at the Civic Auditorium, Seattle, broadcast from Station WMRV, Chicago. The program will be continued."

"I would like to call on Fred Hicks for a short talk, but if I did he would probably take an hour to explain why the Traffic Department was unable to land a couple of cars of freight originating at Othello, so we will pass him."

"Joe Bahl asked me to give publicity to the fact that he appreciates the Veterans using The Milwaukee Road on their trip to the Pacific Northwest, and he is especially pleased in landing this business in the face of strong competition by the other lines. Joe said he hoped all those who were satisfied with the service on the westbound trip would route their return by way of The Milwaukee Road."

"There are a couple of Blackfoot Indian squaws who just came into the studio and want to know when Big Chief Henry Scandrett was coming back." (Aside)—"Who?" (Pause). "Oh, yes—Ha-ha—One of the ladies is asking for Buford, said he was the leading man at Gallatin Gate—" (Pause). "Oh, horse—she said he led a horse."

"Charlie Buford seems happy about something. Must have had a couple of extra cups of coffee. That makes eight cups

today. Charlie started out as a civil engineer. He was getting along pretty fair too, but the wiggly little contours finally got him so he switched to coffee and Operating Department, and now all he has to do is to explain to the Accounting Department each month where he got so many ton-miles for so few train-miles.

"Where is Johnnie Horan? Hope none of those Seattle flappers got him. Now I see him sitting right over there on the right. Hello, Johnnie, old top. Old Soda Ash Johnnie—they say the first hundred years are the hardest, but I think the second hundred years are the hardest.

"This concludes this evening's broadcast from this station. I hope you have enjoyed the program equally as well as we have in sending it to you. Station WMRV, Chicago, broadcasting on a wave length of 360 (announcer walks onto the stage holding telephone transmitter and continues talking) motorcycles, by authority of the Interstate News Company, I thank you."

Introducing the next speaker, President Charles W. Mitchell, of the V. E. A., Mr. Field said that this man had come over two thousand miles to make a speech; and that the rest of us had come over two thousand miles to hear him. "He always has an alibi," said Mr. Field, "in place of a speech"; and then Mr. Mitchell proceeded to surprise the audience by delivering a real speech. He cited the progress of the Association and spoke of some of the things it had accomplished. Outstanding among these is the Employees' Pension Association, which with the cordial co-operation and assistance of the officers of the company, had been enabled to get its start and now to function as a going and paying institution, for which assistance and co-operation the Veterans and the Pension Association were profoundly thankful. He spoke the thanks of the Association to the management of the railroad for this wonderful excursion and the splendid reception and entertainment provided for them in Seattle. He said that everything had proceeded with the smoothness of clockwork, and that every member of the parties on all the Specials had had "the time of their lives," and that the company had given them something to remember always with pleasure.

He spoke of the wonderful service rendered on the trains, and that as a member of The White Special, he felt he voiced the feeling of all the other trains when he said that everyone had been "white," all the help were "white," even though perhaps people had been accustomed to speak of some of them as "colored."

Said Mr. Field, after Mr. Mitchell had closed his talk, "You see, our Association president is making progress in oratory."

Introducing the next speaker, the toastmaster said that his first appearance with the Veterans had been a year ago, and that when that convention was over, this man had immediately begun to plan for the "On to Seattle" trip and that it had been on his initiative and by his hearty co-operation that the whole wonderful excursion with all its intricate details, its careful planning for safety and successful handling, had been made possible and had been carried through—Mr. H. A. Scandrett, president of the Chicago, Milwaukee, St. Paul & Pacific Railroad.

Mr. Scandrett was greeted by the company standing and expressing their admiration and respect for the leader in prolonged applause. Although the president of this railroad is not an "old-timer" among us, he has acquired a high place in the affection and the loyal support of the employees and his appearance among them is always welcomed.

Mr. Scandrett acknowledged the welcome with very apparent pleasure and said:

Mr. Scandrett's Address

"Mr. Toastmaster, Mayor Edwards, Members of Veteran Employees' Association, Ladies and Gentlemen:

"It is quite impossible for me to give adequate expression to the pleasure I have in being with you this evening, and to the pride I have in my connection with a railroad which can muster from its ranks the splendid gathering that we have here tonight. When I first came to the Milwaukee Road eighteen months ago, I made up my mind that I was going to have faith in the future of the railroad. I was not concerned with the past. After my first contact with your organization at the meeting in Milwaukee a year ago last August, I had no doubt what the future of this railroad was going to be, because I sensed at that meeting the fine spirit of loyalty, and knew that with it, we could go on to better and greater things. That faith has been renewed in connection with this 'On to Seattle' trip, which culminates in this magnificent meeting here tonight.

"Most of you have traveled two-thirds of the way across this continent to attend your annual meeting and dinner, and I have done the same. So far as I am concerned, the contacts that have been made here and the privilege of being present at this glorious meeting have more than repaid me for the effort that was involved (Applause.) At that first meeting with you in Milwaukee I told you that no stranger to any property had ever received a more courteous and generous welcome than I had received from the men and women of the Milwaukee Railroad. I repeat it tonight, and I repeat it because I shall never forget the satisfaction that I have had in my service with you dating from that very first contact in Milwaukee a year ago.

"There are two great bodies or groups of people who are vitally concerned in the welfare of our railroad—groups of about equal size—about fifty thousand in each group—one the stockholders who own the property, and one the men and women who operate the property. Now, it is quite impossible by word of mouth to keep these two groups informed of the progress of their property, and yet it is desirable that both of them be informed. To our stockholders we make an annual report, which gives them a summary of what is being done, of the problems that confront the railroad, and of the means that are taken to solve them. It seems to me that this great representative group of men and women who are the backbone of this railroad is by all means the best medium of reporting to the second group.

"When I talked to you last year the Milwaukee Road had been about eight months out of receivership. It has now been out one year and eight months. The year 1928, the first year after the receivership, our operating results exceeded, I think, what most of us had anticipated or hoped they would be. The year 1929 did not start so favorably, because, as you recall, in the first three months of this year we had one of the hardest winters that this railroad has ever encountered. I am glad to say, however, that in the following months we have regained the lost ground. If our business keeps up for the balance of the year, I think we will finish it with equal, if not better results than those of the year 1928. (Applause.) Of course we are still a long way from where we would like to be, a long way from where we are entitled to be, a long way from the point to which we are certainly going. I have faith that we are going to go on and do better things with this railroad, that faith being founded upon the fact that we have a good railroad, that we serve a growing and prosperous territory, and that the railroad is manned by a virile and loyal personnel that is not surpassed anywhere in this country. (Applause.) These three factors, as I see it, are the sure ingredients of success.

"There are many ways in which our railroad can be bettered, and I should like for a few moments to talk to you about one of those ways which is very close to my heart; and that is the safety work on this railroad. Our record in safety work has compared unfavorably during a period of years with that of other large railroads. Of the twenty-three large railroad systems in this country our casualty rate in 1928 was the highest with one exception. In other words, we ranked twenty-second out of twenty-three. About the first of the year Mr. Flanigan, whom many of you know, was placed in charge of this work, and with his active well-directed efforts and with your co-operation the results that are being achieved are gratifying. We have during the first eight months of this year reduced our casualty rate almost fifty per cent. Think for a minute what that means. Fifty per cent fewer men killed in service; fifty per cent fewer heart aches as the result; fifty per cent fewer men going through life maimed and crippled; fifty per cent fewer families deprived of their livelihood through the injury of the bread winner. That is a fine start, but it is only a start. While we are proud of it, we are going to go on with this work until finally we are at the top of the list. We are going to think safety and then we will work safely; and we are going to require the other fellow to follow safe practices, for that is our right. We are going to get it out of our heads that accidents are necessary in railroad work. That is a false idea. We are going to get it into our heads that accidents can be eliminated, and that the failure to do so is a disgrace. Let us each resolve that we will become from this time apostles of safety, thinking safety and acting safety. What we can accomplish is almost beyond belief. We can put this railroad, as I say, at the top of the list; but better than all that think of the accidents that would be prevented, and the avoidance thereby of the immeasurable grief and anguish which necessarily follows in the wake of the careless man.



Vice-President J. T. Gillick



W. D. Carrick, General Chairman,
Veterans' Convention



Vice-President H. B. Earling

"There are many other things that I would like to talk to you men and women about, but I must not take more time.

"In conclusion I want to say just this: It is not given to us—and happily, I think—to know what the future holds for us as individuals; and so I do not know whether my connection with this property will be long or short. I hope it may be long. But if it should prove otherwise, I shall never forget the joy I have in the memory of this association, of having worked shoulder to shoulder with you. (Applause).

"Tomorrow, through the invitation of your officers, I am to have the pleasure of accompanying you on your trip to Victoria. (Applause). That, I hope, will give me the opportunity of chatting with many of you whom I have already met and with many others I have not yet met; but as this is the only opportunity I will have to talk to all of you, I want in wishing you good night to also wish you God speed." (Applause).

Following Mr. Scandrett was a speaker hitherto a stranger to the employe body of The Milwaukee Road, Mr. Joshua Green of Seattle, one of Seattle's foremost business men and also a director of The Milwaukee Company. Introducing him, Mr. Field said that in the short time Mr. Green had been in the directorate, he had acquired a genuine enthusiasm for The Milwaukee and all of its activities. Mr. Green in opening acknowledged that he was not a Veteran, but said that he wished he were and he hoped to be one some day. He pleasantly referred to the reports he had received of their trip from the East and said he hoped they would have a fine voyage to Victoria the following day.

At this point Veteran John M. Horan, affectionately called "Soda Ash Johnnie," ninety-one years young, and a veteran of seventy-four years of service, was escorted to the speakers' table, where Mr. Green in cordial terms, presented Mr. Horan, on behalf of the directors of the C. M. St. P. & P. R. R., with a splendid silver urn. Mr. Green said it had been their desire to secure something typical in style and craftsmanship of length and quality of service. The urn is a fine example of early Sheffield ware, is genuine and at least one hundred and twenty-five years old. Mr. Horan, with the fire and spirit of youth in voice and eye, made response. There was no indication of age or infirmity as he thanked Mr. Green and expressed his devotion and allegiance to "the greatest railroad in the world."

Then with whimsical humor Mr. Field said, "I hesitate to introduce the next speaker on account of the language he is likely to use, and there are ladies present." With that the usual uproar accompanying the appearance of Vice-President Gillick started. On their feet in an instant, with hands and feet and voices, they "made the welkin ring" in their greeting to this best beloved Veteran; and modest, but pleased as a schoolboy, he stood before his friends of the railroad waiting

a chance to be heard. The years go by and the eyes that look up into his grow a little dimmer, but the love and admiration for "our Jim" suffer no aging or diminution. The love and loyalty accorded him is one of the outstanding and beautiful features of service on The Milwaukee Road. When quiet had been restored his first characteristic observation provoked another outburst of merriment and applause. He said: "I had something to say, but you people have made so d— much noise it has knocked it all out of my head, but I appreciate your welcome nevertheless. You people and I have been together many years on this railroad, and we know each other, for good and otherwise, but President Scandrett, who has spoken to you so cordially, made his first appearance before this Association last year, yet even though he had not had an opportunity to get very much acquainted, almost the first thing he did after being with us in Milwaukee, was to plan this meeting in Seattle; and ever since that time he has been right with us in all our plans and arrangements. I was glad to hear him express himself as he did this evening, and I assure you he means every word he says. I want to tell you about his interest in this trip you are having. In the early stages he asked me how many I thought would go and I said 'possibly five or six hundred.' Later he inquired again and I then added several hundred to that first estimate, and the last time he asked, I said 'I believe the whole d— outfit are going'; and Mr. Scandrett replied, 'Well, the more the merrier.'

"In standing here before you this evening, I am thinking about all the years of service we have given to this railroad, and what each twenty-five years means to us in accomplishment and in character; what the differences of each period have been and what they may be, as we go on. Those well on in the second twenty-five years are probably in the majority here tonight, but there are many who are in the third twenty-five years; it will not be so very long before I, myself, if I am allowed to remain on the railroad, will be in the last group, but as President Scandrett once said, 'They always stay young on The Milwaukee' so we may hope to give many good years of loyal service yet. It is worth while to think of what we get out of being members of this Association—a good time when we get together, the strengthening of that spirit of loyalty that has come to be known everywhere as 'The Milwaukee Spirit' and the renewing of our long-time allegiance to the welfare and progress of this railroad. To hear a bunch of Vets talk as I heard many of them doing this afternoon, you would think we were the greatest people on earth, and that is just what we are, that is just the kind of thought we want to keep and to spread among our associates who are coming on to take our places some time. We are the greatest people on the greatest railroad on earth; we propose to stick together, and, Mr. President, we propose to stick to you until . . .

Following Mr. Gillick, another beloved Veteran who has never before spoken at the Association meetings was introduced. The name of Earling has always been one to conjure with among the Veterans of The Milwaukee, and when Vice-President H. B. (Herman) Earling arose to speak, his welcome was prolonged and cordial. Mr. Earling has served in all capacities from the bottom of the ladder and worked beside many of the Veterans present, and while the last few years of his service have been on Lines West, he is still remembered with affection by his old associates of the East.

Mr. Earling was visibly affected by this hearty greeting, and his talk was given with feeling. He said:

"Mr. Toastmaster, Ladies and Brother Veterans:

"We who live in the far west take great pleasure in greeting you and we wish to supplement the warm welcome which his Honor, Mayor Edwards, has extended to this organization.

"I personally—and I know I also voice the sentiment of my associates—am very happy to see all of you here, but as this is the first visit for many of you to the Pacific Coast, I feel that your stay is altogether too short to see enough of this country.

"In the early days when the railroad was much smaller and confined to a few central and middle western states, we all had visions of extending it to the land's end, and so in making the present trip all the way over your own railroad to the great Northwest you have seen the fulfillment of those visions. While you are making this trip as one of pleasure to see the wonders of the west, you are incidentally making a tour of inspection to learn what sort of a railroad you have built into this new country and how it has been progressing.

"Our long dreamed of extension took tangible form and was started about 25 years ago, so that even the youngest members of the Veterans' Association were then in the service of the company.

"Each and every one of you had some definite share in this work, either in the actual construction or in rendering necessary support, no matter where you may have been located. Your hearty co-operation endowed with the determined spirit of true pioneers, made it possible to accomplish this tremendous undertaking in record time, which has not been equalled in the history of railroad construction.

"This same spirit on the part of a capable organization long ago earned for the Milwaukee that splendid reputation which it has always enjoyed in the east, and I know I am safe in saying that the road stands equally high in the estimation of our people in the west.

"The popularity of the Milwaukee Railroad is primarily due to the excellency of its service, which has been accomplished through the harmonious relations between management and employees. A combination such as this constantly working and striving to anticipate the needs and comfort of its patrons cannot be other than successful, and this has become our policy.

"To my mind there is no better medium by which such a policy can be fully developed and perpetuated than through the Veterans' Association.

"And so having made this visit here, I hope that you will want to return again and that we may have many other reunions to renew our old acquaintances and to make interesting new friendships for the years to come."

The evening's entertainment closed with community singing and the usual silent tribute to those of the Veteran corps who have gone on to the higher life.

THE EXCURSION TO VICTORIA

By The Cub

With 1,350 happy veterans aboard, many of whom were taking their initial ride on salt water, the liner Princess Marguerite backed into the stream this morning and headed through a smoky haze for that quaint, beautiful little city of Victoria.

Later, the sun breaking through the haze revealed some of the wonderful scenery for which the Sound is famous. Flocks of sea gulls flying with the ship voiced approval with their sharp cries, and even a big seal floating by on a drift log barked a real Puget Sound welcome. There were many questions to be answered on all sides by those who had made the trip before.

Good music and an excellent floor in the main saloon afforded everyone who wished an opportunity of tripping the light fantastic.

There was plenty of room for everyone to get comfortably seated along the wide decks and in the various cabins which afforded a most excellent opportunity to renew old acquaintances and make new ones.

I think it is safe to say that never before has such an aggregation of railroad workers been gathered together on one ship, nor has there ever been a crowd so orderly and congenial as this happy throng.

The great engines and other machinery on this ship came in for much inspection by the mechanically inclined members of the party.

From the moment of arrival at Victoria until the last Veteran was aboard for the return there was not a dull moment for anybody. Those who had not enjoyed a good lunch aboard the ship were immediately shown to the Empress Hotel, a most beautiful and friendly hostelry set in gardens of wonderful flowers, where we were greeted officially and warmly by the Mayor of Victoria, and who made a presentation of silver to our oldest Veteran, Mr. John Horan, in recognition of his long and faithful service in our ranks.

Large comfortable sight-seeing cars lined the curbs outside the pier and around the hotel and everyone was given the opportunity of making the drive around the city to view the Sunken Gardens and many other points of beauty for which Victoria is famous.

The ride, of course, included a stop at Esquimalt for refreshments in one of those old time beer gardens, so long forgotten in our own country, and permitted an opportunity for those who wished to avail themselves of the chance to revive old memories. The patronage was good but there was a marked absence of anything bordering on boisterous conduct.

On the return trip an excellent dinner was enjoyed by everybody. Good food and good service in a finely appointed dining saloon made this a real treat.

The dancing saloon was well patronized on the return voyage also and the entire trip was voted all too short.

I was able to interview about 200 of the vets and every one of them was unanimous in praising this as the greatest trip of their lives. There wasn't a single complaint or anything like it that I could find.

The trip, of course, was not without its amusing incidents from the elderly lady in the lineup boarding the ship who "just knew it was going to be this way," and "if we could only have sold our tickets," and "I just know it's going to rain before we get back and me with no umbrella," to the lady buying a sandwich in the lunch counter who not being accustomed to the hot brand of mustard served by the Canadians, was plying her bread with a copious layer of the stuff when the obliging attendant informed her that the mustard was very hot. The information, however, did not deter the spreading process as she replied: "Well, I didn't expect it would be cold, I guess something a little hot won't hurt me." "Well, lady, all I can say is that if you eat what you've got on there now, I'll guarantee you won't be bothered with the cold any more today," the waiter replied as he continued his task of clearing away the dishes. And he was not wrong. It took a lot of scraping to restore the smoking sandwich to anything like a palatable shape.

Every arrangement made for the entertainment of the party "clicked" on time.

Back from the boat at Seattle, back to The Red, The White, The Blue, The Orange and The Maroon, each one in his and her appointed place and on the homeward way, with only joyous memories and hearty thanks to the management of The Milwaukee Road for a trip and a visit which to most of the members had been just a dream come true.

Too much praise cannot be given the committees at East and West, who worked untiringly for many months to perfect the arrangements so that the Veterans' trip might be carried through without discomfort and annoyance to any of the members.

Messrs. Carrick and Earling, chairman and vice-chairman, may be said to have accomplished the impossible by establishing a system that worked without a flaw, and their assistants carried it through to perfect achievement. To those on the west end the task was new, because never before in the history of Lines West had such an avalanche of family folk descended on them; but they were "All Milwaukee," though not all Veterans in the service, and they gave their time and effort with whole-hearted enthusiasm for which the Association extends its profound appreciation.



Superintendent of Transportation N. A. Meter and John M. Horan, the Youngest and Oldest Veterans of the Association. Norman is Testing "Soda Ash Johnnie's" Muscle.

To the Veteran Employes of The Milwaukee Railroad in Convention at Seattle, Washington, GREETING

FROM Union Street, Chicago, whole-hearted greetings are extended to this great gathering of loyal employes who have so long and faithfully served the Greatest Railroad on earth.

We, who are unable to be with you in body, most assuredly are in spirit and good-fellowship, and it is with great respect that we extend these greetings to so honorable a gathering.

Through those of you who are fortunate enough to be among you, we say, "Long life and happiness to the Veteran Employes of the Milwaukee Railway."

Years	Years
John Costello 47	E. J. Wagner..... 30
F. M. McPherson 42	Charles Johnson 29
Wm. Coy 42	Ed Williams 29
John Tuohy 38	Julius Knuth 29
Wm. Hagan 38	Henry Ratzman 29
L. Murphy 38	Frank LaSalle 29
F. McMahan 36	Chas. McIntyre 29

FREEPORT

On the Unveiling of the Lincoln Monument in August

E. M.

'Tis meet, indeed, thy very name shall bring

A measure of distinction unto thee, That future ages may discuss and sing—

Sing the great truth that thou art truly free;

Free to embrace the atom or the star,

Or hearing give to dowager or prince,

To spread glad tidings, ever near or far—

That such a virtue might be thine from hence;

What nobler virtue can float free on air

Than the proud conviction of being right?

And what greater honor can a borough share

Than frame a setting for a righteous fight?

Ah, such a setting thou didst truly give

To that great debate that still echoes 'round,

When each debater, like his right to live,

Claimed for his setting a most worthy ground.

But time rolls slowly and the thunderous pledge

That lacks nobility will ever down,

And who would luster give the quiet dredge

Will share oblivion as a fitting crown.

'Tis thine today to fittingly unveil The figure of the man who lived and died

That all might freedom have, true height to scale,

Immortal statesmanship thou hast sanctified.

John Ryan 36	Mose Keogh 28
Thos. Conway 35	Chas. Budil 27
Mike O'Neill 34	Rudolph Reiner 27
Frank Black 34	David Bystedt 27
Tony Slovick 34	R. A. Reynolds 27
Fred Brinker 33	Ed Dillon 27
Robert Bateman 33	Chas. Woldt 27
John Mudge 32	Jno. Gabel 27
Oscar Goldstein 32	Jno. Babiarz 27
John Pudlewsky 32	E. R. Heller 27
Ed Brantley 32	Walter Seiler 26
Fred Schultz 30	R. Damiano 25
Charles Chambers 30	Geo. Thomas 25

Resolution by Members of The Blue Special

WHEREAS, The members of the Milwaukee Veterans' Association, on board the "Blue Special" from Chicago to their convention at Seattle, Wash., feel that the handling and treatment they have received from the officials of the company, and the Association, merit our highest appreciation and gratitude; that the thoughtful and extensive arrangements made for our comfort and pleasure could not be excelled; that the kindness and courteous treatment as given by the members of the crew and the sleeping and dining car departments were the best that we have ever had; that the meals were perfect, and that the experiences we have had as well as the knowledge we have gained will enable us to carry on more efficiently in our daily work, and extoll to others the greatness and wonders of this great Northwest, and make us better salesmen on the quality of the "Milwaukee Service."

THEREFORE BE IT RESOLVED, That we extend the whole-hearted thanks and appreciation of all members and their families to the Milwaukee Railroad Company and its executives, for making this trip possible, and its and their lavish generosity in providing such a splendid opportunity for the enjoyment of its veterans and members of their families; and

BE IT FURTHER RESOLVED, That we extend our thanks to Mr. Martin Larson, our convoy, for his very efficient and personal service so splendidly rendered.

BE IT FURTHER RESOLVED, That we extend our thanks to Mr. L. M. Jones, superintendent Sleeping and Dining Car Service, and the officials of the company, and the Association, for their splendid and personal efforts in our behalf.

Resolution signed by captains of each car.

Resolution by Members of the Orange Special

The passengers on the Orange Special wish to extend to their officials their sincere expression of appreciation for the many courtesies given them; especially do they thank Messrs. Skewes and Turney for their untiring efforts to make this a memorable trip.

Resolution signed by all on board.

From The White Special

September 17, 1929.

To H. A. Scandrett, J. T. Gillick, H. B. Earling, W. D. Carrick and C. W. Mitchell:

We, the Veterans on board the White Special, wish to express our deep appreciation to you for having made possible this wonderful trip. We are proud of our Milwaukee Railroad and we are proud of you.

VETERANS OF THE WHITE SPECIAL.

From the Davenport Freight House

"In Memoriam"

THE old tom cat supposed to be white, When he came to us, was an awful sight.

He was so lean and lank and thin, We could scarcely see the half of him.

But when it came to catching mice, He surely did the job up nice.

Every day at 8 A. M.,

He worked the cars from end to end.

As an inspector he was very good

And did his work the best he could.

Several times he was locked in a car

And took a trip both near and far.

But the CAT came back, as they always do,

And was greeted with joy by not a few.

He would come upstairs looking for Agnes and Ann

To see if they had a little milk can

After drinking all the milk in sight,

He would hop on a desk and say GOOD NIGHT.

No one knows the money he saved,

And now poor KITTY has gone to his grave.

So all our hearts are wrung with pity,

For we grieve the death of our poor KITTY.

THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

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The President on Safety First

PARTICULAR attention is called to the reference to Safety First work in Mr. Scandrett's address before the Veteran Employes' Association in Seattle. The president in common with the heads of all departments of the service is intensely in earnest in the matter of reducing casualties and injuries on The Milwaukee. Not because he wishes to put the railroad at the top of the list, but because he wishes to reduce the suffering and the grief and he asks us to think Safety and the accidents that may be prevented by carrying this thought always; with the "avoidance thereby of the immeasurable grief and anguish which necessarily follows in the wake of the careless man."

The results that are being achieved so far, indicate that the year will show a good reduction in the number of injuries and deaths, but we are yet a long way from the desired goal and the cooperation of every man and woman in the service is expected to the end that this menace to railroad personnel may be done away with.



M. T. Skewes, Superintendent, River and I. & M. Divisions

Announcement

EFFECTIVE September 1st, Mr. M. T. Skewes was appointed superintendent of the River and I. & M. Divisions, succeeding the late L. T. Johnston. Mr. Skewes has been assistant superintendent

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Milwaukee Employes' Pension Association

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

Name	Occupation	Division or Department
Fred W. Schultz	Car Cleaner	Madison Division
Ernest T. Smith	Agent and Operator	Rocky Mountain Division
William Ferguson	Crossing Flagman	Police Department
James Cousin	Trucker	Chicago Terminal
Benjamin W. Anderson	Flagman	Iowa Division
Chas. Crawford	Section Foreman	Des Moines Division
Alexander Houghton	Trucker	S. C. & D. Division
Robert D. Young	Flagman	LaCrosse Division
Stephen Gilker	Equipment Maintainer	Superior Division
Julius Pollitt	Section Laborer	H. & D. Division
Julius Kramer	Coach Cleaner	Western Avenue Shops
L. Estella Talmadge	Stenographer	Legal Department
Chas. B. Mann	Section Laborer	Rocky Mountain Division
John Strong	Laborer	Deer Lodge Shops
Gus J. Schroder	Crossingman	Police Department
Charles F. Babcock	Baggageman	C. & M. Division
James L. Harper	Receiving Clerk	Madison Division
Frank F. Vrooman	Section Foreman	I. & D. Division
Andrew Larson	Section Laborer	I. & D. Division
J. B. Neese	Tinsmith Helper	Minneapolis Shops

C. W. MITCHELL,
Secretary-Treasurer.

A Splendid Record

Summary of Activities During the Six Months Ending June 30, 1929, as Compared with the Six Months Ending June 30, 1928

	Jan. 1 to June 30, 1929		Jan. 1 to June 30, 1928		Total Since Organized	
	Number	Amount	Number	Amount	Number	Amount
Membership	10,443		9,280			
Donations for Relief, Mutual Benefit, and Good Cheer	3,996	\$9,736.70	2,089	\$8,994.53		\$48,178.98
Personal and Telephone Calls Made in Connection with Relief and Sunshine Work	9,607		6,934		32,719	
Cards and Letters of Sympathy Sent	821		991		6,161	
Raised in Various Ways, exclusive of Membership Dues		\$7,615.24		\$8,392.76		\$62,869.46

The total number of donations during the first six months of this year include approximately 2,000 donations of clothing, food, and other articles, given by members and friends, which required no expenditure from the funds of the chapters.

The number of books in our circulating libraries has increased from 1,179 on December 31, 1928, to 2,087 on June 30, 1929. A total number of 3,912 books were given out during the six months.

Outstanding activities have been carried on through "The Lydia T. Byram Scholarship Fund," attention being called to two in particular, viz: One of our chapters sent to a Sunshine Camp for the summer months five under-nourished school girls, so that they might be in physical condition to continue their schooling in the fall. Another chapter has since the first of the year paid \$25.00 per month to a Scout Master to train a troop of Boy Scouts composed entirely of sons of employes of The Milwaukee Road.

Attention is called to the increase of 1,163 in membership over June 30th last year, and to the increase in relief work, viz.: \$742.17 for the six months.

Respectfully submitted,
THE GENERAL GOVERNING BOARD.

of these divisions since November, 1928. He is a veteran Milwaukee Railroad man, having entered the service of the company in 1894 as operator at Red Wing, Minn. From that date to September, 1904, he worked variously as operator at Red Wing and Wabasha, and as acting agent at Menomonie. From 1904 to August, 1912, he served as train dispatcher of the River Division, and was then promoted to the position of chief dispatcher, which position he held until his appointment as assistant superintendent.

In Memoriam

ON July 17, 1929, occurred the death of Edward Cutsinger after a two weeks' illness following a stroke of paralysis.

Mr. Cutsinger was born in Colfax, Iowa, in 1870 and had been a resident of Seattle for twenty-two years. He entered the service of The Milwaukee in the Car Department, Seattle, in 1910 as car repairer and remained continu-

ously in that position until his passing. He leaves beside his widow, Emily Cutsinger, four brothers and five sisters.

Mr. Cutsinger was a man of sterling worth and was greatly beloved by a large circle of friends and fellow workers. He was a member of St. John's Masonic Lodge, Seattle, for many years. Funeral services were conducted by this lodge and were attended by many friends and business associates.

Sympathy is extended to Mrs. Cutsinger and relatives—their loss is great, the friends who sorrow with and for them are happy to have known and enjoyed the friendship of a man of his high personality.

Card of Thanks

I WISH to express my heartfelt thanks for the sympathy and floral offerings sent by the friends of The Milwaukee Railroad at the time of my bereavement.

MRS. EMILY CUTSINGER.

The City of Janesville, Wis.

It Takes a Heap o' Livin' in a Town to Make It Home

By *Dar Vriesling, Manager, Janesville Chamber of Commerce*



Dar Vriesling

THIS is a story of people and things — and Janesville, Wisconsin.

It is an effort to catch the tone and color of one of Wisconsin's oldest cities — a city of charm, progress and optimism.

As one travels across any section of the country by train or

other mode, one finds certain places that stand out in memory as different. Every traveler knows the experience of coming unexpectedly into a town that seems to breathe attractiveness in every street or building. Beauty of location, charm of atmosphere, tastefulness of construction, signs of advancement among the institutions of yester-year—certain qualities which seem to combine to give a city distinction and invite the transient to closer inspection and greater delight. Ofttimes it is not easy to determine in words or to express in terms of mathematical precision what influences one in forming such favorable conclusions, yet the impression is indelible and remains in the memory over long periods of years, if not forever. One may never revisit that particular town but the recollections of it tucked safely away in the mind are among the bright spots in one's life.

Just such a town does one find in Janesville, Wisconsin. It has an atmosphere, a distinctive air, an almost intangible something that is different for the newcomer and remains with its residents to create within the city a spirit of progress, cordiality and distinction which at once establishes it as one of the outstanding communities in the state and nation.

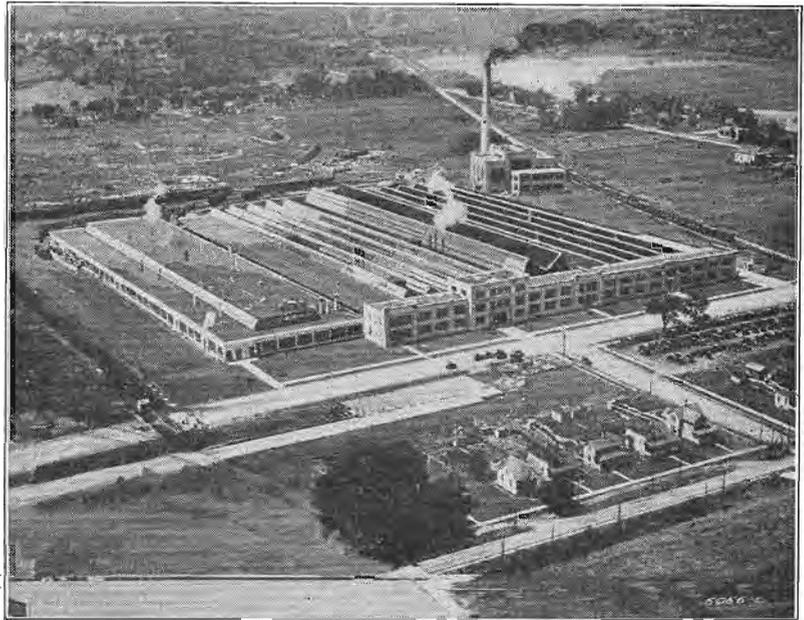
Its Location

Nestling in one of nature's beauty spots with its boundaries ever spreading out on either bank of picturesque Rock River, the city of Janesville offers much to those whose eyes are attuned to nature's beauties. Wise directors of municipal affairs and generous citizens have provided the city with extensive park facilities and have preserved the natural beauties of the river. Majestic hills and fertile fields are easily accessible by a network of improved roads in all directions. A feeling of grandeur, of nature's generosity to this section fills the outdoor enthusiast in his sojourn in and about Janesville.

Provident forefathers lined streets and highways with the stalwarts of the forest until today they bend in arch over many of the city's thoroughfares and have acquired for the city the appellation of "The Bower City." Prominently identified with pre-modern history, the im-



Janesville from the Air



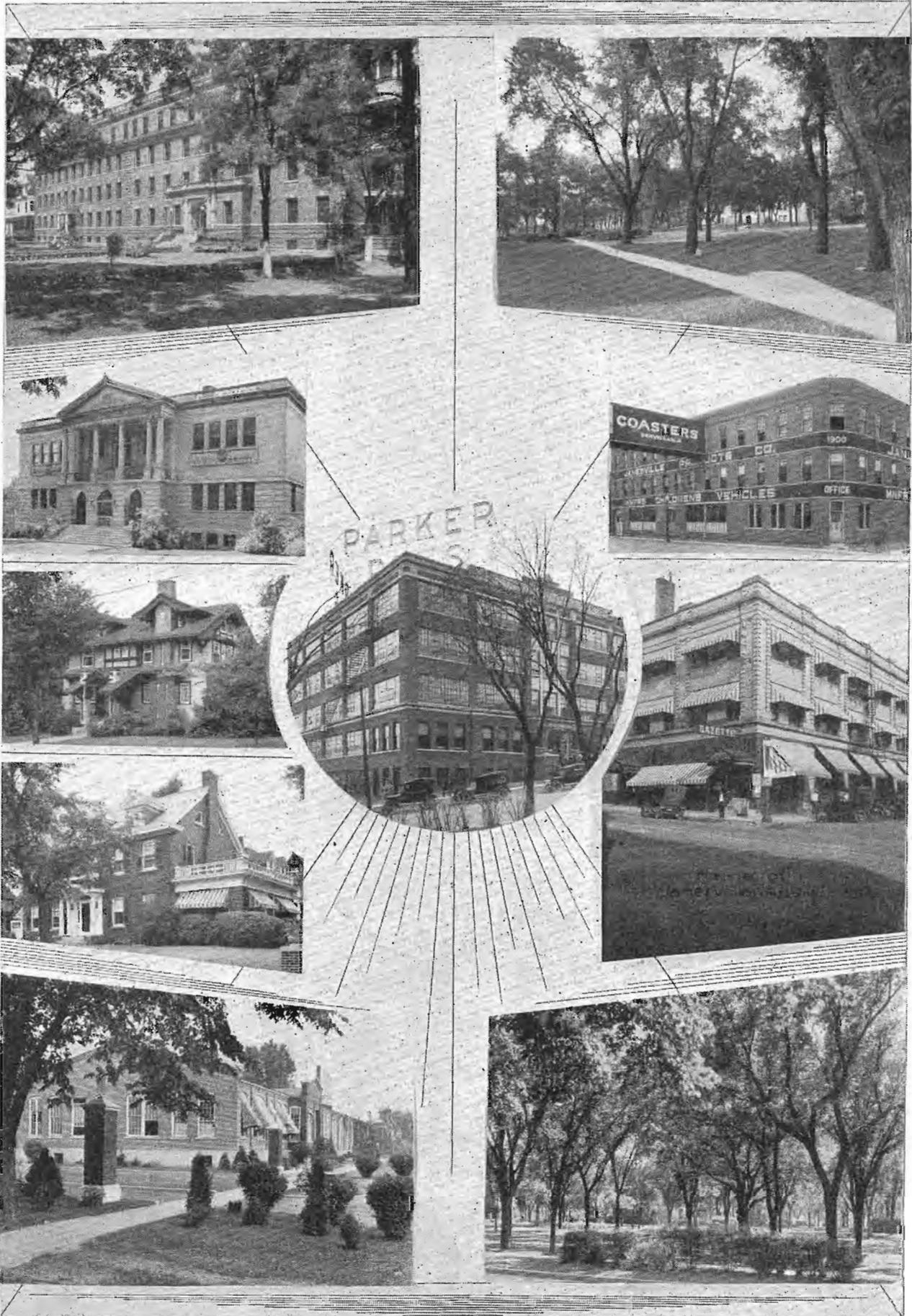
The Chevrolet Motor Plant at Janesville

mediate territory surrounding Janesville is rich in Indian lore. Over this terrain strode Blackhawk, while on lakes and rivers the Chippewas and Sioux plied their canoes. Indian mounds abound, giving to present generations an insight into the home life of the first American.

Southern Wisconsin's Dairy Capital

One of the oldest cities in the state, Janesville was first settled in 1835, incorporated in 1853, and made the judicial

seat of Rock County in 1859. Since 1850 the city has been the trade center of one of America's outstanding agricultural sections. Today, as was true fourscore years ago, it serves as the center of activities of a farming district, specializing in dairying and the production of farm products, among which grains and tobacco predominate. Chicago secures much of its milk supply from herds that graze on fields contiguous to Janesville. Widespread areas of large leaved tobacco plants are everywhere in evidence and



From Top, Left to Right: Mercy Hospital; Court House Park; Public Library; Janesville Products Co. Factory; Two of Janesville's Handsome Homes. In Circle: Home of the Parker Pen; Home of Janesville Daily Gazette; Vuor Porch Shade Factory; Looking Across the City Park.

contribute to the prosperity of farmers hereabout.

City of Homes and Industry

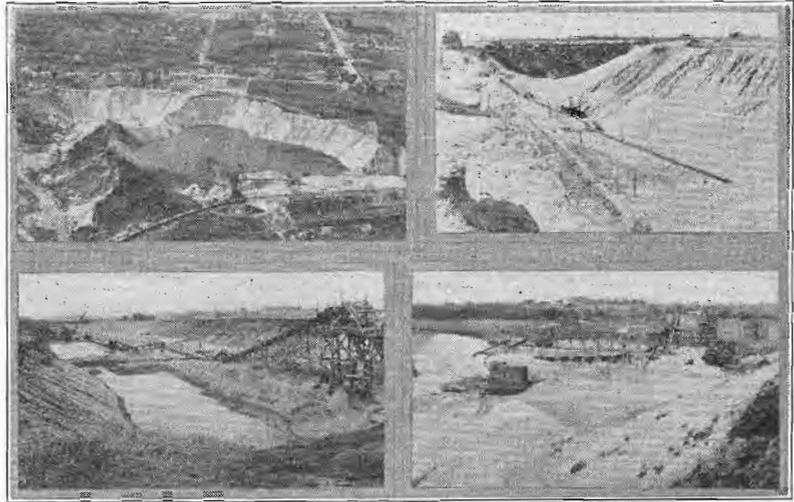
Janesville is likewise a city of homes and a city of industrial activity—a city that extends an alluring invitation to the home-seeker and a promise, sure of fulfillment, of successful business to the investor. 87.2 per cent of the city's population of 24,677 is native born white. The first full tide of immigration brought the Yankee and Irish to this section, to be followed later by the German and Norwegian, each of which in his quiet, methodical and orderly way proceeded to hew out his existence. Its people are largely of the home-owning type—more than 70 per cent own their homes. New dwellings are being erected at the rate of about 150 each year; mute evidence that folks come here to stay.

The citizens point with pride to the things that mean so much to the home life of the city—its wonderful public school system, augmented by three parochial schools, a vocational school, a business college and a nurse's training school; to its numerous churches of all denominations where the stranger is made to feel that he is welcome; to its clubs, fraternities, and other social agencies; to its unsurpassed water supply and correspondingly high health record, and to many other things that make for happiness and contentment. One finds within the city a well equipped Carnegie Library with a circulation of 125,000, a \$300,000 Y. M. C. A building, a new Art Building and an excellently functioning Y. W. C. A.

The educational system here won first place in the last Wisconsin Better Cities contest. The lowest percentage of illiteracy of any city in the state, less than one-half of one per cent, is found in this city.

Citizens of Janesville are likewise proud of the great industries of their town, many of which are leaders in their particular lines. They place special emphasis on the diversity of these industries and they do this with a sense of great satisfaction and security, knowing from experience that the wheels of industry never stop here, since the several manufacturing groups never suffer a general depression simultaneously. Here we find workmen engaged in producing fountain pens and pencils, punch presses, cotton batting, woolen goods, cotton goods, clothing, shades and awnings, wire fence and posts, conveyors, tractors, thread, tools, automobiles, trucks, coaster wagons, beet sugar. One hundred and twenty-five thousand automobiles were made and shipped from here last year. More sand and gravel is shipped from Janesville in a year than any other city in the Middle West. Its freight tonnage is enormous; it is the largest producer of railroad revenue in the state, outside of Milwaukee.

Labor does its work well here and receives, therefore, adequate compensation, as the result of which the relationship



The Gravel Pits. One of Janesville's Greatest Industries

between employer and employed has always been most amicable and labor disturbances seldom occur. Its fifty-seven industries manufacture over eighty-five different articles, pay annual wages in excess of \$6,000,000 and produce finished products having an annual value in excess of \$76,000,000.00.

City Manager Form of Government

In its city government Janesville has fared well. Since 1923 civic affairs have been operated under the city manager-council form of management. From its inauguration this method has been extremely successful, resulting in the elimination of waste, consolidation of departments and an efficiency never before attained. Of the 88 miles of streets contained within its 8.7-square-mile area, fully one-half are paved. A municipal garbage collection system, municipal health department, city nurse, school nurse, case worker, and sanitary inspector are maintained. The city operates under a Nolan city plan, one of the first cities in the United States to adopt such a plan. Despite the extensive undertakings under the city manager form of government the exceedingly favorable tax rate of \$22.00 per thousand dollars of assessed valuation of property has been maintained dur-

ing the past five years. In the city are also located a county tubercular sanitarium, county asylum, county normal and county fair grounds. The Wisconsin State School for the Blind is also located here.

Extensive Retail Operations

Janesville's merchants are keenly alert to present-day retail trends and maintain institutions creditable to the city which has come to be known as the shopping center of southern Wisconsin. The city is constantly host to thousands of rural and out-of-town shoppers who find the general air of the town to their liking, the service and stocks of the best, and a courtesy which stamps Janesville as a community that enjoys being host. At the present time there is an unprecedented remodeling activity in the city's retail district. Several of our mercantile establishments, wishing to keep abreast of the demand for larger and better stores are rearranging their space, and in keeping with a city beautification program, are installing new fronts in their establishments. No less than fifteen such improvements are under way at the present time.

Likewise, the city's hotel facilities are receiving careful attention. The Myers



The Sugar Beet Factory



Rock River Woolen Mills

Hotel, long a landmark and host to thousands of celebrities, has undergone a complete restoration. A new hotel, as yet unnamed, is rising on the site of the former Grand Hotel. When completed at a cost of over a half million dollars this new hostelry will add 169 rooms to city's list of guest rooms, thus assuring adequate accommodations to our tourist and commercial friends.

Progress in the Air

One cannot remain in Janesville very long without being impressed with the spirit of progress that is everywhere in evidence. Our building operations this year will be in excess of \$2,000,000.00. In addition, Janesville's obsolete street car system was recently supplanted by a modern bus system which better serves all sections of the city. Also, a 132,000 volt power line was recently brought into the city, which, with the already existing equipment, provides Janesville with sufficient electric power to supply a city many times its size. Six new industries have begun operations in Janesville since the first of the year; one existing industry has doubled its capacity. A \$300,000 bridge-viaduct project has been approved and will soon be under construction.



New Hotel (Under Construction)

Everywhere are unmistakable signs indicating that Janesville is moving forward toward greater development and prosperity. And through it all the city maintains that spirit of hospitality and friendliness that leaves an indelible impression upon all who visit it.

Railroads Insure Prosperity

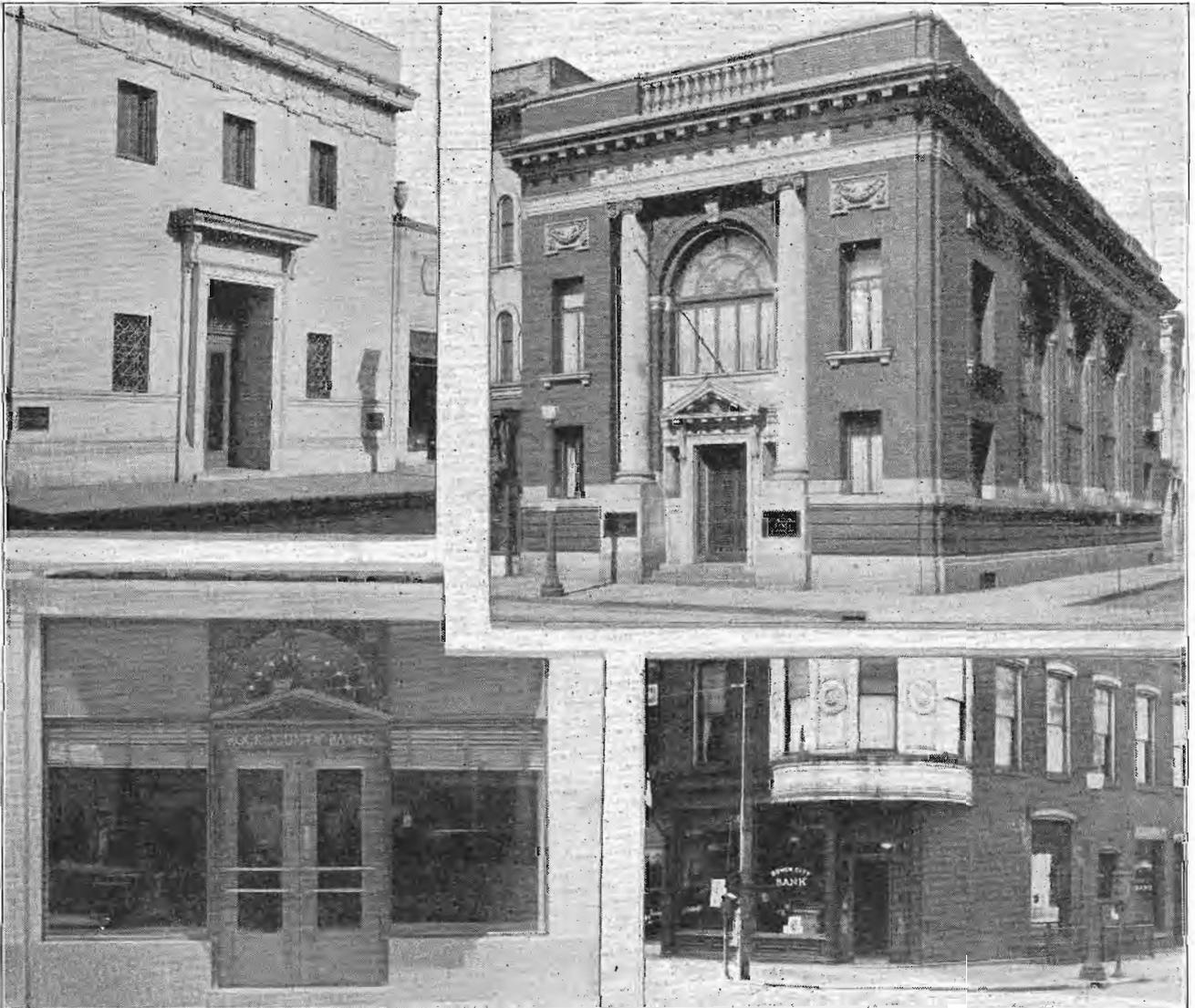
No city can expect permanent progress without possessing adequate railroad fa-

cilities. In this particular Janesville has been especially fortunate. Being located on the Chicago, Milwaukee, St. Paul and Pacific Railroad, as well as the Chicago & North Western Railroad, Janesville has much to offer to prospective industries and others looking for favorable locations. Such great institutions as the Chevrolet Motor Company, Parker Pen Company, Janesville Sand & Gravel Company, in fact, all local organizations rely upon The Milwaukee Railroad and its service and are most appreciative of the fact that in the development of their business and of Janesville this institution has ever been at their command.

To the officers and directors of the Chicago, Milwaukee, St. Paul and Pacific Railroad, to its many employes who daily pass through our city, and to those employes who make Janesville a place of residence we extend our best wishes and express the hope that future years will find us of increasing value to each other.

Absolutely

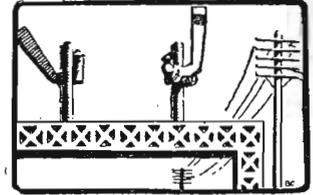
"A man has the right to control his wife," states a judge. "And a left to defend himself if she resents," adds the Wall Street Journal.



The Banking Houses of Janesville—Top, Left to Right: Merchants and Savings; First National; Rock County; Bower City.



BUREAU OF SAFETY



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, Assistant to General Manager

Safety—Office Employees

ATTENTION has been called to the fact that, while the outside forces on the railroad have been thoroughly covered in matters pertaining to Safety First, very little has been brought to the attention of the office forces.

While we appreciate that the possibilities of injuries to office employees are rather remote, nevertheless, I believe the suggestion is a good one and will be glad if you would insert the following in the next issue of the Employees' Magazine:

All Office Employees

Since January 1 this year, we have been conducting an extensive drive in an effort to reduce the injuries to employees to the lowest possible minimum, with the thought in mind that eventually we may be able to eliminate entirely fatalities and reportable cases. Reportable cases are those where an injured employee is incapacitated for a period in excess of three days during the ten days immediately following an injury, a report being made to the Interstate Commerce Commission in such cases as required by the law. Lost time injuries are those where an employee loses from one to three days, inclusive, and minor cases are those involving a disability of less than one day.

The purpose of this special note to you is to call your attention to the fact that in going about your daily assignment, safety should be uppermost in your mind at all times. This is the first safety rule which all employees over the entire railroad must learn, office employees as well as all others. Safety First is a habit of mind, which should be acquired by all. These two words, Safety First, mean exactly what they say.

Since the first of the year we have had several office employees injured, one having sustained a fractured wrist and I, therefore, earnestly solicit your sincere co-operation in assisting the Safety First Bureau in our efforts to prevent injuries.

Appoint yourself a Safety First Advocate and preach it to your careless fellow workers.

M. J. FLANIGAN,
Assistant to General Manager.

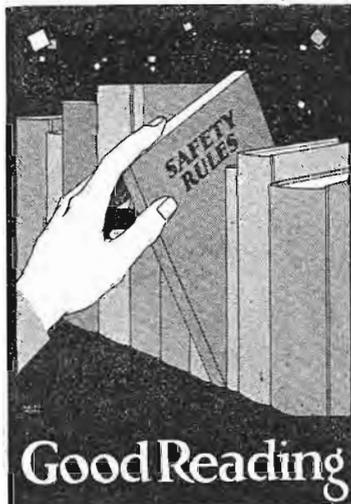
Know Thyself

By Arthur H. Peterson, Section Foreman, Section 24, D. M. Division.

WE are in an age of progress. Never in the world's history have so many discoveries for the good of humanity been made as in the space of our own lifetime. The radio, the airplane, and the automobile are but a few of the wonders that are in common use today. It is an era of great production as well. Through-

out the industrial centers of the world factories are humming as never before. Where men formerly were accustomed to talk and think in terms of hundreds, it is now possible to speak of millions.

In this great manufacturing activity there comes a time when it is necessary to stop and take stock of our production in so far as it is possible, to in some measure forecast what the future will hold. Even the small merchant takes his inventory at regular intervals, so that he may determine his profit for the months gone by. His business methods are changing rapidly and competition is growing keener. Out of date machinery must be



replaced and new labor-saving devices installed.

And so it is with our railroads. They have been one of the first to adopt the budget system and for many years an annual inventory has been taken. If our great railways systems find it advantageous to take a regular stock of their assets would it not be well for us, as employees to do the same? Only by a close scrutiny of our minds and our actions can we be sure that we measure up to the high specifications of today. Perhaps we are doing our work in a manner to invite accident. Perhaps a certain practice which our men are permitted to continue is unsafe if given a careful analysis. Habit is a strong factor in our lives and the carelessness in some act may not be easily apparent owing to its familiarity. It behooves us all to examine our work with an eye to its potentialities for danger.

As our standard book of rules states we enter the employ of our railway with a full knowledge of the hazards to be met. Our superior officers rely on us to be careful workmen. We owe it to our-

selves to so conduct our work that our fellow workers will not be endangered and accidents will be eliminated. He who works the safer way will live to work another day.

There is a barbed wire fence between the careless and the safe. It is a high, strong fence with long sharp barbs and we cannot sit on it. Either we must be classed as good, safe workmen or we must take our stand on the other side, with the careless and the slack. There is no middle ground.

No Room in Industry for the Heedless Man

Today there is no room in industry for the heedless man. The indifferent workman will sooner or later pay for his failure to observe the rules of safety and find himself out of employment. The chance-taker must go.

On our railroad I am told that for the past twenty-five years not a single month has passed without some employe giving up his life by accident. During the year 1928 over 6,000 accidents were sustained, most of them preventable. Is it any wonder that the Bureau of Safety First has been organized to combat this condition? One has only to consider the thousands of families saddened and, perhaps, impoverished by the loss of the bread-winner to realize the true meaning of the importance of safety. A pair of crutches makes a poor substitute for a limb. A lifetime of regret can be the result of a moment's thoughtlessness.

Moreover a good workman is a safe workman. A few minutes gained at the expense of due care is a poor reward for taking a chance. One moment's failure to think safely may result in your fellow worker being maimed. The healthy, able-bodied man who began his work so gaily in the morning, before night may be a cripple. Be sure that no act of yours will bring about such a condition. Guard against the insidious germ of carelessness and if one of your gang does his work in such a way as to endanger himself or others, give him first aid in the form of a Safety First lecture. Let him understand that it is either work carefully or make room for a man who will.

It has been said that there is sufficient unharnessed power in Niagara Falls to turn the machines of our whole country. Think of the man power lost through injuries on our own railroad system in a single year alone. What projects of surfacing and roadway improvements could be carried to completion were these lost man hours eliminated! And it can be done. For many years one of our medium-sized terminals reported an average of thirty man failures through accidents per month. In this same terminal accidents have largely been eliminated.

Safety First More than a Slogan

From the highest official to the humblest laborer the safety first movement is coming to mean more than merely a slogan. It is coming to mean contentment and happiness. The man who works with his hands is as much a part of the move-

ment as the foreman under whom he works. Each of us if we are but a private in the R. R. army is in charge of a crew. Each one of us has a gang of two feet, two hands and two eyes. They will serve us and aid us to the end of our lives if we keep them properly coordinated with our minds. Do not neglect to use due thought in their use for only by constant watchfulness can they be retained.

Inoculate yourself with the antitoxin of the safety movement. Prevent at all costs the disease of carelessness. The unsafe man is unwell. Help him to regain his health by the prevention of slipshod careless work. If you have recently had an accident, make up your mind that it is to be the last. Observe the rules for the guidance of your work and if there are none to cover, use the intelligence that God has given you. Don't pass the buck to the other fellow. You, yourself are responsible.

"I didn't think" is a poor consolation when you are off the payroll. Receive kindly the advice of your friends and fellow workers in regard to safety. Watch out for the man beside you and be sure he watches out for you. A word from you may be the means of saving a man's life. Do not let a false squeamishness deter you from calling his attention to any dangerous practice he may have. If you fail to warn him of his danger your conscience will remind you many times after he is injured. You may feel like you are casting your bread on the waters but rest assured it will return to you in the form of fewer accidents.

In all our work there is a right way and a wrong way. Choose the safe way and then go ahead. If you would function efficiently, then work safely for you can do neither alone. In all our work considerations of safety must take precedence.

Not long ago the world was acclaiming an unknown flier who blazed a trail of fame across the Atlantic. Today he is the most widely known citizen on the globe. Lindbergh foresaw the hazards and dangers of his flight and made his preparations in accordance. So it is our duty to look ahead and consider the dangers in our work. To plan wisely is to accomplish safely.

The Lord Helps Those Who Help Themselves

There are people who seem to regard accidents as foreordained and that no amount of precaution will serve to overcome them. Such men seem to feel that Providence will guard them from all harm, careless though they may be. Let these men remember that the devil of their own carelessness is also present to maim and to destroy. It is a true saying that the Lord helps those who help themselves whether it be on the section motor car or in the engineer's cab. In any walk of life it is the mentally alert, the careful and sane men who reap the richest fruits of life. When all is said what greater things has the world to give than a sound mind and a healthy body.

The Safety First Army is in the field. The bugles have sounded and the shock troops are about to storm the citadel of carelessness. Will you heed the call to arms or will you prove a slacker? The decision rests with you.

SAFETY WORK A PAYING INVESTMENT

Vital Interests of the Employee, the Employee's Family, and the Officers Largely Dependent Upon Success of Movement

By L. G. BENTLEY, General Safety Agent, Chesapeake and Ohio

Reprinted from the Railroad Trainman

INTO every undertaking, whether it be religious, social, humane, or commercial, there is necessity for a periodical inventory.

This is good business, and often discloses the need of changed methods, sometimes changes in management if that undertaking is to be placed or remain on a paying basis.

Other than the public and the owners of our railway, there are three general classes of persons whose vital interests depend upon the successful operation of our railway, and in no feature of that operation are they more vitally concerned than in Safety.

These persons in the order of what Safety means to them are the employee, the employee's family, and the officers.

In taking this inventory, it is suggested that each as a class and as individuals inquire of themselves, "What have I invested in the Safety movement?" and "What has the Safety movement done for me?"

Shall we answer these questions from experience, taking each class in the order named?

The Employee

The mind of man is his most valuable earthly possession. Safety and success in life depend upon the manner in which a man uses his mind.

As to the employee's investment in Safety, we find that he invests his mind—his power of thought. He invests his love of life, of comfort, of happiness and of his family. He invests the time he spends attending Safety meetings and the time he takes to plan his work in advance, so that the highest degree of Safety may be assured. The time thus used is approved by the railway management, and for it the employee is paid in full.

The employee invests his moral responsibility to protect the lives and the happiness of his fellow workmen. He invests his conception of the Golden Rule. He invests a word of friendly warning when he sees a companion taking an unnecessary chance. His investment consists in part of obedience of the rules and instructions and a loyal, helpful and friendly attitude toward his foreman.

None of this has cost him a penny, nor deprived his family of a second of his companionship. These are investments of the finer things of life.

More than anyone else, the employee reaps richly in the dividends of Safety.

In so far as preventable injury may affect him, he remains alive and whole. His earning capacity is unimpaired. He carries Safety and happiness into his job and into his home.

By his careful methods of work, the care of his body and improvement of his mind, he becomes better equipped to take on new responsibilities which often come to him more quickly because his superior

officer sees in him a dependable assistant. This is as it should be.

He receives a reward in the high and affectionate esteem in which he is held by his associates. Not the least of his pay comes with his knowledge that he has done the right thing in the right way, and he is happy in that knowledge.

Happiness is the best earthly reward that can possibly be enjoyed, and this reward will be in exact proportion to the investment.

The Employee's Family

The families of employes are those of whom we usually think as their wives and children. These may contribute to the success of the Safety movement, the future activity and happiness of their wage earners, and to their own comfort and happiness almost beyond belief.

Nothing more completely distracts a workman's mind from his duties than the recollection of a nagging experience at home, of children whose tendencies are to go astray, or a family disposed to spend more than he can provide.

The safe workman's mind must be on his job.

A poorly-cooked meal, or meals served irregularly, will send him to work in a sluggish state of mind, poorly prepared to meet an emergency.

The reverse of this is that a workman may take with him to his job recollections of smiling faces, loving embraces and words of affection. He has rested well and enjoyed good food. His lunch box has been packed with loving care. He has a contented, active mind, good digestion, unbroken rest and a healthy body. He is usually a safe man. He has something to live for, and a desire to live so that he may enjoy it.

The preparation for this condition of mind must be largely the investment of his family.

Those things which are returned to such a family by the Safety movement are the absence of sorrow and suffering, due to preventable accidents, a full pay check and the expenditure of that pay check for the substantial things of life, rather than to satisfy bills for the treatment of injuries during which time the income stopped. Such a family receives the accustomed necessities and comforts of life and wholesome amusements.

A savings account is started and begins to suggest later independence. A home is bought and, in time, paid for. The children are educated to meet life's battles and that family enjoys those satisfactions, privileges and blessings which are theirs by Divine right.

The Officer

The officer is the man in charge of the job, whether it is the movement of trains, the building of a locomotive or bridge, the unloading of a freight car or managing the railroad. He is the one who

plans the performance and is held responsible for its success. His plans are made on the assumption that everything will move as intended. He makes no allowance for accidents nor for the disability of his men through accident. Were he to allow time or expenses for those irregularities, he would acknowledge in advance his inability to supervise the job without accidents.

When trouble arises, when there are cars derailed or trains delayed, the smooth execution of his plans is interfered with. In other words, he does not "Get in on time" and the efficiency of his management is debited accordingly.

This refers to failure and damage to inanimate things. The same is true of men with this exception; damaged power, equipment or construction can be replaced or repaired and a new start made. The supervisor has a chance to retrieve himself for these are man-made features of equipment, but when man, that noblest work of God, suffers permanent disability, his physical members cannot be restored. He is perhaps forever removed from the midst of his fellow workers, and the support of his family. There are surgeon's bills, hospital expenses and ambulance charges to pay; there is payment for time lost and not worked.

There is an inevitable let-up in the efficiency of all those coming within the influence of the injury. Valuable time is spent in the investigation of that injury. There is a lowering of the *esprit de corps* and the necessary training of a new man.

This may not appear in written words or figures as a debit on the officer's record, but it might well so appear for it most assuredly stands against the efficiency of his supervision.

The officer in charge of men, or in charge of the operation of a railroad, invests his hopes of success in the performance of his men. What, then, ought he to invest in the Safety and happiness of those men?

The officer invests first in equipment that is as safe as it can reasonably be made and then in training his men to use that equipment as intended.

He invests the same interest and enthusiasm in the Safety of his producers as he does in production, and his men are the producers.

He invests confidence in his men and in their suggestions or recommendations for Safety.

He makes no more valuable investment than that of starting the new man off right and in educating him thereafter in the principles of Safety.

He invests supervision over his men to see that they observe the rules and instructions pertaining to Safety as well as all other features, using kindly measures, helpful advice and pleasant reminders as long as such conduct is efficacious. Few men require more than this. When necessary, he must resort to sterner measures, not only to correct the erring one, but for the protection of innocent co-workers who are certain to suffer in time from persistent and willful violations of the rules and instructions.

In the event of injury to one of his men, he invests solicitude for his welfare and interest in his recovery. This interest should be displayed promptly when trouble comes.

He invests honest and painstaking personal care to find the causes of accidents and correct them.

He invests in a program which lets his subordinates know what he wants them to do, how he wants them to do it and that this program must be followed.

An officer who invests to this extent finds his reward in the rallying of men to his standard. They mirror his training. They develop a pride in his administration and personal liking for him as a man.

With a decreased number of personal injuries, fewer accidents involving material and more intelligent use of time, he finds an increase in his production and an *esprit de corps* that will write for him any kind of a record he wants.

Men who have an interest in their own personal safety to the extent that they think carefully before acting, involuntarily become thinkers in other matters of vital and mutual interest to both officers and men.

The officer who has made an honest investment of this kind will tell you that Safety pays. On the other hand, those who suggest that Safety does not pay are those who have not invested.

Safety Records

NOTICE is received from Roundhouse Foreman W. E. Cooper at Atkins, Iowa, where 136 employes under his supervision completed on September 9th a full year without a single reportable or lost time injury. The employes at this point, as well as Mr. Cooper himself, are now determined to go through the second year without an injury of any kind, and we are wishing them success. This is a very remarkable record and one to be proud of.

Superintendent O. H. Frick informs this Bureau that the Car Department forces at Portage, consisting of a foreman and two men, under the direction of Mr. H. R. Miller, have not had an accident of any kind since April 24, 1926. A very good record.

A report comes in from Division Master Mechanic E. Sears, at Deer Lodge, that the shops and roundhouse at that point under Foremen Wagner and Brautigam, where 130 men are employed, did not have a reportable or lost time injury during the months of April, July, November and December, 1928, and April, June and July, 1929. They are endeavoring to improve upon their 1929 record and we wish them success.

The following I. & D. Division roadmasters have not had any injuries so far this year: Messrs. A. Minton of Murdo, S. D., with 85 men, P. E. McMahon of Mitchell with 85 men, and J. A. Larkoski of Mason City with 65 men. Car Foreman C. O. Bross at Mitchell, with 18 men has not had an injury for seven months. These supervisors have covered a total of 410,688 safe man hours. A fine record.

District Storekeeper F. S. Peck, at Milwaukee Shops, where 345 men are employed, went through the months of May, June and July, without a reportable injury, and he has hopes of improving upon this record in the balance of the year. We wish him success.

The following letter comes from District Master Car Builder M. M. Dick, under date of August 16th, and is published in its entirety for the benefit of all employes. It shows the interest that Mr. Dick and his foremen are taking in the Safety First work, and after reading it, one can easily appreciate why he is obtaining such good results on the Terre Haute Division:

"I am happy to receive congratulations in your A-52, concerning the standing we have made on the Terre Haute Division, with our safety record.

"I want to express in a general way how we conduct our Safety First campaign on this division. I have appointed the Shop Committee to represent their organization as a Safety First Committee. In this way, I feel we have full cooperation of all our employes; as I am sure they appreciate the interest the other fellow is taking in them and they are making it their duty to safeguard each other.

"I also believe that my supervisors realize, above all, their great responsibility in instructing their employes in Safety First practices. There are many little things which one would not realize are unsafe, but could result in accidents. I have highly commended all my foremen and the employes on the Terre Haute Division, for the assistance they have given in promoting such a good record, especially car foreman at Terre Haute, who has approximately 180 employes under him and has gone through a period of seven months without a reportable or lost time injury, and the last minor injury at Terre Haute was on June 11.

"I believe the Safety Board we are using at this time is very vital in creating great interest in safety work. At Terre Haute each morning this is the first thing the men look for, in view of finding out if we had any injuries the day before and when they find a man who has had a minor injury the foreman and Safety Committee go direct to him and forcibly bring it home to him what might have happened. In this way, it is talked over through the shop, and I must say that every man on this division is doing all he can to avoid personal injuries.

"The Safety Rule Book, which I have given to the various foremen to distribute among their employes, I believe is being studied very carefully and helping toward the Safety First Movement."

For the month of July, 1929 a reduction of 62 per cent in reportable personal injuries, when compared with last year, was accomplished, making a 46 per cent reduction for the seven-month period under last year for the System. For the seven months of 1928, twenty-five employes were fatally injured, as against 18 fatalities in the seven months of 1929, a reduction of seven. During the same period, 1928, the reportable injuries totaled 1,660, as against 887 this year, a reduction of 773 reportable injuries.

The August figures, while not entirely complete at this time, will show a reduction of approximately 60 per cent in reportable cases on the System. This is 2 per cent less than the reduction accomplished in July and is rather disappointing. We must do better and it is hoped that all employes will give their wholehearted support to our accident prevention campaign.

Current News of the Railroad



Carson L. Taylor

The Youngest Judge on the Bench

CARSON L. TAYLOR, who has been appointed assistant general solicitor of this company, with headquarters in Chicago, is a graduate of the University of Iowa. He practiced law in Cedar Rapids and Des Moines several years, and while in Des Moines was a member of the firm of Hughes, Taylor & Obrien, where he was one of Mr. Hughes' assistants in charge of the law business of the Milwaukee Road in Iowa.

Mr. Taylor enjoys the distinction of having been one of the youngest, if not the youngest, judge ever to have sat on the bench in the Superior Court of Cedar Rapids, Iowa, where he presided from 1913 to 1916. He also occupied the office of assistant prosecutor of Linn County, Iowa, for a number of years. He has been in the service of the Milwaukee Road, as above stated, in Des Moines, since 1922.



William L. Hunter

Started as Timekeeper Now Assistant General Solicitor

WILLIAM L. HUNTER, recently appointed assistant general solicitor of this company, with headquarters in Chicago, entered the service of the company as extra-gang timekeeper and passed from that job to various positions in the operating and traffic departments before entering upon the study of law.

He is a native of Chicago, attended public schools there, the University College of Chicago University and Northwestern University. He studied law at the John Marshall Law School and was graduated with the degree of LL.B.

During the world war he was with the 304th Cavalry and the 54th Field Artillery in service abroad. He received his discharge in April, 1919, as regimental sergeant major.

Since March, 1922, he has been employed in the Law Department of this company, and acted as attorney for the C. M. & St. P. Railway in the receivership proceedings. He is a member of the Chicago, Illinois and American Bar associations.

Among those using the Milwaukee enroute to Minneapolis for this occasion were: Lt. Governor Bidwell Adams, Mississippi; Hon. George Sharpe, Secretary of State, and wife, West Virginia; Governor Brown of Ohio; Hon. George P. Whitman of Atlanta, representing Governor Hardman of Georgia, with his son; and Judge Reaves of Tampa, Fla., representing the Governor of Florida.

Kansas City Division Shows Steady Increase

Figures Showing that Business Is Steadily Increasing, Given

IN THE chronicles of the Kansas City Division, up to the present time, the month of August, of this year, will appear as the outstanding month, exceeding the high record attained during the preceding month of July, 1929, which was considered the banner month in the history of the division.

That business is steadily increasing as indicated by the following figures, which represent the gross tons handled over the division during the years of 1925, 1926, 1927, 1928 and 1929.

Year 1925, increase of 12.9 tons over year 1924.

Year 1926, increase of 10.4 tons over year 1925.

Year 1927, increase of 10.8 tons over year 1926.

Year 1928, increase of 10.9 tons over year 1927.

Year 1929 to August, increase of 18.9 tons over same period in 1928.

The year of 1928 shows an increase of 55.5 per cent over the year 1924.

Over 6,100 cars of oil, from the west and southwest, destined to points in Illinois, Wisconsin, Minnesota and northern Iowa, were handled over this division during the month of August, 1929.

In accordance with the trend of the times and to better conditions and working facilities many improvements have been made during the past few months on the division. W. A. Moberly and gang rerailed 45.8 miles of track with new 100-lb. rail, followed by E. Thompson, with his gang of 200 men, who resurfaced and rebalasted the 45.8 miles of track and also resurfaced 13.5 miles of track. We also installed 28,000 lineal feet of tile and laterals in wet cuts. A new well was installed at Washington, and we are now placing three new 100,000 gallon capacity water tanks, one each at Mystic, Newtown and Laredo, and constructing water treating plants at these points. The water pumping plant at Mystic has been electrified.

To facilitate the handling of freight and thereby to improve our service, which should tend to increase business, an automobile unloading platform has been constructed at Liberty Street Freight House, Kansas City. This will facilitate the handling of inbound shipments and save switching charges on a large number of cars that are now going to the Kansas City Terminal for the unloading. We have also put in new track at Liberty Street Yard, which will enable us to give better service in the handling of LCL shipments, and we have extended the passing track at Powersville and Lucerne.

Nearly Five Hundred Special Trains

Exceeds in Number Any Previous Summer Season

PASSENGER business handled by special train on this railroad since June 1, exceeds in number of special trains operated any previous summer season in the history of the company.

According to General Passenger Agent W. B. Dixon, we have operated on our line about three hundred special trains since the beginning of the present tourist season. Conventions held in western and middle western cities this year are responsible for a large volume of this traffic. Transportation of National Guardsmen between the home cities and the many encampments located on The Milwaukee necessitate a great number of specials each year and this summer has been no exception—rather has the number of these been increased.

Tourist travel to the northwest and especially to Yellowstone Park via Galatin Gateway increased to such an extent

that the increase in business through our new Gateway this past summer exceeded the increase in number of passengers handled through all of the other prominently established gateways.

The low-rate excursions operated between many points were particularly well patronized, requiring a large number of special trains.

Dedication of the Foshay Tower

Number of High State Officials and Distinguished Citizens Go to Minneapolis for the Ceremony

A NUMBER of high state officials and other distinguished citizens from various sections of the country traveled via Milwaukee Road to Minneapolis to be present at the dedication of the Foshay Washington Memorial Tower in that city. The Foshay Tower has become a landmark for miles around Minneapolis, its graceful outlines rising into the sky from an elevation which permits it being seen from all directions far beyond the city's limits.

Ziegler Bros. Construction Company, who had the contract for the paving work in the vicinity of Chula, gave all of their freight business to our line, that is, the hauling of sand, gravel, cement and equipment, about 440 cars, covering a period of about seven weeks. The company realized a revenue of about \$35,000 from the handling of this business.

Studies The Milwaukee's Electrification

Commissioner-General of Australia Makes Trip Over The Milwaukee to Inspect the Electrified District

COMMISSIONER-GENERAL HERBERT BROOKES of the Commonwealth of Australia, together with his family and secretary, Mr. D. M. Dow, during the month of August made a trip over the Milwaukee from Seattle to Chicago. Commissioner-General Brooke's purpose on his visit to this country was to study the electrification of our railroad between Seattle and Othello, Wash., and between Avery, Idaho, and Harlowton, Mont. He was much interested in the operation of the trains by the power of "white coal."

"The Quarter Million Club"

Elaborately Equipped Special Train Carries Party to Denver

ONE of the most elaborately equipped special trains ever operated out of Union Station, Chicago, left over the Milwaukee Road enroute to Denver, carrying two hundred and seventy-five members of the Henry L. Doherty "Quarter Million Club," a group of investment salesmen assembled in Chicago from eastern cities.

Nine sleeping cars, two club cars, an observation car, a recreation car provided with gymnasium equipment and a projection machine for showing moving pictures and three dining cars made up this up-to-the-minute equipment. General Passenger Agent Dixon made special arrangements to furnish the party major league baseball scores, market quotations and other news daily.

The party left Chicago September 2 and returned via Kansas City and the Milwaukee, September 10.

Millions Spent in Iowa by The Milwaukee Road

COUNTY treasurers in Iowa are receiving this month from the Milwaukee Road vouchers covering tax payments for the year 1928.

The fifty-seven counties will receive this year more than a million dollars from the Milwaukee Road for taxes to be used for the benefit of residents of this state. Payment is made in two installments.

Transportation facilities are provided at 350 stations in Iowa by the Milwaukee Road and more than 2,750 miles of tracks are operated within the state. Its payrolls amount to about \$12,000,000 yearly, divided among some 7,300 employes in Iowa. Yearly the Milwaukee Road purchases more than a mil-

lion dollars' worth of materials and supplies from producers and manufacturers in this state.

A Fish Story

The World's Largest Trout in Montana Waters

HAVING learned that the largest trout in the known world of fishing waters inhabited the Gallatin River, in the neighborhood of Three Forks, Mont., a party of fishermen set out on The Olympian September 24 for that point, with the announced intention of catching this elusive monster of the trout family and return it alive to be placed in a tank in the Lincoln Park, Chicago, Aquarium. The party consisted of Messrs. R. W. Tansill, insurance broker and sportsman, of Chicago; L. L. Valentine, Chicago financier; D. C. Everest, vice-president and general manager of the Marathon Paper Mills, Wausau, Wis., and Frank Lauerman, president of the Lauerman Company, Marinette, Wis.

They are a formidable quartette of fishermen and the Montana trout will hardly escape their prowess. More power to them.

Edison Scholarship Winner

Comes East on The Olympian

WILBUR B. HUSTON, the Seattle high school lad who won the Edison scholarship, left Seattle September 19 on The Olympian enroute to Cambridge, Mass., to attend the Massachusetts Institute of Technology. The prize winner was escorted to the Union Station in Seattle by his classmates of Seattle high school, who gave him a rousing sendoff.

Celebrated Labor Day

Party of Detroit Railroad Passenger and Ticket Agents are Guests of The Milwaukee

MORE than one hundred and fifty members of the Detroit Passenger Club, an organization of railroad passenger and ticket agents, celebrated Labor Day by a trip to St. Paul and Duluth. They arrived on a special train midnight of September 2 on the return journey and left immediately for Detroit. A Milwaukee Road recreation car with piano, phonograph and radio provided a varied entertainment for the party.

New York Bankers on Way to San Francisco

Enroute to Annual Meeting of American Bankers' Association

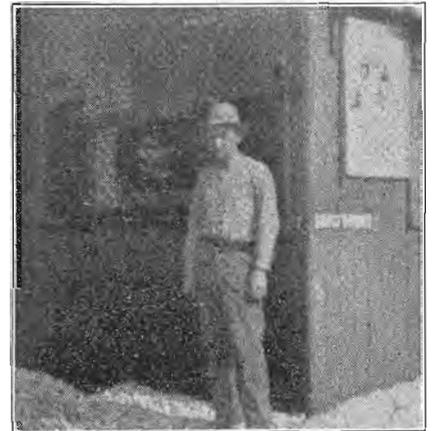
A PARTY of one hundred and fifty New York bankers enroute to the annual meeting of the American Bankers' Association to be held in San Francisco, Cal., September 30 to October 3, left Chicago September 15 in a special train on the Milwaukee for St. Paul, stopping over for a tour of the Dells of the Wisconsin River. The special arrived in St. Paul at 4:45 p. m. September 16.

Friday, the 13th, Holds No Terrors

Remington-Rand Business Service Salesmen Leave that Day in a Special Train for the North Woods

TRAVEL on Friday, the 13th, held no terrors for a party of one hundred and fifty representatives of the Remington-Rand Business Service, who left Chicago September 13 in a special over our road for a four days' outing in northern Wisconsin.

The group is known as "The Fighting Fifth Field Club" and is composed of star salesmen located in the middle west. All of the facilities of the Dairymen's Country Club at Boulder Junction were leased for the occasion by the Remington-Rand Company, who acted as hosts to their employes.



Car Foreman Hewing, Bensonville, Ill.

Car Department Safety Record at Bensenville

THE Bensenville Repair Track and Yard Car Department, with a total of 63 employes, has gone through more than seven straight months, or in other words, over 210 consecutive days, without an injury of any kind. The Car Department employes at Bensenville are very proud of this record, and it is an indication that Car Foreman Hewing and those under him are doing everything possible to prevent injuries, and establish a real Safety First record.

Foreman Hewing has his heart set on a record of twelve straight months without an injury and we are hoping that he will succeed.



Hoquiam, Washington, Bathing Beauties in Suits of Spruce, Material Manufactured at Gray's Harbor

CLAIM PREVENTION

FRIGHT UP THIS HANDLE WITH CARE

"Stop, Look and Listen"

We prevent loss of human life and injuries to the body by observing this rule—

Likewise we can prevent claims and great loss of revenue by observing another simple rule, viz.:

"Inspect, Accept and Protect"

as applied to freight transportation.

The public delivers its products and its wares to the railroad for shipment. Then should begin the first great principal in claim prevention. (INSPECTION.) The employe should know the shipment is in good condition. The container must be safe to carry it forward. The fruit must not be over-ripe. The stock must be sound. The grain fit for transit. Any flaws discovered in this first movement means a claim saved.

Then ACCEPTANCE is in order; and the handing out of the bill of lading makes the railroad the caretaker and custodian.

Now apply the third principal PROTECTION. Hundreds of employes are now interested and responsible in guarding the traffic. The bill clerk must protect the shipment by care in waybilling. The helpers and truckmen must protect it by careful loading. The inspectors of refrigeration must protect it by observing the perishable rules and regulations. The trainmen and enginemen must pro-

tect it by careful handling of trains and equipment.

This protection must continue along its entire movement including its arrival at destination where the principal of inspection is again applied as the commodity is delivered to the consignee, and careful receipt taken of its delivery.

Each individual must play his part in the great traffic movement of the railroad; and if each employe will take it upon himself to do his DUTY and PROTECT the traffic placed in his care freight claims will be reduced to the lowest possible basis.

The employe should give the same consideration and attention to safeguard the freight in his care and custody as though it were his own, remembering that great LOSS and WASTE must only reflect as a loss in his own personal earnings and welfare. Whereas conserving and protecting traffic against claims means revenue for the company and consequent improved employes' working conditions.

It would seem possible a united effort by conscientious employes could reduce CLAIMS to one-quarter of one per cent. Let all of us observe that it is a good thing to remember, and a better thing to do,

"To Work with the Construction Gang and not with the Wrecking Crew."

F. M. INTELKOFER,
Agent, Waukon, Iowa.

11. Do not permit draymen or other unauthorized parties to remove freight from the railway premises without its having been properly checked to them.

12. Do not deliver over freight without first securing proper proof of ownership.

13. Do not under any circumstances deliver order bill of lading shipments without first having secured original order bill of lading or an indemnity bond.

14. In the case of bad order freight be sure to make a thorough inspection not only of the article or articles themselves but also of the container, making your report as complete as possible in order that the Claim Prevention Bureau may be in possession of necessary information to handle for correction with a view to prevent a repetition.

15. Above all keep a complete and positive record of each and every incident which comes to your attention so that in the case of a claim we will have the benefit of same.

Courage, Brains and Executive Ability

P. X. Kennedy, Agent, Montgomery, Minn.

CLAIM PREVENTION when taken to heart by employes, requires brains, courage and executive ability.

Brains to enable one to treat the subject as though it were a personal matter, and each claim as though the loss was to be suffered by the individual employe.

Courage to meet the emergencies firmly, come in contact with the shipper or consignee in such manner, that all will be agreed on nature and amount of claim, cause of damage, and remedy to prevent future occurrences.

Executive ability to handle all claims diplomatically, explaining the railroad's part in the transaction ably and so well that patron will co-operate instead of antagonize, praise instead of criticize, and do his utmost to bring claim down to mutual basis, such a policy by employes inspires a feeling of willing helpfulness in patron, and many times eliminates a claim entirely.

A little forethought is essential when a situation develops where a shipment has received hard knocks, a galvanized tank dented, furniture scratched, sacks torn or open, containers broken, these look very badly when received; but after the dent is straightened, boxes and containers re-coopered, torn and open sacks reseeded, furniture revarnished and rubbed, such extra precautions place the articles in a presentable condition, and invariably a clear delivery can be made and customer satisfied as well, on the other hand, had shipment been left lie and customer permitted to see original condition, an opening is given for a claim.

The absence of accurate, dependable records covering bad orders are in many instances responsible for claims.

Why We Have O. S. & D.'s

1. Failure to check merchandise by marks and simply counting the number of pieces is responsible for at least two-thirds of our claims covering loss of entire package.

2. Errors in marking, failure to mark in any way whatsoever, loss of shipping tags, etc.

3. Failure to secure proper proof of ownership resulting in over shipments reaching the hands of parties other than those to whom they rightfully belong.

4. Failure to properly police and otherwise supervise freight floored and made ready for delivery, resulting in draymen and other unauthorized parties taking freight which does not belong to them.

5. Failure to properly inspect cars placed for loading resulting in damage account of defective equipment.

6. Failure to maintain a proper record of seals broken and applied, also seals protecting cars at time of receipt from and delivery to connecting line.

7. Failure to comply with icing and other instructions in the case of perishable freight resulting in claim for damage from heat, freezing, etc.

8. Failure to make a complete record of sick and crippled live stock at time accepted for forwarding.

How to Prevent Them

1. Check freight carefully before signing bills of lading.

2. Be sure that you receive all of the freight specified in the bill of lading.

3. Be sure that all old marks are obliterated.

4. See that goods are in fit condition for forwarding, i. e., that the containers, etc., comply with classification requirements.

5. Be sure that freight is loaded in the right car and that it is properly stowed so as to go through to destination without damage.

6. That a waybill is issued to cover.

7. Whenever possible be present when live stock is being loaded in cars so that complete record can be made of any exceptions.

8. See that proper seal-record is maintained at all times.

9. Be sure that perishable shipments are protected against heat and cold, and that a complete record is made whenever any work is accomplished in the way of icing cars, lighting heaters, etc.

10. Make a thorough inspection of all cars placed for loading, if possible getting inside of the cars and closing the doors with a view to seeing whether daylight penetrates at any point.

The perfect delivery is one of our strongest points, a few more minutes used in the delivery of a shipment, to ascertain if everything is all right, serves us well, for bad orders sometimes happen after goods have left our hands, likewise the same precaution should prevail when receiving shipments, at times goods are damaged in transit from the warehouse to freight depot, sometimes the handler is not aware of this, and innocently presents shipment again he is aware of the damage and hides the defect, unless eternal vigilance is practiced, the clear receipt is given, and we pay a claim for which we are not responsible.

Claim prevention bureaus are the best effort thus far, they are working slowly and surely, discovering and correcting the conditions which make bad orders, they are however, working all too slowly, we must establish an honor code among our employes, encourage actual, truthful reports, simplify the preliminary bad order report so employes can and will willingly make out this report at time of discovery, in this manner we could more accurately trace the cause and near location of damage.

I feel the employes handling freight have learned the lesson of carefulness, however, an occasional damage occurs because of failure of the human element. If we could make a truthful report instead of hiding the actual cause, I believe the prevention of claims will have attained a new impetus.

Errors of Employes

Error in Billing

BLANK, Iowa, waybill 4529 of June 11 covers 2 boxes of meat consigned to Red Owl Stores, Blank, S. D. This shipment in error was billed to the same station in Iowa, resulting in a delay causing damage to shipment and resulting in a claim in the amount of \$16.04.

Error in Billing

Blank, Wis., waybill 404 of December 17, 1928, covers one phonograph consigned to Leon Graves, Bradford, Pa., post office, Gifford, Pa. In billing this shipment our people omitted the post office notification point, the result being that shipment remained at Bradford unclaimed, finally being put into storage and returned to shippers who now ask us to assume the storage charges amounting to \$6.87.

Error in Delivery

Canadian Pacific Ry., Saskatoon, Sask. to Blank, Wis. November 1, 1928, waybill C-276, covers one machine moving in bond with manifest attached. In spite of waybill showing this information shipment was delivered to consignee at destination without Customs Release, the result being a fine in the amount of \$25.00 from the U. S. Customs Service.

Error in Loading

Blank, Wis. to Muskogee, Okla. January 21, 1929 waybill 1209 covers one box of composition rubber tile, etc., the box of tile being loaded into wrong car at point of origin, finally reaching destination on astray billing when it was refused on account of being duplicated and claim in the amount of \$3.06 filed to cover the freight charges accruing in replacing shortage.

Error in Billing

Blank, Wis., March 25, 1929 waybill 312 covers a carload of scrap iron consigned to the Keystone Steel & Wire Co., Peoria, Ill. The shippers of this car had on March 21 placed an order with our agent at point of origin directing that he forward all cars billed to the Keystone Steel & Wire Co., Peoria, to Jacob Lanski, Chicago, but these instructions were overlooked, the result being that shipment was disposed of at Peoria at an alleged loss of \$18.31.

A large number of members were present to enjoy the hospitality of Mrs. Valentine and her committee.

The business meeting consisted of reading of the very interesting reports from the General Chapter covering the activities during the first half of this year. The various committee chairmen gave an outline of the work to be accomplished by Tacoma Chapter during the fall months. September 21 the office girls will hold a card party with Miss Ann Johnson as chairman. In October a special committee will hold a rummage sale with Mrs. H. E. Hatch acting as chairman. The membership committee hope to have a large number of employes of the various departments in Tacoma as contributing members also their wives as active members by the close of the year so that we may accomplish a great deal more in our charity work.

At this writing our hospital committee report the following as getting along nicely at the hospital: Mr. R. A. Nofke, M. R. Grummel, J. Hettleston and John Misonic. We are sorry to report the loss of one of our charter members, Mrs. L. W. Cook. Tacoma Chapter extends sympathy to the family. She was an active member in our club and dearly loved by us all and we shall miss her.

The September 30th meeting will be held at the Women's Club house with luncheon at 12:20.



Mrs. W. W. K. Sparrow, President, Fullerton Avenue Chapter

Fullerton Avenue Chapter (Chicago)

Elsa M. Augustin, Historian

ON Saturday, September 14, the monthly meetings of Fullerton Avenue Chapter were resumed. Our friends from Union Station were our guests and luncheon was served at 1 p. m.

We had the extreme pleasure of welcoming Mrs. H. E. Byram as our guest speaker, and she gave a very interesting talk on the wonderful welfare work being carried on by the club all over the system.

After this Mrs. Chrisman, of the McCall Pattern Co., gave an instructive and interesting lecture on dressmaking, cutting, fitting and sewing. All of our dressmakers, professional and amateurs, found this talk helpful and, with all the new fall styles to choose from and such expert advice, we shall undoubtedly see many of our members flaunting new gowns for us to admire.

Our president, Mrs. W. W. K. Sparrow, and her entire corps of officers, are all anxiously trying to surpass the 1928 membership. How easy it would be if each member would bring in just one new one! Have you tried?

The plans for the October, November and December meetings sound so interesting that they should be listed as "Important Engagements" and nothing should interfere with record attendances.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Savanna Chapter

Mrs. R. G. Heck, Historian

ALTHOUGH there has been no regular meeting during the summer vacation the members of the Savanna chapter have been quite active.

The Sunshine and Mutual Benefit Committees have had much work to do this summer.

During July a dinner was given in the club house under the chairmanship of Mrs. Thurber, for the Dubuque Chamber of Commerce, who were making a good-will tour of the surrounding towns.

Many of our members and their families attended the picnic at Credit Island Park in Davenport, Iowa, which was arranged by the employes of the railroad at Davenport. A special train was run from Savanna to Davenport.

The early part of August a dance was sponsored by the club in the "Odd Fellows Hall." The music was furnished by "Wayne King" and his orchestra of the Aragon Ball Room of Chicago. This dance was very well attended by people of Savanna and nearby towns. Mr. King is a nephew of our president, Mrs. Seitzberg.

Our September meeting will be held on the evening of the 9th, when plans for the new season's work will be formed.

Tacoma Chapter

Mrs. Byram Honor Guest at Lake Luncheon

PERFECTION of weather and the beautiful Steilacoom Lake home of Mrs. F. A. Valentine was the setting of our August meeting. It has become an established custom for the members residing at the lake to honor our club members each year at a picnic luncheon. Those joining with Mrs. Valentine were Mesdames George Freestone, H. E. Hatch, George Pyette, A. J. Kroha, F. E. Devlin, H. F. Love, A. De Vere Browning, Harry Micklethwaite and F. W. Rasmussen. The luncheon tables placed in the garden held gay-colored flowers and bounteous delicacies for which a great deal of thanks is due the committee.

We were pleased to have as our honor guest, Mrs. H. E. Byram, president-general of the Milwaukee Railroad Women's Clubs. Mrs. Byram was welcomed by our president, Mrs. A. De Vere Browning, and in her usual charming manner, spoke to us of the many interesting and wonderful things accomplished by the clubs. Her visits are a great inspiration to us and we wish that she might visit us often.

Mrs. Steed, president of Seattle Chapter, accompanied by a number of her members and visitors from Malden, were also honor guests.



Mrs. S. H. Bruyn, President, Mitchell Chapter

Mitchell Chapter

Mrs. Tom McComish, Historian

THE meetings of Mitchell Chapter were resumed September 16, after the summer vacation, and everyone seemed to be glad to have our club in operation again. We all expect to work hard the coming winter. Then we hope someone will start the ball rolling and help us get a club house, of which we are much in need.

Our welfare chairman, Mrs. A. Peterson, and her committee were busy during the month of August. They sent twenty-seven garden flower bouquets; sent seven cards; made thirty donations, consisting of jelly, fruit and magazines; made twenty-two phone calls, twenty-eight sick calls and ten relief calls.

Mrs. Charles Sloan, Ways and Means chairman, has been sick and unable to make plans for raising money, but she expects to do so soon. Mrs. Guy Lawrence served a very nice lunch at the close of the business session.

Mrs. Ted Dinsmore and Miss Emma Reyner, of the Membership Committee, had eighteen new members for our September opening. There was a very nice attendance.

Spokane Chapter

Mrs. E. K. Stedman, Historian

SPOKANE CHAPTER has had a busy and successful year, to date. We had pleasant and well-attended meetings in the spring at Othello, Malden and Spirit Lake. The ties of friendship and good will are strengthened by such meetings.

The annual picnic was held at Natatorium Park July 25, with an attendance of one hundred and fifty. An afternoon of sports and entertainment was enjoyed. Jack Ashton presented two readings that were much enjoyed. The high light of the afternoon was reached in the ball game which, every year, is the feature of the sports. Mrs. O'Reilly served as umpire and handed out very snappy decisions. The trophy for which the teams hotly contested (the temperature was 99 degrees) was a huge watermelon. In view of the fact that Mrs. O'Reilly succeeded in putting over the world's greatest record of phony decisions, she was presented with the watermelon by the winning team.

The chapter, has been sustaining its place in the sun by doing some very efficient relief work.

On Tuesday, September 10, the chapter resumed its regular meetings and activities. The ladies turned out in force and we had an interesting as well as entertaining session. Plans for the autumn programs were discussed and we led off with a dance in the club room, September 28. There will be a luncheon honoring our Othello, Malden and Spirit Lake members, with a big program to follow, in November.

Several of our ladies were just home from the Alaska jaunt; they detailed the trip for

our pleasure. Mmes. O'Neal, Shook, McDonald and Mohr gave interesting talks.

Mason City Chapter

Mrs. M. M. Wolverson, Historian

DUE to the summer recess, there isn't much news from our chapter except that the usual good work is going on, which means that the Welfare Committee has been busy all summer, as have the Sunshine and other committees.

At a recent board meeting the welfare work was discussed and plans made for the opening meeting to be held this month. We are all looking forward to this meeting, for it means seeing friends that perhaps we have not seen all summer.

The chapter wishes to extend deepest sympathy to Mrs. B. J. Buckland and family upon the death of Mr. Buckland, who had been ill for several months with heart trouble.

Many of our members have had wonderful trips this summer. Grace Moran, stenographer for Mr. W. F. Cody, has returned from a vacation in Denver and other western points; Mr. and Mrs. Ingraham and family motored to Omaha to visit their son William and family. Mrs. W. F. Cody and daughter enjoyed a few weeks at Banff, Canada.



Mrs. William Brown, President, Tomah Chapter

Tomah Chapter

Mrs. Herman Lanke, Historian

WHOOPIE! We did it; July 26 a special meeting was held to prepare for a big drive for new members. Each lady present took a list of names to ask to join. Our drive for July and August was on, hot weather held no terrors for us. Morning, noon and night you could see Milwaukee Railroad ladies on the corners with pencil and paper in their hands, going down the street, up the street, into the houses, out of the houses.

When the week expired we had increased our membership from 70 to 164 members or 134 per cent. We challenge any one to beat it.

After a pleasant vacation we are glad to be back on duty again. In spite of pouring rain our community room was filled to capacity. Had it been a pleasant evening there would not have been standing room inside or out.

Our meeting was opened with the club motto. The president welcomed both old and new members. The secretary's and treasurer's reports were read and approved.

The sunshine chairman reported seventeen calls, three cards and flowers sent in August. The president read the summary of activities during the six months ending June 30.

We were very much pleased to see so many contributing members present. After all the business matters were taken care of a program was put on under the able chairmanship of Mrs. Joseph Toohy. It was a "Mock Wedding."

The cast was as follows:

Ushers	Arlys May and Edith Kohl
Bride	Mrs. Will Kohl
Groom	Thelma May
Maid of Honor	Mrs. Herb. Neitzel
Bridesmaid	Miss Ada Last
Best Man	Mrs. Rob. Fuchs
Clergyman	Mrs. Steve Waterman
Ringbearer	Marvin Fuchs
Flower Girl	Lorraine Erdmann
Bride's Father	Mrs. H. Lanke
Bride's Mother	Mrs. Clara Morgan
Groom's Father	Mrs. O. Fredericks
Groom's Mother	Mrs. Fred Kohl
Guest:	
Mr. Byram	Mrs. Will Hovey
Mrs. Byram	Mrs. F. Schmidt
Mr. Scandrett	Mrs. Emil Hovey
Miss Etta Lindskog	Mrs. Alf. Grassman
Violin Selection {	Mr. Douglas Harris
 Vivian Grassman
Piano Duet	Gertrude Brown
Reading	Lucille Erdmann
Vocal Selection	Mr. Joseph Toohy

The Sunshine collection was taken and the meeting adjourned until October 2.

Terre Haute Chapter

Alice M. Church, Historian

WE ARE back again after a few months' vacation. Our first regular meeting was held at the clubrooms, Thursday, September 19.

On August 23 a call meeting of the executive board was held to make arrangements for the joint meeting of the Women's Club and Safety First Rally, which was held Friday evening, September 13, at which time Mrs. Byram, president-general, and Miss Lindskog, secretary-general, were present. A six o'clock chicken dinner was served in the clubrooms to thirty-five members. Mrs. Byram and Miss Lindskog each made a few remarks about the club work and toasts in song were given the guests by the Hulman Street Trio, composed of the Misses Swanson, Faris and Church. Also several humorous numbers were given.

It is always a pleasure to have the general officers with us and we hope it will be an inspiration to our club and will help us to work harder. Mrs. Byram certainly "put it over" with the women of the Terre Haute Chapter with her pleasing personality and charming manner.

At the Safety First Rally, which was held at the Trianon at 8 p. m., Mrs. Blackwell, president of the Terre Haute Chapter, introduced Mrs. Byram and Miss Lindskog, and the various committee chairmen gave their reports for the first eight months of the year. Mrs. Byram gave a most helpful and interesting address about the work of the clubs in general. This was a good opportunity to tell the men about the general purpose and aims of the clubs.

Safety First addresses were made by Messrs. Flannigan, Thompson, Bowen and Passage, and Superintendent Donald presided at the meeting. Approximately five hundred employes and their families were present at this meeting.

Aberdeen Chapter

Winifred Rubertus, Historian

THE first meeting of our club, after our summer sojourn, was held September 5 in our clubrooms, with Mrs. P. H. Nee presiding, and a goodly number attended.

Mrs. E. W. Hopp, who has been our secretary, resigned her position, and Miss Clara Sandahl was appointed as secretary for the remainder of the year.

Our relief committee has provided clothing for a number of children, outfitting them so that they could attend school.

It was decided to change our meeting night. Due to the fact that the first Thursday of the month seems to be a popular meeting night for a number of lodges and clubs, we have changed our night to the second Thursday of the month, and hope that this change will increase our attendance.

A bridge-tea was discussed for the 24th of this month and Mrs. E. W. Hopp and Mrs. A. W. Lindquist were put in charge.

At the close of the business session, Mrs. A. H. Adams, chairman of the Entertainment Committee, presented a very interesting program.

Miss Louise Mulligan, accompanied on the piano by Marge Wilson, gave us a number of vocal selections which were very pleasing. Miss Virginia Rowlee then presented several very clever readings.

The Women's Club, with Mrs. C. N. Williams as chairman, entertained the Milwaukee Diamond Ball Club with a banquet on Monday, September 9. Mr. P. H. Nee acted as toastmaster of the evening, and short talks were given by members of the club, the principal speakers of the evening being Mr. Gus Rueland and Clarence Lund. Jack Seiler assisted largely in the entertainment by rendering several classics on the piano and accompanying the quartet, consisting of Dick Anderson, Ralph Homelstad, Elmer Dixon and Ray Hoefs.

The boys are quoted as giving the following verdict: "The banquet was all that its name implies. It was a banquet that none but the Milwaukee Women's Club of Aberdeen could produce and serve."

Lewistown Chapter

Mrs. C. J. Swane, Historian

OH YES, we are still on the map. Sunday afternoon, September 8, a special meeting was held in our beautiful clubrooms in honor of our general officers, Mrs. H. E. Byram, Miss Lindskog and Mrs. H. M. Gillick. Mr. M. J. Flanigan, assistant to general managers in charge of Safety First, and Mr. L. S. Cunningham, district safety inspector, were also present. The clubrooms were beautifully decorated with bowls of garden flowers. The meeting was opened with singing "America." Mrs. Byram gave an interesting talk on Women's Club activities in the different chapters. Mrs. C. Scott sang a solo and Miss Fritsen played two numbers.

As the meeting was a joint Club and Safety Rally, Messrs. Flanigan, Cunningham and Bowen spoke on Safety. Refreshments were then served to about ninety-five people, after which our honor guests were taken by auto to Harlowton to conduct another meeting. Mr. Bowen, our superintendent, donated all of the refreshments but the cakes, which was greatly appreciated. Many thanks, Mr. Bowen. You have done more than your share.

Our regular business meeting was held September 9; three new members were enrolled. We are always glad to welcome new faces and expect many more in the near future.

Is our president going to the annual meeting? You bet she is, because we shall not take no for an answer. She has worked hard and deserves the trip. She takes just as much interest in the club house as in her own home.

An enjoyable program was presented. Miss Humphrey danced two numbers, accompanied by Miss A. Fritsen at the piano. Seven tables of bridge were played. Honors for the game were won by Mr. and Mrs. Cornwell, high; Mr. C. P. Warner and Mrs. Swane, low.

Our annual picnic, August 11, was a great success. Games were played, and a fine lunch was served. Ice cream and coffee were furnished by the club.

Perry Chapter

Ruby Eckman, Historian

THE members of Perry Chapter took a vacation from their labors during the summer, leaving only the Welfare and Sunshine Committees active. They resumed their labors the first week in September and the president has a busy year's work mapped out for the club.

John Heinzleman, who has been acting as gardener at the clubhouse grounds, has had some beautiful flowers blooming all summer long. He set out many shrubs and plants in the spring and now that he knows the amount of each and the colors, he has plans made for transplanting the gardens with a view to future loveliness.



Mrs. A. Czamanske, President, Wausau Chapter

Wausau Chapter

Bertha Hoehm, Historian

ON September 10 the first meeting of the chapter since the summer vacation was held with an attendance of 34.

Reports showed that officers had been busy and welfare work carried on during the summer as usual.

A new picture of Lake Louise, a fine bookshelf made by Mr. Ed Czamanske, and two pretty linoleum rugs from the lockup were in place and duly admired.

Plans were made to hold a public card party in the club house and station on the afternoon of September 27. Prizes and part of the refreshments are to be donated, and it is hoped that a nice sum can be made for our fund.

Hostesses for the card party after the meeting were: Mrs. Phil Lemmert, Mrs. A. I. Lathrop, Mrs. Jule Manhart, Mrs. F. L. Hudson and Mrs. I. Livernash.

Mrs. Warren Essels and Mrs. M. M. Harrington won prizes in bridge, and Mrs. August Krueger and Mrs. Barton for five hundred.

Seattle Chapter

Mrs. F. N. Hicks, Historian

THE first regular meeting of the Seattle Chapter of the Milwaukee Women's Club, after the summer vacation, was held at the clubrooms, Thursday, September 19. Luncheon was served at 12:15 p. m.; a good number being present. We were happy to have as guests several of the ladies who made the trip to Seattle on the Veterans' Special. Plans were made at the meeting for holding the annual rummage sale on September 26 and 27.

The Seattle Chapter did "its bit" to help make the Veterans' visit pleasant by furnishing 140 baskets of flowers to decorate the tables at banquet held at the Civic Auditorium on the evening of September 17.

On August 21 a special meeting of the club was called to meet our president-general, Mrs. H. E. Byram. The gathering was largely attended and Mrs. Byram was enthusiastically

received, as usual. Luncheon was served, after which Mrs. Byram gave a most interesting talk on the work and accomplishments of the club throughout the system. She was accompanied by her daughter, Miss Helen. Mrs. Geo. Recor was a guest of the club.

Dubuque Chapter

Tillie Doolittle, Historian

THE Dubuque Chapter opened the fall work with a business and social meeting, Thursday evening, September 5.

The reports of the work done during the summer were read. Many calls have been made on the sick and some money spent to relieve needy families. One elderly couple, who have gone west of live in Washington, were made very happy with a basket of fruit, candies, etc., which the club gave to them to enjoy enroute.

Plans were formulated to obtain new members and also make money for the club. A bake sale, with Mrs. Otto Wellman as chairman, will be given this month.

On account of the death of Mrs. Hattie Jones, who was the club historian, Mrs. Tillie Doolittle was appointed to complete the unexpired term.

A memorial service was then held in loving memory of the members of the Dubuque Chapter who have passed on to the higher life.

During the year to date Dubuque Chapter has lost, through death, the following members: Chris. Bohtmer, Mrs. Mabel Reed, Wesley Kinder, Edward Milligan, Mrs. Fred Cawrey, J. P. Sandry, Jas. E. O'Brien and Mrs. T. P. Jones.

A memorial service was conducted by Miss Lucille Millar, a charter member of the Dubuque Chapter, in which tribute was paid to these departed members.

Special mention was made of the work of Jas. O'Brien, who audited the books of the chapter, a soldier in the World War, who Miss Millar stated, served not only when his country called, but in every department of life as well. "Jimmy" O'Brien was a dutiful son, husband, brother and father. He held the office of district accountant with the C. M. & St. P. Railroad Company, as well as being a contributing member to the Milwaukee Women's Club.

Mrs. T. P. Jones, the first general chairman of the Finance, Ways and Means Committee of the Dubuque Chapter, assisted materially in financing the work of the club from its inception and continued her efforts in different departments of the work of the club to the time of her death. At that time she held the office of historian.

A glowing tribute to the life and work of Mrs. Jones was paid by Mrs. E. A. Meyer, past-president of the Milwaukee Club, whose acquaintance with the deceased dated back to the Red Cross work of "war days," at which time they were staunch contributors to that worthy cause.

Miss Millar, in closing the service, stated that each club member should, as a lasting monument to those who had contributed their service to the great work being carried on by the Milwaukee Women's Club, renew their pledge of allegiance to that organization, and finally that it would be well for all to shape their lives as portrayed in the words of the poet, William Cullen Bryant: "So live that when thy summons come to join the innumerable caravan, which moves to that mysterious realm where each must take his chamber in the silent halls of death—thou go not like the quarry slave at night, scourged to his dungeon; but sustained and soothed by an unflinching trust, approach thy grave like one who wraps the draperies of his couch about him and lies down to pleasant dreams."

The meeting was concluded with the serving of delicious refreshments and all remained for a pleasant social hour.

Miles City Chapter

Edith Petterson

SEPTEMBER 9 was a red letter day for the Miles City Chapter—the dedication of our new clubhouse and having as honor guests for the day Mrs. Byram, president-general, and Miss Lindskog, secretary-general.

Mrs. Gillick called the ladies to order at 3 o'clock. A brief summary of the work done by each of the committees since the first of the year was given by the chairmen, showing splendid work accomplished. As Mrs. Magette, our president, has moved from the city and we have been without an active head for quite a while, Mrs. Gillick was elected to act as president of our chapter for the balance of the year. Mrs. Byram addressed the club in her charming way, giving many helpful suggestions. Miss Lindskog also made a short talk, especially in regard to the handling of reports to the general office. The honor guests were presented with a bouquet of red roses, Mrs. Gillick making the presentation speech. The balance of the afternoon was spent visiting with Mrs. Byram and Miss Lindskog, and inspecting the clubhouse.

Wish you could all see our clubhouse. It surely is a dream come true. It is twice as large as our old one; the outside is painted white with green trimming and the interior ivory. At one end is a large brick fireplace, with the platform to one side of it. The window drapes are heavy blue and rose striped silk, hung by rings on heavy ornamental wrought iron rods. The rugs in gray tones, and furniture upholstered in blue velvet, the pictures on the walls hung by blue silk cords, and pretty floor lamps, all add their touch in making the clubroom a picture of harmony. Then, too, there is the kitchen with its pretty frilly blue and white curtains and every convenience to make serving a pleasure. Mrs. Manley and the ladies who worked with her so faithfully are to be complimented on their splendid work. They have gotten together during our hottest weather to plan the furnishings and then worked untiringly to see that the clubhouse was in readiness for the opening. And nothing could have been more delightful than having as our guests for the occasion Mrs. Byram and Miss Lindskog.

In the evening a joint Women's Club and Safety First meeting was held at the Elks' Home with about 250 of our Milwaukee men and women present. Mrs. Gillick presided at this meeting also, which was opened with the reading of the club motto and the singing of club songs. Mrs. Byram gave another of her inspiring talks on the purposes of the club, what it had done and what it hoped to do in the future. She was followed by Mr. M. J. Flanigan, assistant to the general manager, who spoke on "Safety First" measures. Mr. L. S. Cunningham, district safety inspector, was also present and gave a brief talk, and last, but not least, our superintendent, Mr. H. M. Gillick, told why he was a member of the Women's Club and praised the club for the work it is doing. An invitation was extended to those who were not members to join the club, and after the close of the meeting several new names were added to our membership roll. Thus ended another very pleasant event and we hope that it will not be very long before we may again have Mrs. Byram and Miss Lindskog as guests.

Even though we have had no meetings during the summer, our committees have been busy at their various tasks; but soon our vacation will be over and everybody will be back ready for work.

Page Twenty-four

HELP WANTED

Average Miles Per Car Per Day

The average miles per car per day during the first eight months this year and the entire year 1928 are quoted below:

	1929				1928			
	Lines East	Lines West	System	System Cumulative to date	Lines East	Lines West	System	System Cumulative to date
Jan.	28.4	30.0	28.6	28.6	29.8	35.4	30.6	30.6
Feb.	30.8	34.7	31.4	30.3	33.5	43.6	35.1	32.7
Mar.	32.5	41.7	33.9	31.2	35.8	46.2	37.5	34.3
Apr.	33.2	43.2	34.8	32.1	31.5	42.6	33.3	34.1
May	34.8	47.8	36.8	33.1	33.2	48.4	35.6	34.4
June	34.8	48.5	37.0	33.7	34.4	50.0	36.9	34.8
July	35.1	41.8	36.2	34.1	34.2	45.0	36.0	35.1
Aug.	37.2	41.6	38.0	34.8	36.7	46.3	38.4	35.7
Sep.					36.6	41.6	37.6	35.9
Oct.					37.4	43.9	38.6	36.1
Nov.					33.8	36.5	34.2	35.9
Dec.					32.2	29.2	31.6	31.6
Total, Year..					34.2	42.2	35.6	35.6

During the first three months this year the weather conditions, particularly east of the Mississippi were unusually severe, with the result that our average miles per car per day dropped considerably under the same period during the year 1928.

It was confidently expected that the performance during succeeding months would by July have brought up the cumulative average to equal that of the preceding year.

This, however, has not been accomplished although at the end of August the cumulative average was 34.8 as compared with 35.7 the preceding year, or only 0.9 miles per car per day less than the preceding year.

We have got to make an exceptional showing during the few remaining months this year if we are to keep up the pace that has already been set of improving the total average each year, but with everybody's help, it can be done.

Staff Meetings

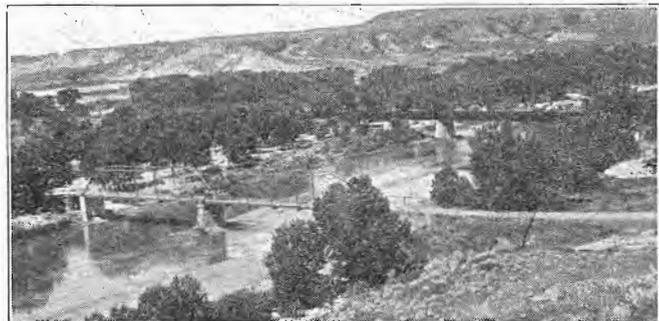
There are many staff and other meetings held at various points on the railroad in connection with Freight Claim Prevention, Safety First, Courtesy, Service, etc., to discuss the many problems a railroad has to contend with and endeavor to find the best means of meeting these problems.

The Transportation Department receives copies of the proceedings of most of those meetings, as frequently there are matters discussed that are of particular interest to that Department and, in many cases, that department can be of assistance in working out the difficulties that arise.

The Transportation Department itself holds a short staff meeting among its own employes at the close of business each Monday and at this meeting the various car distributors and others have an opportunity to talk over the general car situation which often results in plans or suggestions being offered for the better or more economical distribution of equipment and it gives the men who are actually handling the details of the car distribution a view of the entire situation on the railroad, instead of only the class of equipment that is assigned to the individual car distributor to handle.

These meetings are full of interest, and train service as well as Car Service and Per Diem Rules and the many other related matters in which the Transportation Department is involved are discussed pro and con, which is of value as a matter of education to those attending.

When in Chicago superintendents and train dispatchers also attend these meetings thus giving those present the benefit of the views of the men in the field.



The Little Missouri River at Marmarth, N. D.—C. M. St. P. & P. Crossing in Background

SPECIAL COMMENDATION

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

Dubuque Division Switchman Jacob Holly, Marquette, Iowa, while walking from Prairie du Chien, Wisconsin, across to Marquette, discovered a large tree blown down across the track in the island near the pontoon. He reported his discovery immediately and the tree was removed, thus preventing danger of further accident.

C. & M. Division Conductor A. J. Proeber, on August 18 discovered a broken truck on car in train on passing track at Tower A-68. Car was set out, which no doubt averted a serious derailment.

Operator G. W. Archer, Delmar, Illinois, discovered and extinguished a fire on N. Y. C. bridge east of the tower at Delmar. New York Central officials took cognizance of this and made a favorable report of same to superintendent of Terre Haute Division.

Charles Glynn, agent, Reno, Iowa, discovered a truss rod dragging under car in KCON extra 8309, August 21 and notified the conductor, which doubtless averted more serious damage.

Section Foreman William May, Othello, Washington, recently picked up a purse on the right-of-way which had been lost out of train No. 18. The incident was promptly reported by Mr. May and the purse was restored to the owner.

Coast Division Brakeman G. H. L'Anson discovered fire on passenger platform at Raymond, Washington, about 11 P. M., August 11. By prompt action in handling the situation the fire was extinguished without extensive damage.

Sleeping Car Conductor Frank W. Schaeffer discovered a broken spring hanger on train No. 17 at Three Forks the morning of August 4. This timely discovery probably saved serious trouble and delay to one of our Coast trains.

R. & S. W. Division Brakeman Wm. Averill noticed dirt flying from underneath train No. 76 passing through Durand, August 12. He stopped the train and a broken arch bar was found under the car. His watchfulness in the company's interest is greatly appreciated.

home by illness for more than a year, "is still on the job for the Milwaukee Road." In the month of August, Henry secured two passengers to Red Wing and four for Minneapolis, all round trips. There is nobody just like Henry, and we all hope to see him back on the Fox Lake Line in the near future.

General Agent E. G. Woodward, Passenger Department, commends Engineer H. W. McKinley account furnishing information that produced the sale of two round-trip tickets from Kansas City to Seattle.

Engineer William Davis, while on his annual vacation, called upon friends at Lincoln, Neb., who are large distributors of automobiles. Mr. Davis told them about Milwaukee freight service and they are going to do business with us in the future.

Superintendent Buechler on the S. C. & D. Division reports the following business secured by employes at Sioux Falls during the month of August:

Train Baggage-man Z. Jenkins—One passenger to Chicago.

Engineer Henry Kruck—Two passengers to Chicago.

Rate Clerk William Fox—Two passengers to Chicago.

Baggage-man Patrick Slowey—Two passengers to Chicago.

Claim Clerk L. Mostrom—One passenger to California.

Engineer Al Main—One passenger to Seattle.

Janitor Gus Wagstad—One passenger to California.

Conductor C. Alexander—Five passengers to Chicago.

Chief Clerk F. G. Myers—Two passengers to Des Moines.

Section Foreman J. F. Gossard of Cordova prevailed upon two of his friends to use our line from Cordova to Seattle.

R. E. Hursey, chief carpenter's clerk, Dubuque, was instrumental in securing two round trip tickets from Dubuque to Seattle and

Seattle and Los Angeles and return during last part of August.

J. W. Hilliker, operator, Dubuque dispatcher's office, secured the sale of a ticket from Dubuque to San Francisco and return for August business.

On July 22 Mr. J. T. Sibbert, train baggage-man, Tacoma, Wash., called the Passenger Department on the 'phone and advised that a gentleman living in Puyallup contemplated a trip east. Upon solicitation of this business at Puyallup it was found that the gentleman had about made up his mind to travel via a competing line; but after some persuasion on the part of our passenger representative, the business was secured for our line, which was a round trip to London, Ontario, and return. Mr. Sibbert has been of great assistance to the Passenger Department on a good many occasions and his interest is greatly appreciated.

The correspondent of the R. & S. W. Division advises that "several of our employes have turned in tips leading to passenger business for our railroad. Mrs. F. J. Artlip secured five round-trip tickets from Beloit to Portland, Maine, account the G. A. R. Convention. She is the wife of our train baggage-man. Fred Jones, section foreman, secured two fares to Chicago. This is hard business to get and was nice work on Fred's part. Florence Buck secured a passenger for Vancouver, using our line to Seattle. Miss Menhall secured a round trip to San Diego, via Kansas City. William Smith, a round trip to Portland, Ore, via our line to Seattle. Mrs. Wheeler, a round trip to Washington, D. C. Mr. George Gayton, a round trip to Washington, D. C.

We certainly receive nice co-operation from all of the employes and I, personally, want to thank everyone of them for their efforts."

General Southwestern Agent J. S. Adsit advises as follows:

"The Frisco had three carloads of contractor's outfit destined Firesteel, S. D., which they had routed via Omaha and our line; but through the solicitation of Mrs. Pauline Wilson, one of our clerks in the local office, she secured the three cars via our line at Kansas City. She is after the long haul."

The following employes have interested themselves in securing passenger business for our line, and we wish to commend them for their interest and assistance:

Those of Us Who Do

G. P. F.

AT MADISON, S. D., during the month of August, Local Storekeeper Wayne Goudy secured one round-trip ticket to Chicago. Operator Peter E. Berg secured a one-way ticket to Chicago. Locomotive Engineer Hanson secured one round-trip ticket via Omaha to Salt Lake City.

At Galewood Transfer, Chicago, during August, J. P. Dickey secured one carload to St. Louis via Humrick, as well as twelve long-haul LCL consignments with a total weight of more than 27,000 lbs. Mr. J. J. Connolly secured a carload to Minnesota Transfer, as well as thirteen long-haul LCL consignments with a total weight of over 50,000 lbs.

Machinist Charles Tatz at Coburg prevailed upon friends to use the Milwaukee on a trip to the Pacific Coast.

Our old friend, Conductor Henry Bond, on the C. & M. Division, although confined to his

Mr. T. H. Strate.....	Engineer of Track Elevation.....	Chicago, Ill.
Mr. Orrin Catlin.....	C. C. to A. F. T. M.....	Chicago, Ill.
Mr. J. F. Gossard.....	Section Foreman.....	Cordova, Ill.
Miss Mae Quinn.....	Superintendent's Office.....	Mason City, Iowa
Miss Ruth Scott.....	Superintendent's Office.....	Mason City, Iowa
Miss Irma Wilhelm.....	Superintendent's Office.....	Mason City, Iowa
Mr. Wesley Nehf.....	Freight Auditor's Office.....	Chicago
Mr. W. H. McKinley.....	Engineer Kansas City Division.....	Kansas City, Mo.
Mr. Swift.....	Savanna, Ill.
Mr. F. E. Weise.....	Chief Clerk, Engineering Department.....	Chicago
Mr. H. Doornbosch.....	Assistant Chief Clerk.....	Galewood, Ill.
Miss Genevieve Sullivan.....	Stenographer.....	Chicago
Mr. B. H. Diny.....	Clerk.....	Galewood, Ill.
Mr. C. S. Jefferson.....	General Attorney.....	Chicago
Mr. M. K. Buckley.....	Assistant Superintendent of Transportation.....	Chicago
Mr. O. E. Nash.....	Towerman.....	Black River Junction, Wash.
Mr. B. F. Rogers.....	Steward, Olympian.....	Chicago
Mr. J. A. Chesesi.....	Freight Auditor Department.....	Chicago
Mr. W. D. Porter.....	Operator and Ticket Clerk.....	Pond du Lac, Wis.
Mr. Herman Schwartz.....	Machinist.....	Milwaukee
Mr. Hub Smith.....	Operating Department.....	Chicago
Mr. E. B. Finegan.....	Freight Traffic Manager.....	Chicago
Mr. Dan Budd.....	Porter Car "Montana," Vice-President's Office.....	Chicago
Mr. T. W. Burtness.....	Secretary.....	Chicago
Mr. Ellison.....	Telegraph Department.....	Chicago

W. B. DIXON,
General Passenger Agent.



AT HOME



Fashion's Fall Parade

Elinor Corcoran

MRS. GREENBAX stepped quickly from her car before one of Michigan Avenue's smartest shops. She hurried in and there was anxiety and unrest in her countenance and in her attitude toward all outward things. Reason enough—only one month left to do her fall and winter shopping, and the outrageous thing about it all, according to Mrs. Greenbax, was that she had been prevented from making her usual shopping visit to New York. She must needs be content with what Chicago could show her. Poor lady, she had yet to learn that Chicago's style show is equal to anything that Fifth Avenue can display.

Mrs. Greenbax was shown to a salon done in the most advanced manner of the art moderne, where she sat examining with critical eye the gowns, the suits and the wraps brought out for her inspection. Browns and blacks seemed to have first place in the new materials. Brown suited her type and Mrs. Greenbax had set her heart on leading fashion's parade in browns and rust colors. She, accordingly, gave first choice to those colors for her suits and gowns.

Let us take a peep at the things she chose. One outfit was of silk tweed in a tan and brown mixture with a blouse of egg-shell colored crepe. The blouse tied in a bow in front, at the neck. The suit coat had a scarf collar lined with crepe to match the blouse, and which could be worn any number of intriguing ways.

The next outfit shown, Mrs. Greenbax bought without a moment's hesitation. It was a beautiful thing. A silk knitted suit in rust color—just the thing for the golf course, driving and for early fall days. For a slight variation and still to keep to a color that could be worn with brown or tan shoes and hat, she took a dark green street dress; the skirt had circular flounces and the neck was trimmed with a beautiful collar of ecru lace. The skirts to these costumes were all four to five inches below the knee.

The purchase which aroused the most enthusiasm in her mind was that of an evening gown. If it had been of gold it could not have been more outstanding. It was of ivory satin, very long in the back and rather long in front. The skirt had three circular tiers, the waist line was high, almost up to where Nature is supposed to have intended it to be; and it was accentuated by horizontal tucks. The neck was cut extremely low and was made distinctive in the back by a soft bow. For this costume, Mrs. Greenbax felt she must have a gold metal cloth wrap, which was finally achieved in a short cape trimmed in fur.

To a shoe shop then hurried Mrs. Greenbax, where she completed the color scheme in the careful selection of pumps and oxfords. Then to a hat shop. Now, hats are a subject of much meditation and consideration to the well-dressed woman, and Mrs. Greenbax was no exception. Hats this season have little or no brim in front, are long on the sides and back and the hat modistes of the day, make them on your head—"drape them," as it were—and in this ultra-exclusive and exceptionally modish

manner Mrs. "G" topped her outfits and went on her way rejoicing.

Now Mrs. Moderate Means had the same craving for pretty clothes that Mrs. Greenbax had, but she went about her shopping in an entirely different way. Dressed in a light-weight suit, wearing stout walking shoes and a close hat, and armed only with a thin pocket book and good taste, Mrs. Moderate Means set out to do her shopping. Realizing that it was poor economy to "save" on shoes and hats, she decided to pay whatever was necessary for good and correct foot and head covering and do her saving on materials. She first went to the pattern department, chose several advanced style patterns, a suit, two afternoon dresses, a street dress and an evening gown. Black and dark blues would be best economy, so for the suit she bought a tweed in dark blue, planning to wear with this a white silk blouse. The afternoon gowns were of black flat crepe and grey georgette. The mark of distinction on the black gown was the draped neck line and the broad girdle. The sleeves of the grey dress were decorated with circular flounces at the cuffs and the skirt consisted of two circular flounces.

Dark blue seemed best for the street dress, so she planned a tailored gown with a plaited skirt and detachable collar and cuffs.

The evening gown was of black net, very long and very high waisted—in short, very sophisticated. With this evening gown she could wear last year's moire pumps. With the other clothes, two pairs of shoes would do nicely, especially if one pair were blue dress oxfords and the other a black suede pump. The same was true of her hats—a small dark blue and a small black one would easily fit her needs.

Thus, Mrs. Greenbax, with her long pocket book and her love for beautiful clothes and Mrs. Moderate Means with the same love and a short pocketbook are appropriately gowned for all occasions, and who shall say that Mrs. M. M. does not get a greater thrill out of her careful planning and her thorough enjoyment in making the ends meet while at the same time achieving "chic," than does Mrs. G. from her hurried shopping tours and wholesale orders as she dashes into and out of the Avenue shops on her periodical outfitting orgy?

Good Things to Eat

Mutton with Currant Jelly Sauce. Brown two tablespoons of butter, add two tablespoons of flour, one-fourth teaspoon of salt, dash of pepper, one cup of brown stock. Then add one-third glass of currant jelly. When melted add cold cooked mutton and heat thoroughly.

Scalloped Lamb. Remove fat from thin slices of cold roast lamb and season with salt and pepper. In a baking dish place a layer of buttered cracker crumbs and cover these with the meat. Then cover the meat with cold boiled macaroni and add another layer of meat and macaroni. Pour tomato sauce over the scallop and cover with buttered crumbs. Bake in hot oven until crumbs are brown. Grated cheese may be added to the top layer of buttered crumbs. Also cold boiled rice may be used in place of the macaroni.

Cecils with Tomato Sauce. Season one cup of cold rare beef with salt, pepper, onion juice

and Worcester Sauce. Add two tablespoons of bread crumbs and one tablespoon of melted butter. Shape into small croquettes and roll in flour, then in beaten egg and then in crumbs. Fry in deep fat, drain and serve with tomato sauce; or if preferred, with tomato catsup.

Braised Ox Joints. Cut the ox tail at the joints, parboil five minutes, wash thoroughly, dredge with flour and fry in melted butter, to which has been added a sliced onion. To this add one-fourth cup of flour, two cups each of brown stock, water and cooked tomatoes (or canned tomatoes), one teaspoon of salt and pepper to taste. Turn into earthen baking dish and cook slowly three and one-half hours. Remove the ox tail, strain the sauce and mix together again, returning to the oven to finish cooking. Add carrots and turnips, diced and parboiled in boiling salted water, five minutes. As soon as vegetables are soft, serve. Add more salt and pepper lastly if needed.

Roast Crown of Pork. Order your pork crown prepared at the market. Season with salt and pepper, dredge with flour and place in roaster, bones down. Bake in an oven that is very hot to start with. After the meat is browned delicately, the heat may be reduced. If an open dripping pan is used the meat should be basted every fifteen minutes with fat from the pork trimmings. When done remove to chop plate, surround with mounds of mashed potatoes, or with Rector Special Baked Potatoes, halves of baked apples and place a large sprig of parsley in center of the crown.

Rector Special Baked Potato. Bake large Idaho potatoes in moderate oven about an hour. Cut a large oval piece of skin from the broad side of the potato and scrape all of the inside into a warm bowl. Handle the shells carefully as they are to be used again. Season the potato with salt, pepper, paprika and mash with fresh cream. Sprinkle some finely chopped chives into the potato while mashing. Refill the shells with the mixture and put them in a hot oven to brown. In filling the shells do not pack the potato in tight, but allow some to come up over the sides of the cut. Serve immediately.

Household Hints

"The Cub"

FOR the benefit of the lady subscribers who may find housekeeping a drudgery we will print from time to time little helpful hints intended to lighten the burdens.

Now that the vegetable season is in full swing it is an opportune time to experiment with the new pea knife. This delightfully handy article makes eating peas with the knife a pleasure and eliminates the embarrassment so often occasioned in trying to balance a knife full of peas.

This new table piece consists of an ordinary steel knife, with the edge removed to avoid danger of slicing the tongue, down the center of which a line of holes is drilled, slightly smaller than the common garden variety of peas, thus forming a slot which can be readily filled from the plate with one stroke and brought to the mouth without danger of spilling. Can be procured at any bird store or apply to Frank Bradt for further particulars.



Some I. & D. Division Young Folks—From Top, Left to Right: William, Son of F. W. Irons, Operator, Sanborn; Keith, Son of Chris Brandt, Fireman, Sanborn; the Five Children of Engineer Frank Casey, Mason City; Betty Jean, Daughter of Agent D. M. Lezotte, New Hampton; Phyllis, Daughter of D. W. Woodhouse, E. & F. Timekeeper, Mason City; on the Pony, Children of Chief Dispatcher S. R. Neussen; Alice, Hazel and Ruth, Daughters of B. R. Boldt, Agent, Britt; Kathleen, Daughter of Dispatcher F. J. McDonald, Mason City; Little Son of W. G. Powrie, Assistant Engineer, Mason City; Daughters of D. C. Boles, Agent, Everly; Jimmie, Son of Trainmaster O. A. Beerman, Mason City.

Never throw away cantaloupe shells. They can be used as soup tureens two or three times if handled carefully and thus save a lot of work washing dishes.

Experiments are being made with tin dishes nailed to the table, which can be easily washed after a meal by bringing in the garden hose. With ordinary city pressure a good job can be done quickly.

Visitor: "But why do you call your small brother 'Flannel'?"

Bobby: "'Cause he shrinks from washing."

Liked to Watch Him Escape the People

BOBBIE, aged eight years, with his mother, boarded a Broadway car where they found but one vacant seat. Bobbie decided he would stand on the front platform where he could watch the motorman. After a little, Bobbie returned to where his mother sat and said: "Do you know, mother, if there were a seat here I don't think I would want it. I prefer to be out on the platform where I can watch the motorman escape the people."

His Preference is Determined

He: "I want to marry your daughter."

Father: "Have you seen my wife yet?"

He: "Yes, but nevertheless I prefer your daughter."

Always Catches Up

Motor Cop: "Say, I've chased you over a mile to tell you you're doing sixty."

Tourist: "Gee! Bad news travels fast, doesn't it?"—Missouri Outlaw.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1929-1930 BOOK OF FASHIONS.

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

6608. Ladies' Morning Frock. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires $3\frac{3}{4}$ yards of 35-inch material. To make the facings of contrasting material requires 1 yard 35 inches wide. The width of the dress at the lower edge with plait fulness extended is $1\frac{1}{2}$ yards. Price 12c.

6601. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires $4\frac{1}{2}$ yards of 39-inch material. To underface the skirt, the jabot and for revers facing of contrasting material $1\frac{1}{4}$ yards 39 inches wide is required. The width of the skirt at the lower edge with flare fulness extended is $2\frac{3}{4}$ yards. Price 12c.

6615. Dress for Junior and Miss. Cut in 4 sizes: 14, 16, 18, and 20 years. A 16-year

size with sleeves and bertha will require 5 yards of material 39 inches wide. Without bertha $4\frac{1}{4}$ yards will be required. The width of the dress at the lower edge with fulness extended is 2 yards. Price 12c.

6605. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size of one material requires 4 yards of material 39 inches wide. For vestee, belt, and cuffs of contrasting material $\frac{3}{4}$ yard is required 39 inches wide, and cut crosswise. The width of the dress at the lower edge with plait fulness extended is 2 yards. Price 12c.

6462. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires $4\frac{3}{4}$ yards of material 39 inches wide or wider. For vestee of contrasting material $\frac{1}{4}$ yard cut crosswise is required 39 inches wide. The underbody of lining requires $1\frac{1}{4}$ yards 32 inches wide. The width of the dress at the lower edge with fulness extended is $2\frac{1}{2}$ yards. Price 12c.

6614. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 10 year size requires $2\frac{1}{2}$ yards of 36 inch material. For collar, vestee, belt and band cuffs, of contrasting material $\frac{1}{2}$

yard is required. For bow at the neck as illustrated $\frac{3}{4}$ yard of ribbon is required. Price 12c.

6479. Boys' Suit. Cut in 5 sizes: 2, 3, 4, 5 and 6 years. A 3-year size as pictured in the large view will require $\frac{1}{2}$ yard for the blouse, and $1\frac{1}{2}$ yards of contrasting material for collar, cuffs and trousers of 35-inch material. If made with long sleeves the blouse requires 1 yard. Price 12c.

6616. Girls' Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. A 10-year size requires $2\frac{3}{4}$ yards of 32-inch material. For collar, overlap and belt of contrasting material $\frac{3}{8}$ yard 32 inches wide is required, cut crosswise. A tie of ribbon will require $\frac{3}{4}$ yard. Price 12c.

6621. Girls' Dress. Cut in 4 sizes: 1, 2, 3 and 4 years. A 3-year size requires $1\frac{1}{2}$ yards of 32-inch material, and $\frac{3}{4}$ yard additional material for plaiting cut in 14 strips 2 inches wide, and crosswise of the material. If lace edging is used 14 yards are required. Price 12c.

Casey's Picnic

WE ALL went to Casey's picnic,

The third successful one;
And we'd be colossal liars
If we said it wasn't fun.

Old Jupiter controlled the skies,
But not so well the wind
Which tried to blow the ham from 'tween
The sandwiches. How chagrined

We were to have to hold
Our elbows on our plates
To keep the potato salad
From socking us in the face.

But it helped the baseball game somewhat
When we couldn't catch a fly,
'Cause all we had to do was say,
"The wind." What an alibi

We got sand between our toes,
And the yellow jacket bees
Were advocating longer skirts
By kissing the girls on the knees.

Such dissipated mortals, we
Had ice cream and colored pop,
If mother could only see us now
She would count all her efforts a flop.

I'm just a bit suspicious
There's a kick in the Willigan pump,
'Cause when we were ready for supper,
And the Bridge hound had played his trump,

We found a bunch in a huddle
Singing "Sweet Adeline,"
And the discord was so rotten
That it made the oak trees pine,

Miss Willigan is a hostess
Who certainly can't be beat;
And to meet again at Thornton
Was sure a handsome treat.

I only hope this custom
Will be repeated throughout the years
And that there'll be no more occasion
For smiling through our tears.

I can't forget in spite of all
That Graham could 'been there.
Oh! how I wish and wish and wish
That Graham could 'ben there.

Orrin P. Catlin.



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.



Fitted Overnight Cases

Exceptionally beautiful cases with separate compartments, large mirror and splendid fittings in attractive colors. May be had in shark, seal, grain, ostrich or alligator.

Gladstone Bags

Many styles await your selection in cowhide, walrus and the new light tan leathers.



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, Hat Cases

Always glad to offer gift suggestions for usual and unusual occasions.

OMAHA PRINTING CO.

LUGGAGE DEPARTMENT

Farnam at Thirteenth, OMAHA, NEBRASKA

Write Us For Special Prices For Milwaukee Employees

ON THE STEEL TRAIL

Motoring on the Milwaukee Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

THAT'S John Driscoll for you, just because a car of gasoline blows up right ahead of the caboose, all he thinks of is getting out of the way, but he never even thought of his ticket punch or even his grip, or the waybills, left everything in the caboose and just took right out across the wheat fields, well maybe he wasn't the conductor that trip, heard some place he didn't look like one. Any way the head end just kept right on towards Three Forks and when they looked back there was John giving them washout signals from the top of the Camp Creek deepo or some other place high up in the air, and the canned peas and sweet potatoes sounded like Fourth of July fireworks.

Mr. and Mrs. Earl Wilson with Mrs. Wilson's father, mother, sister and family, have returned from a trip through Yellowstone Park. They have been visiting the Wilson family here for several weeks, their home is in Dodge City, Kansas.

Mr. and Mrs. Heier have returned from a two weeks' car ride through Canada, had a fine trip.

Mr. and Mrs. Homer Jenkins are the proud parents of a baby boy born August 9th, at the local hospital. Congratulations.

Engineer and Mrs. E. M. Townsley have returned from a few weeks' visit with their son, Clifford and wife, at Sommers. Mr. Townsley is on one of the Park runs in Engineer Rader's place for a while.

Mrs. W. B. McKenna and daughters have returned home from a visit in Iowa and Missouri of a month. Mrs. McKenna's mother came home with them for a few months' visit here.

We wish to announce the wedding of Brake-man T. A. Burrows and Miss Mildred Wickoff of this city at Bozeman, July 25th. Mrs. Burrows was a popular daughter of the late Engineer Wickoff of the west R. M. Division, and a sister of Signal Maintainer Wickoff at Lombard. Mr. Burrows is one of the best known and most popular of the Rocky Mountain train men and has for years held the East End local, the happy couple made a trip through Yellowstone Park, and have gone to visit with relatives in Wisconsin before returning here to make their home. The Division offers well wishes for a long and happy life to Mr. and Mrs. Burrows, who number their friends by those who know them.

Operator Shepherd, who passed away in Lombard in July, was laid to rest in Helena. His wife and daughters survive him and to them we offer our sincere sympathy.

Miss Cora Viegwig has returned from Chicago, where she had been to accompany the remains of her mother who died in the St. James hospital in Butte, July 23rd. Miss Viegwig has for years been the head nurse of the local hospital and her mother was well known here having visited with her daughter many times. She had been ill for some time and had

gone to Butte for medical treatment from her daughter's home at Wolf Point, where she had been visiting. She leaves three sons and three daughters and to these sorrowing ones the R. M. Division extends its most sincere sympathy.

Brakeman Forrest Peters, who was called to Randolph, Nebr., July 21st, on account of the sudden illness and death of his mother, has returned home again. We offer Mr. Peters our sympathy in this great loss.

Mrs. C. R. Johnson, wife of Brakeman Johnson, of this division, who had been ill for over a year, passed away at the Three Forks hospital on July 26th. She was buried in the Bozeman cemetery and we offer our deepest sympathy to Mr. Johnson. Mrs. Johnson had lived many years in Three Forks and was a good friend and neighbor to all who knew her.

A lot of brand new engineers on the N. M., Collins, Markel, Oregon and Kunze have all gone there during the wheat season. Now when you sign up train orders part of the time the train dispatcher says, "Who is that fellow? I never heard of him before . . ."

We had also with us Mr. Arthur Brisbane, who honored us by riding over our railroad during August . . . s'pose he will break out in print some of these days soon, too.

We regret to write of the illness and death of Harold Hoppe, August 1st, at Livingston. This young man was the nephew of Engineer Rader and had been employed as fireman here on this division the last summer, and had just been recalled for work this year. He was one of the best liked men who had ever worked here and we offer our deepest sympathy to the members of his family who are left behind. His mother, father, brother and two sisters, as well as a number of other relatives were present at the funeral which was held in Livingston.

Ahem! Conductor Joe Gordon, making a trip, and Conductors Grey, and Burrell and Johnnie Jenkins, no wonder the train dispatcher thinks he is cut in on the wrong side when we start . . . 31's . . .

Fullerton Avenue Building

By A. M. D.

JEWEL MALESKA, of the Central Typing Bureau, was married to George Parker August 31, 1929, at St. Josaphat's Church.

Cupid has again been busy, and this time Belle Katch is the victim, as designated by the diamond on the proper finger.

The Misses Marion Northen and Rose Finnell spent a wonderful vacation touring the east via Washington and New York.

G. P. (Dick) Ewalt was married to Edna May Whalen on September 14. The ceremony was performed at St. Bernadine's Church, Forest Park, Ill., after which a grand reception was held at the Central Plaza Hotel. A complete set of community silver was presented to Dick by a group of friends. The honeymoon trip was to Detroit and Buffalo. Best wishes, Dick.

A son was born to Mr. and Mrs. R. J. Thorsen, chief clerk, Freight Auditor's Office, on September 11. Congratulations, Rudy.

Anthony W. (Bill) Slodowy of the Auditor of Overcharge Claims Office has been presented with a six-pound baby boy. The baby was born at the Ravenswood Hospital on Sunday evening, September 1, 1929. Mrs. Slodowy and

the new arrival are doing very well. Bill is now the proud papa of two strapping boys.

Miss Stella Marx of the Freight Auditor's Office has joined the matrimonial ranks and will be known hereafter as Mrs. Bretz.

Miss Catherine McClure, of the Car Accountant's Office, gave a shower at her home on Oakdale avenue, for Miss Elsie Ott of Deerfield, Ill., on August 10, 1929. The guests (from C Bureau) were invited to dinner, which was prepared by Mrs. McClure and served in regular home style. After dinner Miss Ott was presented with numerous useful articles, which included kitchen needs. The remainder of the evening was spent enjoying the "Specialist" and playing games. Best of wishes to our future bride.

Mabel Pearson has returned to the Freight Auditor's Office after an absence of three months. All her friends are glad to hear that she has completely recovered from her recent illness.

Keep your eyes open for announcements of the fall and winter parties to be given by the Fullerton Avenue Chapter of the Women's Club. The first will be in November and the second in December, the latter for Christmas baskets.

Mrs. Enoch of the Statistical Bureau, Freight Auditor's Office, is none other than the former Marie Cassidy, who surprised her many friends by announcing her marriage this month.

Among the early fall brides mention is made of Mrs. Marie Simpson, Car Accountant's Office (Marie Locus of "D" Bureau), who was married August 31, 1929. Marie's friends are glad to avail themselves of this opportunity to wish her all the luck possible. May their hopes all come true.

Elenore Risto of the Freight Auditor's Office was married September 21, 1929. Elenore is one of the popular girls of the Interline Forwarded Bureau, and her many friends wish her the best of luck.

During the recent series of games between the Chicago Cubs and the Cincinnati Reds, staged at Cincinnati, the Cub Camp Followers of this building followed their favorites to that town to assist them with their moral (?) support. They made such a rumpus that the Cubs not only trimmed the Reds, but the racket attracted Al Bostwick, the Chicago American sports cartoonist, who included them in his cartoon which appeared in the American the next day. The Cub Camp Followers who made the trip were: H. Smith, J. Gitzinger, H. Block, F. Specht, J. Kernaghan, H. Gumz, H. Tobin, J. Healy, F. Zumtarski, T. Gajewski.

The above support to the Cubs was apparently so beneficial that F. Specht continued his journey to Pittsburgh, where the Cubs took a terrible trimming despite the fact that Felix almost ruined his vocal cords rooting for them.

The girls of the Local Accounts Bureau in the Freight Auditor's Office were guests of Mary Girome at a delightful party given at her home. Mr. Reinert's girls surely are a jovial crowd and they are workers too.

We could easily have a Fishermen's Special run from here to a certain resort near Middle Inlet, Wis. The fish stories are all true stories, and the tales about the meals served beat anything we have heard in many seasons. No doubt, if the popularity of this resort continues

among the employes of the building it will be necessary to enlarge it for next season.

"Black Diamonds"

No, this is not an advertisement of some concern handling a commodity in general demand at this season of the year. The facts are that Arline Stull of the Car Accountant's Office has recently returned from a trip to Havana, Cuba, adorned with "Black Diamonds." Just how she acquired these beautiful things is not known. Arline has been in Cuba before, and it is not unlikely—but why bring that up?

Bowling Notes

They're off. King Bowling is in full swing. On Tuesday night, September 10, the first ball crashed down the alley to open up the 1929-30 season of the C. M. St. P. & P. R. R. Employes' Bowling League. Here's hoping it will be a most successful one.

The league of this year is made up of the usual eight teams with a few changes as to team names and personnel. The schedule shows that the league will bowl on twenty-eight nights for a total of eighty-four games. The teams and captains are as follows:

Teams	Captains
Auditor of Expenditure.....	J. Glesner
Car Accountant.....	W. Hettinger
Ticket Auditor.....	H. Gumz
Comptroller.....	F. D. Dale
Freight Auditor.....	R. Gentz
Boosters	H. Hegardt
Assistant Comptroller.....	E. Heyn
Auditor Station Accounts.....	F. Specht

The personnel of the majority of the above teams is the same as last year with a few exceptions.

The Freight Auditor's team has been strengthened by the return of Ray Gentz, who, although captain last year, was unable to bowl. Glad to see you back, Ray.

The Ticket Auditor's team of this year has some of the old timers (or should we say ringers) back again. Krumrie, Gumz and Gavin have returned to the fold and should make this team a tough one to beat.

The Assistant Comptrollers have John Shemroski, who was with the Auditor of Investment and Joint Facility team last year, included in their lineup.

The Auditor of Expenditures and the Boosters are the new teams this season. The Expenditures have our old friends Joe Ciesinski and Harry Rau, as well as two newcomers, J. Gleason and the great Tabor. Watch this fellow Gleason, he's a hot bowler. The Boosters have Hegardt, O'Brien, Wiegref, Bartel and Lipnick.

We believe that the league of this season will be a fast one and the topnotchers of last year will have to step in order to be "up" there this year.

Twin City Terminals

Mac

VEARL ANDERSON, electrician for the Milwaukee Railroad, on September 13 saved the life of the chief electrician, Mr. Henry Claypatch, while at work on a platform on a power pole near the Milwaukee Power House. Mr. Anderson tied a rope about the body of the injured man and tied the other part about his own waist, leaving 20 feet of rope connecting the two. Then he jumped from the platform. The force of his body hurtling through the air broke the grip of Mr. Claypatch from a high-tension wire. In the fall he broke his arm. He is recovering at the Northwestern Hospital from a broken arm and a badly burned hand.

Mr. E. H. Bannon is the convoy on the Milwaukee Special that left Sunday, September 15, for the Veterans' Convention at Seattle. Mrs. Bannon, Mr. E. E. Borror, representing the

Sleeping Car Department, and Mrs. Borror were also aboard the Special.

Mr. and Mrs. W. M. Smith, Mr. and Mrs. J. L. Cook, Mr. and Mrs. M. T. Skews left on the Orange Special to attend the Veterans' Convention at Seattle.

Mr. M. T. Skews has been appointed superintendent of the River I. & M. Division to succeed Mr. Johnston.

Gene Larson in the General Superintendent's Office took his vacation last month and we understand during that time he became engaged. We don't know when he will take the fatal step, but, judging from what we have heard, it will be in the near future.

The father of Lester Nyberg, assistant rate clerk in the Local Freight, passed away August 21 at his home in St. Paul. Mr. Nyberg was born in Sweden, coming to the United States as a young man and settling in St. Paul. Sympathy is extended to the family in their loss.

Mr. Sam Salter, rate clerk, Local Freight Office, and his daughter took a trip East on his vacation last month. They visited Niagara Falls, New York City, Philadelphia and Washington, D. C. Sam says it was a great trip and they enjoyed every minute while away.

Miss Leda Mars has been assigned to the position of grain clerk, Lillian Sharp tracing clerk, and Mr. L. R. Comstock, South Minneapolis car checker, succeeding Mr. Henry Welch, who has accepted a position in the East Side Yard. We were sorry to see you go, Hank.

Mr. E. Davies, Demurrage Department, and Mrs. Davies visited his father at Oskosh, Wis., last month.

Miss Jennie Goss, stenographer in the Cashier's Office, thought of spending her vacation in Kissimee, Fla., but decided that if the town lived up to its name it wouldn't be a vacation to her, so she went by auto to Chicago and visited in Mason City, her home town.

Miss Lytrice Hall, stenographer in the Engineering Department, spent her vacation last month at Des Moines, Iowa.

Miss Alice Hemsey, stenographer in Mr. Bannon's office, took a trip with her brother last month to Los Angeles and visited with a brother at San Francisco. She also spent a week with her parents at Milwaukee, Wis.

We hear that our assistant superintendent of terminals, Mr. Gruber, is a personal friend of Mr. Richard Arlen, Hollywood movie star, who recently visited with his parents in St. Paul. Mr. Gruber and Mr. Allen are old schoolmates and were glad to renew their friendship upon Mr. Arlen's recent visit.

The atmosphere of the Freight Office at Twin City Transfer has been changed considerably of late by the employment of the Misses Genevieve Mullany, Mabel Olson and Mabel Wenrich.

Although all thoroughly experienced they are new acquisitions to the "Milwaukee" family and we welcome them to the fold.

"Mike" Cunningham has just returned from an extensive tour of the western states and reports a wonderful experience. He plans to take a trip via dirigible next year.

Frank Thor reaped the usual harvest at the State Fair and we understand he is planning to purchase another apartment building.

La Crosse Division Items

Eileen

QUITE a bit of excitement took place at New Lisbon about midnight of August 6, when a mail plane flying between Chicago and the Twin Cities piloted by Pilot Lee Smith, age 22 years, got lost in the fog. For fully an hour and a half Smith circled the town trying to find a landing place, sometimes flying low and barely missing trees and house tops. Twice he just missed the tall water tower and only for somebody (understand it was a woman)

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

scaling the tower and placing a light there, he probably would have crashed into it. All the railroad men in town were near a field east of the roundhouse with lights and fuses, autos with their lights lined a field west of the town trying to get him to land. The people could see him plainly, but due to a thin streak of fog it was impossible for the pilot to distinguish a landing place, and not until one of the railroad men ventured onto the field east of the roundhouse with a long range search light did Smith effect a landing, without injury and a slightly damaged plane. The mail was taken to the post office and a wire sent to headquarters for repairing material, which arrived on another plane. Repairs were quickly made and Smith proceeded on his way after a delay of six hours. This plane makes a round trip between Chicago and the Twin Cities every night. The route for these planes lies two miles south of New Lisbon, but on account of the heavy fog the beacon light located there could not be seen.

Herman Ogden, of the Division Engineer's Office, has returned from a vacation trip spent in Dakota. Understand a Minnesota speed cop liked the looks of Herman's car and stopped him in order to get a close-up. Art Reifenhuth, also of the Division Engineer's Office, and his family are vacationing in Washington, D. C.

Announcing the arrival of Keith (Scoop) Smith, Jr., and Donna Jean at the home of Cliff McDermott.

Mr. and Mrs. C. J. Broderick are very proud of a ten-pound boy, born August 28.

Hazel Taylor is enjoying a six weeks' leave of absence from her duties in the Superintendent's Office. She has just returned from a trip to Canada, and is generally enjoying life. Don Gubin is handling her work while she is gone.

Anton Pederson, a faithful and trustworthy employe and veteran of the roundhouse force at LaCrosse, passed away at his home on Copeland avenue, August 2, after a lingering illness. Mr. Pederson was sixty-four years of age and born in Norway. Surviving are his widow, two sons and four daughters, all of LaCrosse. Funeral services were held at Trinity Lutheran Church and interment was made in Oak Grove Cemetery, LaCrosse.

We are very sorry indeed to hear of the death of little Harold Provot, age 7, son of Section Foreman Francis Provot, at Doylestown on August 28. The little lad was taken ill at the depot and died at his home a few hours later.

Conductors Robinson Crusoe Long and Colonel Robert McKay will be well on their way to the great west coast with the big veteran movement when this reaches the press. Ray is going to put in a couple of weeks of deep sea fishing in Puget Sound, where they snag the big salmon, and return via the Canadian Rockies. Colonel Robert plans on visiting Frisco and Los Angeles and returning via the Salt Lake Line.

Milton Haas, assistant foreman of the repair force at LaCrosse, accompanied by his family, are spending their vacation at Shawano Lake. Milton promised to send us all a nice mess of fish, but as yet not a fin has shown up.

A merry-go-round never fails to fascinate children and from what I saw at the Columbia County Fair last week, I guess some of us have not yet grown up. Cliff and Cappie seemed to be enjoying themselves tremendously—and, well, that goes for me, too.

Emil Bublitz, the famous switchman, bought a pair of trousers, some of Marachowsky's specials, I think they were one-ninety-eight. Perhaps the continued dry weather has been of some benefit after all. We dread to think of the consequences of a heavy downpour, especially if Emil is on duty.

L. N. Lord, formerly operator at East Rio, has been assigned the third trick at Tomah, and Don Senogles is to have the trick at East Rio.

Glad to welcome back Mr. A. C. Middlestad, second trick operator at New Lisbon, who has been off for about three and a half months with rheumatism.



Glimpses into the daily life of the famous Jim Hackett, sprinter. This picture shows just one of the methods employed by Mr. Hackett to get himself in trim for the 100-yard dash. Understand he is to be pitted against Pavlo Nurmi and, if successful, will no doubt compete in the Olympic contests. In an exclusive interview, Mr. Hackett told us that he thought there was nothing like missing a train and running to catch it to develop grace and ease of movement.

Idaho Division

R. C. P.

MR. ADOLPH KAREFUL, superintendent's stenographer, has accepted a position on the Coast Division. His many friends will miss him, though wish him every success in his new location.

Per-fex-ion

400

VARNISH

Dries in four hours

**Waterproof - Durable - Quick
Made in 10 Attractive Colors**

This is not a lacquer, but
a quick-drying varnish,
free of offensive odors.

Send \$1.50 for a quart to try.

The Thresher Varnish Co.

1170 E. Monument Avenue
DAYTON, OHIO

Varnish - Enamel - Lacquer

Mrs. J. Scanlan, wife of Engineer Scanlan, Maiden, was called to Bismarck, N. D., July 26th, on account of the death of her sister, which was due to an automobile accident.

Glenn Bowner, signal maintainer helper at Lind, and Miss Esther Shenefeld, of Veradale, Wash., were united in marriage on August 3rd. Division employes wish them every happiness.

The annual Milwaukee picnic was held at Natatorium Park, Spokane, on July 25th, and an unusually large attendance enjoyed the games, dinner, etc.

The baseball game was the feature. The Ethelton Angle Bars trimmed the Pocono Spikes, 26 to 0. The flashy pitching of Miss Olive Hudson, and the sensational work of Mrs. M. F. Whalen in the right garden, together with snappy double plays, Spetz to Woods, held the Spikes scoreless. While the terrific hitting of Fieblekorn, Spetz and Woods kept the Spikes running for shelter behind the trees. Following is the line-up:

Pocono Spikes	Ethelton Angle Bars
Whalen c.	Fieblekorn
Mrs. McKibben p.	Miss Olive Hudson
Lanning s.	Spetz
Morton, Sr. s.	O'Reilly
Keenan 1 b.	Woods
McDonald 2 b.	Mitchell
Skinner 3 b.	Hatcher
Jones, Jr. l.f.	McKibben
Morris c.	Morton, Jr.
Lawrence, Jr. r.f.	Mrs. Whalen
Umpire—Mrs. O'Reilly.	

Prize to the winners was a large ripe watermelon and Conductor Fieblekorn was proud to display it to the whole gathering. Forthwith he discovered he had erred, for when the time came for slicing there was no melon. A careful search and earnest inquiries revealed nothing beyond the report that "Slats" Whalen had been seen slinking off in the brush with a big bulge in his coat. We have no proof of this, however, but the finger of scorn points to Slats, nevertheless.

The evening was spent in dancing and an exceptionally jolly time was had due to the large number that remained and danced until a late hour.

Mrs. R. F. Breitengross, wife of the agent at Lind, left for Wisconsin to attend her brother, who was reported seriously ill.

Signal Supervisor N. J. Westermarck was called to Los Angeles September 17 on account of the death of his mother.

Division Master Mechanic P. T. O'Neil was a member of the large party, of pioneers who made the trip to Alaska recently.

The wheat movement from Montana to Spokane and points west was many times heavier this year than any previous year.

Engineer Chas. Marvin, who held a local freight run between Spirit Lake and Metaline Falls for many years, died in Minneapolis on September 10, after a long illness.

Conductor T. E. Linehan and wife have just returned from a trip which included Tia Juana, Mexico.

Very little time was spent in California as Tim was in a hurry to get over the border where he insisted on staying until the last minute of the time for returning home.

We note from the Tia Juana newspaper that there was an epidemic of robberies and holdups at the time Tim was sojourning there.

Yardmaster M. F. Whalen, Othello, is back to work after spending several days in the Elensburg Hospital, where he underwent a minor operation.

Roadmaster C. R. Strong, Headquarters, Spokane, went to Othello on No. 17 recently to catch the Warden Line train the next morning. He figured to spend the five hours between trains sleeping in Mr. Fuller's business car.

He did, and woke up at Revere on a lettuce special sixty-one miles beyond Warden, his destination.

He believes Trainmaster E. E. Johnson had something to do with it, but can't prove anything.

Roadmaster O. Bakke, of Spirit Lake, and R. W. Gallagher, of Spokane, are attending the Roadmasters' Convention at Chicago.

S. M. (East)

V. J. W.

WELCOME, the Duck Season, and no water in the ponds, and, as Flannigan says, "Just 52 weeks to vacation time."

Among the changes in our office employes you will find Harold (Bungle) Scott as the new general clerk at the Austin Freight House; Chester (Red) Munson at the Austin Ticket Office; Larry (Kokomo) Severson, first trick caller, and William Holm, second trick caller. We also have an entire new force at Hollandale, with J. O. Woodyard the new joint agent; and Herbert Whendorf, clerk.

Matt Ulwelling left September 14 to attend the Car Men's Convention at Kansas City, Mo.

Frieda Catlin, steno Store Department, left September 7 on a three weeks' trip of the west coast.

Evelyn Trenary, steno Superintendent's Office, left Friday, September 13, for a two weeks' trip to the west coast.

Agent J. E. Ober left August 14 as delegate to the Minnesota, North and South Dakota Kiwanis Club Trustees' Meeting and District Convention held at Huron, S. D.

Clerk L. H. Severson of Jackson is taking a few weeks' vacation starting September 9. Sounds like a wedding in the air.

Dispatcher C. M. Aughey is spending a few weeks at Ann Arbor, Mich., where he is undergoing treatment.

O. S. and D. Clerk Flannigan and family spent the latter part of August at Portland, Ore.

Edmond Doyle, steno Superintendent's Office, is leaving the service to enter Marquette University at Milwaukee.

LeRoy Loesch, clerk at Hollandale, has taken the assignment as cashier at Madison, S. D.

Several loading records were broken at Hollandale the first part of September. Among them was the largest number of cars billed out in one day, which was set September 7, with 83 cars billed, and on September 12, 45 cars of vegetables moved out on the Milwaukee for the largest train.

Sympathy is extended to the bereaved family of Leon Fisher, whose death occurred August 26 at his home in Austin. Mr. Fisher was 65 years old and had been in the employ of the Milwaukee as a fireman on the I. & M. Division since August 6, 1901. He leaves a wife and two sons to mourn his loss.

A Nice Fish Story

OUR P. F. I. at Austin, Minn., V. J. Williams, having returned from a two weeks' vacation spent in northern Minnesota, that part of the state famous for big fish, or rather a fisherman's paradise. For two weeks he enjoyed himself, but on his return he would not tell a fish story. Mr. Williams is, as you no doubt know, our scribe and when it comes to tell anything about himself, he simply isn't there. However, we are going to tell a nice fish story for him. This story is vouched for by others who were with Mr. Williams:

Pete, as he is known to his friends, believes in being prepared for all occasions; so he betook himself to the Austin Hardware Store, where he was fitted out with all the latest equipment for extracting members of the finny tribe out of the cool depths. It set him back a-plenty, but Pete never did stop at expense

and he figured it would be but a small amount per fish anyway. His friends marveled at his layout and awaited his return with dreams that made their mouths water. Some of them even invited in the neighbors for a fish dinner. The boys kept a car iced ready to send for the fish, but no wire ever came for it.

Well, Pete went fishing like a lion and returned like a lamb. He closed himself in his office and nothing but deep silence and dark gloom issued therefrom. When anyone mentioned fish, Peter would criticize the way work was balled up during his absence and some one got a good calling. The boys got wise mighty soon and upon investigation, learned Pete had not wet a cork. He fished for two weeks and the only bites he got were mosquito bites. Pete claims he caught a muskie the first day. When he dressed it a live duck flew out and he found a setting of eggs inside. This disgusted him with fishing, so he just loafed and rested after that.

But Pete is game. He has bought a 30-30 rifle and is going up after bear this fall and has promised to bring back bear steak for the whole gang.

Seattle General Offices "The Cub"

CLAIMING the world's long distance commuters' record, N. A. Meyer has completed and moved into his home, "Alcroft," located on a point overlooking Puget Sound, about half way between Edmonds and Mukilteo, ten degrees 30 mins. starboard of Whidby Island. (Outside the Arctic Circle.)

It is understood that Attorney A. J. Laughon is held responsible for first migrating into these wilds and laying out the first horse shoe pitching site, after which he inveigled Norman into taking the corner lot next door to his igloo in order to have an adversary worthy of his prowess with the iron moccasins.

It has been decided to have N. A. Meyer's machine fitted out with radio beacon, carth inductor compass, drift indicators and other instruments necessary for blind navigating during the coming winter when the fog rolls up off the Sound thicker than pea soup. Laughon will equip himself with a tow rope and tie to the rear axle, trusting Norman's skill as a navigator.

We hope to be able to get a picture of these gentlemen emerging from one of those Edmonds fogs some morning this fall, for the benefit of our subscribers.

NOTICE: The party who deposited the hunk of limburger in the box for news items is known and unless they give themselves up we are prepared to turn our Swiss imported cheese hound on the trail.

Frank Bradt, the boy friend with the school-girl complexion, has been away on vacation, stopping at Minneapolis and way points, including Austin, his old home town, visiting relatives. He returned to Seattle in time to accompany his sister to California, where he served as best man at her wedding in Long Beach.

C. S. Finlayson has returned from a ten-day business trip to San Francisco, where he attended the Purchasing Agents and Storkeepers convention. Understand Charlie flew down on one of the air mail planes but developed such a cold that he decided to return by rail. It is reported that he stuck his neck out too far in crossing over the Shasta Mountains and gathered in four or five mail sacks before he could get his head back in. However this report can not be confirmed before going to press. Anyway we ought to keep our purchasing agent out of these new-fangled contraptions. He might take a notion to purchase a flock of them to add to our equipment. We have

enough troubles trying to keep track of rolling stock on the ground.

The grab bag contains many items of vacations during the past month, including Lorraine Hardman, of the Engineering Department; Ella Franklin, general manager's office; Miss Olin, of the Auditing Department; Miss Myrtle Brown and Mrs. Lynch, also of the Auditor's office. Everybody reports pleasant trips to Alaska, California and elsewhere, and a good time had by all. Special mention is due Miss Esther Schwind, general manager's office, who made a trip to Alaska in her nice new yellow dress. All the sour doughs are migrating out of the north to get another look, and the salmon are reported running south in large schools.

A disgusting vacation has just been completed by ye scribe, consisting of one of the finest sunburns ever seen by the natives around the ocean. The chain drug stores are restocking their depleted supply of vaseline and sundry ointments. The clams were reported to be biting good but severe pains in the back prevented much action with the clam gun. It was possible, however, to gather in a few that had carelessly gone to sleep too near the surface. Nothing like sitting down with a blistered back to a good mess of razor clams.

CLOSING OUT LINES Spring Poetry

O speed the day, when we can lie abed and say,
"No more we arise with the morning sun,
Hooray, hooray, the work's all done!"
—Anonymous.

Des Moines Division Frenchy

MR. AND MRS. WM. STANLEY MCCLINTICK are rejoicing over the arrival of a nine-pound son on September 9.

L. E. Bates was injured recently while standing beside his car, another car hit him. However, he is recovering and hopes to be on duty soon again.

Conductor H. M. Bellman was quite severely injured while en route to attend the convention of Spanish War Veterans at Denver. We understand that he had both ankles broken. His many friends are hoping that he will recover soon.

On the evening of September 11 Thomas Poulos, section laborer at Clive, was shot by some unknown party, presumably while going from the store to his bunk house. Mr. Poulos had been in the employ of the Milwaukee for a number of years as section man and had many friends among railroad men, who will mourn his departure. The police are seeking to find out, if possible, the criminal who committed the dastardly deed.

Miss Pearl Van Vliet, daughter of Superintendent Van Vliet, underwent an emergency operation for appendicitis on September 10, in a hospital in Milwaukee. We are all hoping for her speedy recovery.

Section Foreman Nels Young spent some time at Hot Springs, Ark., taking treatments for rheumatism during September.

A safety meeting was held August 16 in the Women's Club Room at Des Moines and was attended by a large number of employees, including section men from the Boope line and Clive to Lohrville.

Frederic Bauder, Jr., returned recently to Kemper Military Academy to resume his school work.

Agent Joe Pope visited Des Moines during August. From his appearance we judge the air around Fonda agrees with him.

Miss Linda Nelson visited her sister, Mrs. Arthur Ibsen, during State Fair time, latter part of August.

Traveling Accountant C. V. Hammer visited the Des Moines Division during August.

Mr. J. F. Kane, traveling freight and passenger agent, accompanied by Mrs. Kane, returned recently from a vacation trip to Chicago, which included a boat ride on Lake Michigan. He reports a fine time.

P. L. Calhoun relieved A. C. Jacobs at Wauke during September, while Mr. Jacobs attended the Veterans' meeting at Seattle.

Engineer Patrick Padden went to Rochester, Minn., during September for medical treatment. His many friends hope he will soon be back in his usual health.

A large number of employees from the Des Moines Division expect to attend the Eleventh Annual Reunion of the Veteran Employees' Association at Seattle, September 18 and 19.

Splinters from the Wooden Shoe Browsing

YES, we are going to try and get back in the book, now that the summer weather seems to be over and vacations practically all through.

Because of the loggers in the Porcupine Mountain District suspending operations temporarily to get ready for their winter work, the White Pine Line runs have been taken off and Conductor Jim DeBaal will have a little time to swap fish stories with the boys around Channing.

Engineer J. B. Hart is back on the O. & B. passenger run after showing us how to make the time on the Iron River Line for the past several weeks.

H. J. Kell is taking a much needed vacation after successfully handling the ore business at the Iron River station during Agent Herman's absence.

We are advised that some of the copper mines in the Rockland-Mass District will soon resume operations after ten years of idleness. This return of prosperity will certainly be welcomed in that district and will be the source of additional revenue for our railroad.

A little late to tell about it—but we all rejoice with Machinist Ed Schwanke on the arrival of a seven-pound boy at the Schwanke home.

The B. F. Goodrich Rubber Co.

Factories: Akron, Ohio

When 'buying rubber
goods specify *Goodrich*,
the standard of quality
for fifty years.

SHOES BOOTS
HOSE TIRES
and anything in rubber

Conductor Bob Tobin reports that he was only getting 48 miles to the gallon with his new Chrysler and that he has installed a gas-saving device with which he is making a wonderful gasoline record—by being unable to start her.

Conductor Ed Christian attended the Wisconsin State Fair at Milwaukee recently and returned with a lot of new ideas which he will put into practice on his farm just west of Channing.

Roadmaster Lindeman and Mrs. Lindeman and Wallace Pritchard and Mrs. Pritchard are getting ready to attend the Vets' Convention at Seattle. Wallace says that he will try to keep Herman from worrying about the big power and steel ore cars while on the trip.

The above are just a few of the Superior Division employees who are all ready to start for the convention. We hope they all enjoy their trip and come back with many things to tell us about it.

We are sorry to chronicle the death of Verla Mertz, niece of Engineer Charles March, who made her home at Channing while attending high school the past three years. She was a very likeable girl and leaves a host of friends to mourn her untimely death.

The Channing dispatchers' vacations are all over and all are back on their regular jobs.

Dispatcher E. A. Grade caught a ten-pound pike at Witch Lake during his vacation which we understand gave him a nice battle.

Agent Antilla, Sagola, has been on a vacation for a week, being relieved by Relief Agent E. W. Dropp.

Agent Kenny, Republic, off for a week. Understand he was married at this time. We all extend congratulations and best wishes to the happy couple.

Agent W. E. Herman, Iron River, has returned after a month's absence during which time he was married and toured the west. We wish them joy.

It is reported that some of the boys already have their tickets for the World Series at Chicago. Hope they have a nice trip and see some good games.

Mrs. Irg. Friess was suddenly taken sick, which we were very sorry to hear, and all wish for her early recovery.

There has been a great deal of activity in our Channing District during the past few weeks, laying new steel, fixing bridges, etc., and we expect to have a 100 per cent railroad soon.

Chief Dispatcher Worthing returned last week from a delightful vacation, spent in Chicago and other cities, and reports that although he likes the woods as a regular abode it's nice to travel at times.

J. H. Rawley, conductor, as usual has moved to Elkhart Lake during the summer season. Just as soon as the snow flakes begin to fall he moves back to Milwaukee.

Auditors Bush and Wagley audited station accounts at Plymouth first part of this month; during evenings they attended "Night County Fair."

The Wisconsin Power & Light Company, Plymouth, has purchased the hotel building near our passenger station. Building will be razed and grounds used installing side tracks with a view of connecting with our main line to deliver freight shipments originating Sheboygan, Kohler and Sheboygan Falls.

A. C. Oberreich, cashier, Plymouth, enjoyed attending State Fair at Milwaukee.

F. X. Spartz, first operator, Plymouth, attended baseball game at Chicago.

Mr. G. C. Hiltel, division freight and passenger agent, and wife, spent a day at Plymouth, and were shown through the loaf cheese factories.

Engineer Crane and Conductor Rawley are now in charge of the patrol run between Elkhart Lake and Plymouth.

R. E. Meier, commercial agent, P. M. Ry., spent a day recently with agent, Plymouth, Wis.

A. F. E. Clerk George Berghauer has been transferred from Green Bay to Dubuque as assistant division accountant. Congratulations, George.

Mrs. E. B. Gehrke, Catherine and Magdalene Browning have returned from a two weeks' vacation, which was spent in the west, and report having had a wonderful time.

Miss Myrtle Herman has also returned after spending a month in the west.

Miss Julia Johnson is now leaving on her two weeks' vacation and will be accompanied by the girls in the Milwaukee office; they are going to tour the west.

We understand that Chas. F. Patterson, brakeman, has become quite a sprinter. Is there anything to this, Charlie?

The Milwaukee Railroad in Green Bay has for the first time been represented in the Horseshoe League. George Stehnel and Martin Caymberg have displayed some wonderful skill in the horseshoe throwing. At one time they were topping the list, but understand they did not come out, on top at the end of the season, but did come out second or third.

The baseball team of the Milwaukee Road are now putting up a grand fight for second place in the Green Bay League. We hope they get it.

Eric Gehrke spent some time around Wausau and also Minocqua while his wife was in the west, but he does not report catching any fish. He also washed his car one day, but it rained, so he has given it up entirely now, and anyway, no one noticed how clean it was, so he says there is no use washing it any more.

Our sympathy is extended to Clem Schauer and also his brother George on the recent death of their mother.

Tacoma District Accounting Bureau

K. M. O. Broadcasting

LOUIE and Cal went fishing again and this time came back with more than the regular fish story, it was a 22-pound fish, no fooling, there were witnesses to the catch and they do get that big on Puget Sound.

Ann Johnson has purchased a new radio and it's "The Best," and Ann is all thrilled about it.

Rose Lindquist left September 1 for a thirty-day tour of California, Colorado, Grand Canyon and other places of interest. Rose won't tell us any secrets, but we are all wondering if it's a honeymoon or pleasure trip or both.

Ann Johnson is working at Rose's desk while she is away, and Mrs. Grace Karl in turn has Ann's position.

Morton Eshelman joined with the many other relatives recently in celebrating the fifty-first anniversary of the "Eshelman Clan" at the old homestead at Centerville, Wash., where in 1878 his grandparents settled.

The Seven Wonders of the District Accountant's Office:

The fish Cal and Louie caught.

Harry Hatch's moustache.

Frank Opie's Ford.

Ruth under her desk.

Morton's alibis.

Bill Smith's wife's rolling pin.

Guy Bell's game of golf.

If Al Jolson knew how popular his pictures are with the girls in this office I'm sure he would send them an autographed photo.

Ann Iris was a bridesmaid for her cousin Alice recently. Better watch your step, Ann, that's pretty close.

Frank Opie and family with relatives enjoyed a vacation in British Columbia, during September.

Ruth Rundle had as guests during the latter part of August relatives from Missoula, Montana.

Mr. R. G. Baughn is leaving the 19th for a trip to Chicago and New Orleans. Dick spends most of his vacation on the train.

All we folks on the Tide Flats are sure glad the bridge is open again to traffic. That four-mile detour was a rough one.

Car Department Notes

MRS. A. P. SMITH was on vacation the last week in August, had a good time, but didn't give the details.

Hazel Soike went to her home in Spokane over the holidays, at which time her sister was married.

Iowa (Middle and West) Division

Ruby Eckman

BEN TUTT, who worked for a number of years in the car department at Perry, left in August for Colorado to spend some time recuperating after a spell of sickness.

William Holloway, for many years a boiler-maker on the Perry roundhouse force, has retired on pension and has gone to Montana to make his home.

John Sanford, the nine-year-old son of Machinist Harry Sanford, of the Perry roundhouse force, died the middle of August as the result of an accident. Several weeks previous the lad had been shot in the abdomen when trying to force a bullet from an old revolver with which he was playing. His father had broken the trigger and thought he had mutilated the gun so that no harm could come of it, and when the lad found it he got hold of some shells belonging to an older brother and forced one into the gun. In trying to remove it, he held the gun against his body and pounded the shell with such force that it exploded. An operation was performed, but the bullet was not located. Later intestinal trouble developed and the boy died just before the ambulance arrived to take him to the hospital for an operation. Burial was made at Perry.

Conductor A. J. Fuller and wife and their grandson, Richard Fuller, made a trip to Chattanooga, Tenn., in August to visit with a daughter and family.

Engineer Henry Nichols laid off in August and took a trip to his old home in Vermont. He returned in time to join the Veterans on their trip to Seattle, thus crossing the continent in one vacation trip.

Machinist Apprentice Charles Moore, who has been serving his time in the Perry roundhouse, has gone to Milwaukee to take the last year's training in the back shops.

E. L. Nunn, who has been employed as a telegrapher and agent for the Milwaukee on the Iowa division for twenty-five years, died at his home in Keystone on August 15. Earl had been off duty for several months on account of poor health. Burial was made at Jefferson, Iowa, beside his father, J. M. Nunn, who was a roadmaster for the Milwaukee many years.

Boiler-maker James Edwards of the Perry roundhouse force and Mrs. Edwards were both severely injured in an auto accident the latter part of August near Belle Plaine, Iowa, while they were returning to Perry from a vacation trip made by auto. Mrs. Edwards was the more seriously injured and was confined to the hospital for some time.

Attorney M. E. Buck and wife of Kansas City spent a part of their vacation in Perry with Engineer Earl Townley and family. Attorney Buck and Earl started firing for the Mil-

waukee about the same time, but railroading didn't have the interest for the former that it did for the latter, so he took up the study of law.

The reopening of some of the coal mines on the Des Moines division, which have been closed for some time, made necessary the re-establishment of the coal run which operates between Perry and Huxley daily except Sunday. Conductor W. J. Fuller and crew with Engineer Saucer were assigned to it.

The Perry delegation to the Veterans' convention included Engineer E. C. Hullerman and wife, Engineer Oscar Woods and wife, Bridge Carpenter L. Legvold and wife, Conductor John Evans and wife; Conductor W. E. Rathman and wife; Engineers Ben Moore, John Gilligan and James Donahue on the special, with Engineer Henry Nichols going direct from Chicago, and Mr. and Mrs. Henry Little going west in advance of the party.

Mrs. M. J. Hildrith, wife of Engineer E. Hildrith and mother of Mason Hildrith of the Store Department force, died at the home of her daughter, Mrs. S. A. Trine, in Perry, September 2. Death followed a long illness. Burial services and interment were at Perry. Mrs. Hildrith was eighty-one years of age. She had made her home in Perry most of the time for over forty years.

Lowell Fox, one of the young brakemen on the West Division, working out of Perry, was married in Boone August 29 to Miss Mildred Dalbey of Churdan.

James Wagner, who fires the switch engine in Perry, always has a fine garden to supply his family with vegetables. This year Jim raised the banner crop of tomatoes and one which he picked measured seventeen and three-fourths inches in diameter and was seven inches through the other way. The one tomato furnished enough for a meal for the family. There were any number of tomatoes which measured four and five inches in diameter.

William James Barker, who worked for many years in the roundhouse at Perry, died August 30 in Chicago at the home of his son, where he has been living for some time.

A. C. Hutton, agent at Herndon, took his family to California for their summer vacation.

George Gontner, for many years a machinist helper in the Perry roundhouse, died at his home in Perry August 29, following an illness which had extended over a period of several months. George came to Perry from Pennsylvania and worked for a while as a brakeman, later going into the locomotive department service.

Machinist Helper Lee Varnadore and wife took a trip to Montevideo, Minn., the latter part of August, where they joined Mr. and Mrs. Fred Dollarhide on a fishing trip to northern Minnesota. They were accompanied by their nephew, Kenneth Dollarhide, who had been visiting in Perry for a few days.

James Cross, of the Perry freight transfer force, took a month off during August and in company with his mother, brother and aunt drove to Detroit, Chicago, New York and Canadian points. They were at Buffalo, N. Y., when the slight earthquake tremor was felt and several days later had stopped at Bellevue, Ohio, when a shock was felt there.

Miss Helen Lewis, the only daughter of Thomas Lewis, of the Perry roundhouse force, was married August 27 to Marline A. White, a young farmer from the vicinity of Perry. The young people will make their home on a farm near town.

At the state convention of the American Legion held in August in Marshalltown, Engineer Charles Stoner of Perry was elected first vice-commander of the Seventh District. Charles has been active in the work of the American Legion and his selection to the position was unanimous.

Northern Montana Division

Max

A SPECIAL meeting of the Milwaukee Railroad Women's Club was held at the club house Sunday, September 8, to meet Mrs. H. E. Byram, president-general, Miss Etta Lindskog, secretary-general, and Mrs. H. M. Gillick (who is very prominent in the club work on the Trans-Missouri division. The cozy club house was filled with local voting and contributing members. The visitors were accompanied by M. J. Flanigan, assistant to the general manager, in charge of Safety First movement.

In addressing the meeting Mrs. Byram told of the wonderful work that the clubs were doing all over the system in promoting a better understanding of the aims and objects of the organization, the care of the sick, the matter of aiding in the Boy Scout movement, the establishing of circulating libraries and the development of much social life among the members. Mrs. Gillick spoke about the membership drive conducted on the Trans-Missouri Division, which built up practically a hundred percent membership. Miss Lindskog told of the good condition of the finances of the organization as a whole. Mrs. Charles L. Scott entertained the company with two vocal selections. Mrs. Dick Louch was accompanist. The ladies arranged their program so that Mr. Flanigan could be heard on the subject of Safety First. A fine luncheon was served. At the close of the meeting Mrs. N. B. Lupton presented Mrs. Byram with a large basket of flowers.

On Tuesday evening, September 10, the regular fuel conservation meeting was held and it was largely attended by enginemen, members of the superintendent's staff, roundhouse employes and other local men.

James S. Griffith, general road foreman of engines (Lines West), gave a general review of the work of fuel conservation and an excellent talk on the proper firing of engines, particularly on the subject of proper instruction to student firemen. Superintendent Bowen told of the interest being taken on the Northern Montana Division and Traveling Engineer McCrum led the discussion on the general care of power. The meeting was very instructive, as all present took an active part in the discussion of the various subjects brought up.

H. E. Pierpont, vice-president, in charge of traffic, and Geo. B. Haynes, passenger traffic manager, with headquarters in Chicago, were Northern Montana Division visitors September 10 and 11. They were met at Harlowton by M. E. Randall, division freight and passenger agent.

The card party given Monday evening, September 9, by the members of the Milwaukee Women's Club, in which their husbands joined, was a very successful affair, with seven tables of the popular game of bridge in the play. Mr. and Mrs. E. B. Cornwell were winners of the high score prizes of the evening and the consolation awards were made to Mrs. Carl Swain and Mr. C. P. Warner. During the course of the evening Miss Esther Humphrey appeared and danced two numbers in her usual artistic manner.

On Saturday evening, September 7, Bigelow Ely and Miss Jean Hutchinson, both members of the local freight house staff, were married at the rectory of St. James Parish, Rev. George H. Hirst officiating.

Jake Schaefer, bill clerk at Lewistown, is on a leave of absence. The position is being filled by W. L. Kennedy, formerly rate clerk with the Royal Milling Company of Great Falls.

Mr. and Mrs. L. C. Searle and family have returned from their vacation, which was spent at the former home of Mr. Searle at Baraboo, Wis.

George Craig, traveling freight and passenger agent, with headquarters at Great Falls, was brought to the St. Joseph's Hospital at Lewistown for a minor operation. He was accompanied by Mrs. Craig, who after putting in long hours looking after her husband, was taken down and is also confined to a bed in the same institution. They have the sympathy of their many friends.

General Superintendent D. E. Rossiter, with headquarters at Butte, was on the Montana Northern Division for three days. He was much pleased with the prompt manner in which our recent big wheat rush was handled.

"Dad" Hodgen, of Great Falls, met with a painful accident while splitting kindling, the hatchet slipping and inflicting a bad wound on his limb.

It is not too early for employes to give attention to the possibility of perishable freight being damaged by freezing, as we go into the winter months. We are all familiar with the

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 employes.

My age is _____ Name _____

ADDRESS _____

sudden changes in the weather in this territory. Our heater season starts October 15. We will be protecting perishable freight against cold before that date.

We had a fine train off the Great Falls Line Wednesday, consisting of through livestock for Chicago, copper and flour for the east. A fine run was made over the entire division.

A number of the boys from this division are planning to be on hand at Harlowton to greet the five special trains carrying the veterans to the coast as they expect to renew acquaintances with their former fellow workers from the east.

A great deal of interest is being taken in the Division Claim Prevention meetings. However, with all of the exchange of ideas we still have claims for damage to less than carload freight. It is up to all of us when we see a car not properly stowed to stop and take the time to rearrange the freight so that it will carry through without being damaged. Let us all watch the merchandise cars which we handle. We recently had an electric dish-washing machine into Lewistown, received from the Northern Pacific at Lombard that had the enamel broken off, and it is on hand refused.

Wilfred Marsh of the Lewistown freight house will attend the university at Missoula this year.

Miss Mildred Jackson will go to Bozeman, having entered the college at that point.

A. C. Hohman, who has been yard and rate clerk at Lewistown for several years, resigned. He is succeeded by Lee M. Powell, of Pittsburgh, Pa.

Mrs. A. M. Maxeiner returned frominghamton, N. Y., where she spent the summer with her daughter, Mrs. John B. Denton.

Mr. and Mrs. A. T. Bowen, of Sweet Grass, Mont., spent several days visiting at the home of Superintendent Bowen. "Ted" is a former Milwaukee boy.

Miss Bell Vivian, of Great Falls, is spending her vacation with friends in Minneapolis.

Mrs. Roy R. Wilson, the efficient stenographer at division headquarters, is visiting friends at Billings.

H. G. Merkle, of Geraldine, returned from his vacation. A. J. Haskell acted as agent there during Mr. Merkle's absence.

From the Cross Roads of the World

Roberta Bair

IT IS with deep regret that we announce the death of our general yard master at Terre Haute Terminals, Mr. T. Boleman, which occurred August 14, due to a paralytic stroke, and we hereby extend our sympathy to the bereaved family. Mr. Boleman's early railroad work was on the Air Line, now a part of the Southern Railroad, and he also worked as yard master at Evansville for the Evansville & Terre Haute Railroad, now a part of the C. & E. I. He entered the service of this company in 1906 and was yard master at Bedford and was transferred to Terre Haute, where he remained until his untimely death. Mr. Boleman was an efficient yard master and was very accommodating to the patrons of our line, was liked by all his associates and we regret very much to lose him from our ranks.

Mr. R. A. Schuh has been appointed general yard master at Terre Haute Terminals, account the death of Mr. T. Boleman.

Mr. R. D. Pound has been appointed yard master on the North Belt in place of Mr. R. A. Schuh.

Our chief train dispatcher, H. A. Smith, and wife have returned from a pleasant vacation spent in Colorado.

Quite a delegation—about 15—veterans from the Terre Haute Division will go to Seattle in September via "The Blue Train" to attend the Veterans' Annual Convention to be held there.

P. M. Eldridge, our fuel agent, has purchased a new car, and the first day the new driver and the new car made a lengthy trip without any mishaps whatever.

The steel gang has finished laying steel on the Terre Haute Division, having laid around 35 miles and they are back on the north line now surfacing track under the new rail laid.

The tomato season has been unusually good this year. We have been loading and shipping out from 10 to 15 cars per day in the Tomato District at Burns City and Odon.

Business for the first 14 days of September has been about 15 percent increase over the same period a year ago.

We are getting two circus trains this week—one for Bedford, The Rubin Chery, and one for Terre Haute, The Miller Brothers.

Martha quoted the steward on the dining car so much that we almost believe she worked her way back from Seattle washing dishes.

She wishes to say "hello" to Alice Hemsey at Minneapolis Shops, also George and Ray Hemsey at Milwaukee. She bets a full grown adenoid nobody had a better time enroute to Seattle than the Hemsey-Swanson partners in crime.

The Store Department sends love and kisses to Ann Steinmetz at Tomah Shops.

If Hollywood has a role for two good tramps who have already made a decided hit, interview Engineer Scharff and Fireman E. Sutton. The other afternoon they were waiting for No. 4 at Freetown. Two youngsters were playing around the tracks. They had been warned time and again by their mother that if they persisted in playing around the railroad, hoboes would pick them up. As Brothers Scharff and Sutton were advancing toward the station, the children at once thought of their mother's prediction, took to their heels and ran for dear life.



A Bunch of Terre Haute Division Beauties

M. I. S.: "Why, Katie, how fat you've gotten! I haven't seen you in three years and I scarcely know you."

Katie: "I wouldn't have known you either except for your hat."

The bowling season will soon be here and advance notice is that George Schaal will be manager of the office team. We will give you full details in the next issue of the Magazine.

Some 225 employees and their families gathered at the Trianon dance hall Friday evening, September 13, to take part in a Safety First Rally and the Milwaukee Women's Club meeting. The speakers of the evening were Mr. L. E. Donald, superintendent; Mrs. R. M. Blackwell, president of the Terre Haute Chapter Milwaukee Women's Club; Mrs. Lydia T. Byram, president-general, and Miss Lindskog, secretary-general of the General Chapter; Mr. G. E. Passage, master mechanic; Mr. W. G. Bowen, assistant superintendent; Mr. W. L. Thompson, safety inspector, and Mr. M. J. Flanagan, assistant general manager of the Safety Department. Entertainment consisted of "Selections from the Opera," by Freddie Stockwell, alias Signor Aleck Perguier; a tenor solo, "My Wild Irish Rose," by John I. Uni-

son, and last, but not least, the Store Department Trio, composed of Martha Swanson, Joe McMahon and John I. Unison, sang "I Been Wurkin' on the R. R." The meeting was declared a real success both from a standpoint of instruction and entertainment.

West Clinton

Several from here attended the big Safety First meeting at Terre Haute Friday evening, September 13. It was indeed a meeting worth while. It is an honor to belong to the big Milwaukee family.

Joe Wright is 29 years old. For particulars inquire at the office.

We thought we were going to lose Section Foreman Charles Fox last month when he talked of going on the south end, but we are glad he has decided to stay with us.

Foreman Fred Cox has gone to Blackhawk and Tom Goucher of Keller is now section foreman at Bedford. He had a horse killed on his section last week. Well, Tom, that's a horse on you.

We had a pleasant visit from Fred Stephenson, who is now at Bedford. Fred worked here five years and we are always glad to hear from him.

General Yard Master Guy Kelly received an interesting paper from our former Train Master L. L. Beckwith, now of Marquette, Iowa. It was a Chinese paper, so he couldn't read it and he finally chewed it up. Let us hear from you again, L. L. B.

We'll bet Charley Francis can tell us how far it is to Blanford.

W. C. Glass enjoyed his vacation the latter part of August and returned with lots of pep. Of course, there were lots of fish caught.

Ben Douglas spent part of his vacation at Starved Rock. That doesn't sound good, but we'll bet Ben had a good time anyway.

Looks like all the boys are having their teeth pulled nowadays. Harold Jones and John Fonnannon are the latest to take up the fad.

Frank Hunnicutt and wife returned the first of September from a pleasant vacation through the Southland. Thanks for the cards, Frank.

Pat Page has been working at Faithorn for several days.

E. F. McCown and wife are enjoying a vacation through the west and visiting in Denver at this writing.

The Store Room ball team combatted the High School team in what was called a baseball game on the evening of September 6. The Store Room won 7 to 3. Ain't you ashamed of picking on those little high school boys? The playing of Sutherland, Milligan and Nye Parker was remarkable.

James Myers was in Canada the first of September and sent several cards back home.

H. T. McCown was in Richmond the latter part of August attending the American Legion convention. He enjoyed everything but the heat.

L. C. Emerson, roundhouse foreman, spent his vacation in Wisconsin. He sent back some interesting cards and we know he had a fine time up there landing some of those big fish.

Charles Edward Rogers, brakeman, and Miss Thelma Reynolds, daughter of Conductor W. C. Reynolds, were married last month. Congratulations are extended to the happy couple.

Mr. T. J. Lentz, master car builder of the Terre Haute Division, and wife returned the first of September from an extended trip through the east. He also visited his son, Fairfax, who has been located at Akron, Ohio, for over three years as general car foreman of the A. C. & Y. Railroad. We are always glad to hear from Fairfax, as he spent several years in the car department at West Clinton. He has a host of friends here who will be interested in the rapid progress he is making.

I. & D. Items

M. G. B.

JOHAN VERWEY, section foreman at Rock Valley, died suddenly at his home, September 5. His death was a great shock to his friends as he performed his duties as section foreman up until a few days before his death. Our sympathy is extended to his family.

C. R. Sifert, conductor, returned to this division August 20, after a vacation in the west.

Conductor George Bryan is an inveterate globe trotter. He returned from New York about the middle of August and is now taking the trip to Seattle to attend the Veterans' Convention.

Milton Olson supplied in the superintendent's office in place of Marie Randall, August 1 to 26.

Elmer Moll, formerly employed in the superintendent's office at Mason City, paid that office a visit August 20, while he was at home on his vacation.

C. E. Ring, division accountant at Mason City, spent his vacation at Minneapolis during the middle part of August.

W. J. Johnston and wife were called to Los Angeles August 24 on account of the death of their grandson.

Mae Quinn, comptometer operator in the superintendent's office, went to Robbester, Minn., August 22 to go through the clinic.

H. Gasper visited Mason City September 5. We haven't seen Mr. Gasper for quite a while.

Congratulations are in order at the home of H. J. McLaughlin, claim adjuster, Mason City, on the birth of a baby boy, September 10, 1929.

Mrs. G. P. Hodges of Mason City attended the Veterans' Convention at Seattle, September 18.

Stasia Harding of the division master mechanic's office, was away on her vacation September 1 to 14.

Ray McDonell, roadmaster's clerk at Mason City, spent Labor Day at Mitchell.

C. Craven and wife of Mason City returned September 10 from a trip to Cleveland.

Our sympathy is extended to P. Tosevigen on the death of his son September 7.

Nell Carney of the master mechanic's office at Mason City spent Labor Day at Clear Lake at a family reunion. Nell reported a fine time.

We are pleased to hear that the daughter of Mr. and Mrs. Earl Lamber, who was operated on September 3, is recovering rapidly.

Jay Bailey and wife spent their vacation at Turtle Lake during the middle of August. Jay assured us that he had good luck with his fishing, but to make no mistake he showed us some pictures which we had to agree was good evidence.

Cyrus Gregory, B. & B. foreman at Mason City, was called to Kirksville, Mo., September 12 on account of the death of his father.

M. J. Ramsey spent his vacation at Woman's Lake in northern Minnesota.

Everything is back to normal in the train dispatcher's office now that all dispatchers have had their vacations. G. O. Levin, who has been helping out, goes to Postville to relieve H. Miller. A. W. Shull will relieve R. B. Hopkins at Wesley, September 12 for ten days.

E. L. Hathaway was laid up with a sprained back for a week during the first part of September. Canistota treatment put him back on his feet.

Conductor Frank Simpa has returned to work on Elkader Line after a long siege of illness. Glad to see you back!

J. L. Burns spent a week's vacation at Milwaukee during the early part of September.

Train dispatcher's office is getting prosperous. F. J. McDonald has just built a nice new home, and Joe Trayer has just purchased one.

Twin City Shops and Store

Department

N. A. H.

MR. J. T. KELLY of Milwaukee was a pleasant caller at the offices at South Minneapolis, September 10.

Mr. G. L. Johnston is appointed fuel supervisor over the H. & D., River, I. & M., Duluth Line and Twin City Terminals, with headquarters at Minneapolis. Mr. Johnston was formerly connected with the Test Department in Milwaukee. We welcome our new supervisor.

Messrs. John Turney and A. Novak made a flying trip to Duluth in Mr. Novak's Marmon eight—trains aren't fast enough for these gentlemen nowadays.

Mr. A. A. Edlund, welder inspector, is now stationed at the Baldwin Locomotive Works in Philadelphia, in connection with our new locomotives that are to be turned out during this fall.

I wish to retract the first item under this heading in the September issue. Evidently, it was merely a prank some fellow worker wanted to pass along, but the joy surely was taken out of it for the party the joke was intended for. If we could only learn to take as well as give when a joke is concerned, how happy we'd all be.

One of the River Division firemen, H. Luke, who has belonged to the "Don't Fall Class," recently attended a shower in his honor and we understand the wedding bells will ring September 19. Mr. Luke has been popular among the many railroad friends, who all wish him worlds of good luck.

St. Paul Roundhouse wants to make special mention of our new fuel supervisor, Mr. G. J. Johnston, in making his appearance at that terminal and all have pledged themselves to give him their heartiest support.

We won't say so much about the past hunting trips of Mr. M. L. Medinger, boilermaker foreman at St. Paul, but this year he is all set for "lots of ducks." We know he will get 'em!

First shift caller, Russell Boogren, at St. Paul Roundhouse, whose standing with the "fair sex" has been above the average, has taken a sudden liking for bowling and night school work. The reason for such an unusual change in this particular man may be due to the changes made in his profile by his local dentist. We hope you like the "new ones," Russell!

Mr. J. E. Bjorkholm, assistant superintendent of motive power, was a caller at South Minneapolis, August 15.

Mr. W. F. Osterwind, Car Department, has been on a sick leave for two months, having undergone an operation and is slowly but surely recovering. Our best wishes are for his complete recovery.

About all we can mention at this writing is that many are contemplating the trip west to the Veterans' Convention, and presume we will have a rattling good report to make in our next issue.

We have authority to lengthen about six stalls in Minneapolis Roundhouse to house the Hudson type engines when turned over to us late this fall for service on the River Division, and this will include drop pits in two stalls, engine pit extensions, cement floor, unit heaters, etc.

Dubuque Division

E. L. S.

VACATIONS are almost a thing of the past on this division for this year. Mr. Crawford, chief dispatcher, returned from his vacation on Friday, the 13th, but he didn't bring any bad luck with him, but found plenty of work awaiting him, if you call that bad luck.

Frank J. Bauer and wife are vacationing in New York City. Frank made the longest trip

SPECIAL OFFER

For 100 Milwaukee Employees

As a special offer we will sell 100 of these lanterns to Milwaukee men at cost, with not one cent of profit to ourselves.

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

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

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



With or without rear light

Light Where You Want It

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

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

A reflector of new design spreads a full even beam of over 5,000 candle power right where you need it. It is always ready for instant use and will run either intermittently or continuously.



Porto Light

The National Carbide V G Handy Light

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



Handy Light

MAIL THIS COUPON TODAY

National Carbide Sales Corporation,
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Gentlemen:

Please send me complete information about your special offer CARBIDE LANTERN.

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(Occupation)

..... of The Milwaukee.

(Division)

Name.....

Address.....

.....

of any of us in the superintendent's office this year.

J. C. MacDonald, storekeeper, Milwaukee, was in Dubuque on business the early part of September.

Henry H. Harm, brakeman on the Preston Line for a great many years, was fatally injured while switching at Preston, Minn., on the evening of September 2. The news came as a great shock to Dubuque Division employes and friends, and sympathy is hereby extended to his wife and children. Mr. Harm was a good worker and will be missed by his associates.

Our "Willie" has taken the advice of his elders and has purchased a nice new dictionary from S. S. Kresge and now Marie will not be bothered quite so much spelling words for his correspondence. (Why not follow suit, Ferris?)

Agent C. W. Petters, Guttenberg, was relieved September 13 for a few weeks owing to poor health. Hope he regains it quickly. During his absence Second Trick Operator J. J. Degnan is handling the station, and G. P. Yohe, working second trick. E. C. Ferris working third trick at Spechts Ferry in place of Yohe.

Agent G. A. Childe was on leave from August 5 to September 1, due to illness. During most of the time he was in a hospital at La Crosse. Mr. Childe is feeling quite a bit better and hope he continues to improve in health.

Agent H. O. Cline resumed work the fore part of September after a month's leave of absence. A. R. Wilson also resumed work in September after being away on vacation for two weeks. Both of these agents were relieved by Relief Agent and Operator E. C. Ferris.

Peter Ott, agent, Preston, started a three months' vacation Monday, September 2. During his absence the station is being handled by Second Trick Operator Wm. Ott. Kent Laugen will handle the second trick at this station.

Friends of Mrs. T. P. Jones in the superintendent's office, Dubuque, were very much grieved over her death, which occurred August 29. Mrs. Jones was the wife of T. P. Jones, roundhouse foreman, Dubuque Shops, and was an active worker in the Milwaukee Women's Club, Dubuque Chapter, having held various offices since its organization and was historian of the club at the time of her death. Sympathy is extended to her bereaved husband and only son, Paul.

V. W. McCurdy left for Chicago, Monday, September 16, to have his "face lifted." We expect Vic to be a paragon of beauty when he returns.

The highway between Rochester, Minn., and Decorah, Iowa, being paved, has made it necessary to have an extra crew working between Isinours and Prosper hauling gravel, sand and cement since August 25. Expect the work to be completed about September 21. Conductor T. P. O'Neill and Engineer Sievers were in charge of this train.

The steel gang in charge of C. A. Drawheim is laying rail in several places on the Dubuque Division. Extra Operator F. W. Gassman is acting as operator for Drawheim's steel gang.

Agent Ed. Hurley resumed work September 5 after an absence of a couple of weeks.

Dubuque Division business has been quite good for the past two months, necessitating running quite a number of extra trains, and the hiring of several brakemen. Hope it continues that way.

About thirty Dubuque Division vets departed Sunday, September 15, for the convention at Seattle.

Effective September 14, gas electric motor cars resumed services on No. 33 and No. 38, between Savanna and LaCrosse.

Sparks from the East End of the Electrification

By Adolph C. Knudson

COMPLETED is the word. It carries much meaning at Harlowton just now. The Montana Flour Mills Company has just placed in operation twelve new grain storage tanks, on our tracks, at their local plant. This increases their storage capacity some 750,000 bushels, and well demonstrates the faith big business has in the future of central Montana.

As these notes are written the Milwaukee's Harlowton yard enlargement project is being brought to completion. Again the road has more than kept faith with a community in which it operates. Several years ago they told the county commissioners of Wheatland County that, if they would be granted permission to close a certain dangerous highway crossing located at the east end of the old yards, they would spend \$65,000 in making improvements in the local yards. They have well exceeded that amount. Rumor states the final costs will run close to the \$100,000 mark.

On September 3 Harlowton Chapter Milwaukee Women's Club met for the first time in its new club house—not then completed. September 7 found Lukes' gang completing the building, and the very next evening—though it was Sunday—found the ladies entertaining. Mrs. Byram, the club's general president; Miss Lindskog, general secretary; Mrs. Gillick, chairman lines west, and Mr. Flannigan and Mr. Cunningham, of the Safety First Bureau, were present and gave interesting talks.

To you fellows who were not present, due to being too bashful or something, I want to say, it was a real good session and they served real, genuine refreshments.

Boys, the ladies are planning big doings for September 28. A real house warming. Let's surprise 'em by being there.

T. M. Brakeman A. W. Wickersham had the misfortune to step on a rusty nail and, as a result, contracted blood poisoning, necessitating his removal to the hospital at Miles City.

Mrs. A. E. Hoopes, wife of our general yardmaster, and daughter Betty returned the latter part of August from a pleasant visit spent at Seattle.

Car Inspector and Mrs. W. F. Rice and their house guest, Mrs. Elizabeth Coles, spent a week touring Yellowstone Park.

Car Clerk and Mrs. Paul Hollister and Mr. and Mrs. Ray Mathews were members of a large camping party who spent a week on the Boulder.

Much has been written about, and much thought given, the problem that worries most owners of cars—the high price of gasoline. It remained for our agent, C. E. Steinhouser, to solve the problem without effort. Here is how: He left his model A Ford keys handy in the transmission, parked at the curb in front of his home on Logan street, waited until a couple of "Sidedoor Willies" came along and drove off in it, called the sheriff, telling him he might find the car at a filling station because the gas tank was empty. And, sure enough, that is where the wearer of the star found it. The Willies had just bought Cliff seven gallons of gas.

Cliff, a word to wise you up. The next time you try that stunt have a number of empty five and ten-gallon cans in the car. Perhaps the boys will fill them for you too.

There is a new switchman in town. He weighed seven pounds upon his arrival, and is staying at the home of Switchman and Mrs. Roy Harrington. Congratulations to all concerned.

It grieves us much to record the death of Carman John O. Mathews, which occurred sud-

denly August 17. He was of the sort that live by the side of the road and are a friend to man. He leaves to mourn his passing a widow, a daughter, a son and a sister, to whom the correspondent extends the sympathy of the Milwaukee folks of this section.

Boilermaker Helper Elmer Stewart and son, Howard, motored to Flathead Lake, and spent a week there.

Car Clerk Robert Campbell accompanied his mother, sister and brother to their new home at Long Beach, Cal.

Mrs. Peter Johnson, wife of our chief inspector, and children returned the latter part of August from an enjoyable visit spent at Plumwood, Mont.

Mrs. Clifford Welch, wife of T. M. Fireman Welch, and children were visitors at Kalispell, Mont., during the month.

Engineer and Mrs. R. H. Toombs are back with us again. This time R. H. is in yard service. Shortly after getting settled in their home on Sixth street their son, Robert, and his son, of Toledo, Ohio, dropped in for a visit.

Mrs. Tom Wilkerson, wife of T. M. Fireman Wilkerson, and children spent some time at the home of her mother at Tacoma, Wash.

This is the age of progress. To attain progress we must experiment. One night recently, as an experiment, the Car Department used a steer as an assistant box packer. For further particulars inquire of Pat. Carriager.

They do tell how, in an emergency, Pat. can roll real well.

Mrs. B. H. Milliman, wife of T. M. Conductor Milliman, paid a visit to relatives at St. Paul.

Miss Alma Eckert, of Chicago, spent several weeks visiting at the home of her brother, F. A. Eckert, T. M. conductor, and family. From here she went to Grass Range to visit another brother.

Conductor and Mrs. Carroll Neptune spent two weeks in Sixteen Mile Canyon, where the big fishes are.

Conductor and Mrs. Ray Jubin motored to Menominee, Mich., where they are visiting relatives.

Other folks to spend their vacation motoring were Machinist Helper Albert Silberling and family. They toured the southern part of the state.

Stationary Engineer and Mrs. Gilbert Shiel and daughters motored through Yellowstone Park, and spent several days with relatives at Greybull, Wyo.

Gentlemen by the names of Kirstaft, Kelly, Smith and Corbett, of Lukes' gang, Store Helper Y. E. Miyoshi and Son Toru and the correspondent spent Labor Day in Butte. Nels Erickson and Spike Edson, of the roundhouse, spent the day at Three Forks.

Miss Erna Soderstrum, clerk at the Car Department, spent the Labor Day week end at the parental home in Deer Lodge.

Boilermaker Helper and Mrs. Ervin Fuchs and Machinist Helper and Mrs. Bob Stultz were the real sports of the day; they motored through Yellowstone Park.

As these notes go to press Car Repairer Elmer Nissen is en route to Kansas City, where he will represent the local lodge at the Grand Lodge session of the Brotherhood of Railway Carmen.

Kansas City Division C. M. G.

AUGUST was the favorite vacation month among several of the office employes of the office of the superintendent. Trainmaster Givens and family motored to Ft. Dodge, thence to Mankato, with a short stopover at

Lake Florida; visited for several days with relatives in Sioux City, Iowa. The trip was made in the new Hudson, which was purchased recently by W. C. G.

Over 3,000 miles and not a puncture, was the experience of Division Engineer W. H. Vosburg, who drove to Pittsburgh, Pa., to join Mrs. Vosburg and son, who had been visiting for several weeks with relatives. Before returning they made quite an extensive tour through the east.

Division Storekeeper G. C. Sheridan and Mrs. Sheridan left on August 17 for Minneapolis to spend a vacation, where they enjoyed the beautiful lakes and parks of that city. Before returning to Ottumwa they journeyed to Moberg, S. D., remaining there for a few days visiting with friends and old acquaintances.

A short visit to his ranch in Montana to look over the wheat crop was made by Dispatcher J. G. Upp, accompanied by his son Robert. The last ten days of his vacation were spent in Denver, where they were joined by Mrs. Upp.

H. J. Bowen, assistant division accountant, went to Cedar Rapids, Iowa, during the first few days of his vacation to attend a business meeting in connection with the Masonic organization. While there he was shown through the large and attractive new buildings of this Order, which are known to be the finest in the state. Also spent some time in Chicago and Milwaukee. While in Chicago he was joined by Division Accountant A. C. Daacke, and the two of them took in several ball games. They say the Philadelphia Athletics play the White Sox.

During the month of August Engineer G. Kissinger and Mrs. Kissinger spent some time in Denver, Colo. Due to the ill health of Mrs. Kissinger, they returned several days before they had anticipated doing so.

The "call to the farm" has again been heeded by Night Chief Dispatcher John Niman, who we understand is on his farm at Amana, Iowa, during his two weeks' absence from duty, looking after the chickens and the crops.

Quite an extensive trip was taken by Engineer Fred Orvis, Mrs. Orvis and daughter Genevieve. They left Ottumwa during the latter part of August for Chicago, en route to Tacoma, Washington, where Mr. Orvis attended the sessions of the Pioneers' Convention of the Milwaukee Railroad, and where Mrs. Orvis and daughter joined in the entertainment planned for the convention visitors. They also visited points of interest near by, before departing for Alaska on a thirteen-day boat trip.

Mrs. R. E. Dove left several days ago for Sioux City, Iowa, to visit with her mother.

Sybil Clifford of Mr. Anderson's office, Kansas City, returned to the service on September 1, following a vacation of two weeks.

Roundhouse Foreman D. R. Davis, Coburg, and family have returned from a trip through Wisconsin and Minnesota.

Charlotte C. Davis, enginemen timekeeper, was another August vacationist. She took advantage of her vacation by spending the first ten days resting and the last few days, we understand, were spent at the new municipal bathing pool.

An August visitor on the Kansas City Division was W. W. Bates of Terre Haute, Ind., formerly traveling engineer on the K. C. His family accompanied him to Ottumwa and several days were spent in the city visiting with friends.

Switchman Geo. B. Wellman and family returned to Ottumwa recently after a year's sojourn in Pasadena and Fullerton, Calif., having gone there on account of the illness of Mrs. Wellman. We are glad to know that Mrs. Wellman has greatly improved. Mr. Wellman has resumed his duties in the switch service at West Yard.

Fireman D. C. Smith has purchased a new Hudson car. He initiated it by a trip to Des Moines several Sundays ago.

Mrs. Bertha Fair of Chillicothe, Mo., was a recent visitor in Ottumwa.

On Saturday, August 10, occurred the death of A. B. Harker, 58 years of age, a veteran engineer on the Kansas City Division. Mr. Harker had been piloting engines on the local Milwaukee Division since 1892. He had recently returned from an extended trip to California. Short funeral services were held at the home of his daughter, Mrs. C. F. Ebbert, on Tuesday morning, August 13, at 8:15, in charge of the local chapter of the Brotherhood of Locomotive Engineers, of which Mr. Harker was a member. The funeral party then proceeded to the Willard Street Methodist Episcopal Church, where services were held. Six railroad engineers served as pallbearers. They were: Theo. Runzler, A. J. Story, Virgil Gloré, C. L. Stuttsman, T. H. Kemp, and I. Cotterell. The body was taken to Chillicothe, Mo., in a private car, where the locomotive engineers had charge of the burial. He is survived by his wife, two daughters, one son, one brother and one sister.

Flossie Lipp, roundhouse clerk, Coburg, who is on a vacation which she is spending in Minnesota, will be off duty for a month or longer. Herschel Loveless, formerly employed as office boy in the office of the superintendent at Ottumwa, is relieving her. Bud Howard acted as office boy for ten days following the departure of Herschel for Kansas City, and the position is now being filled by Carl Humes.

Trainmaster H. R. Howard accompanied the John Francis Shows from Cedar Rapids to Kansas City during the latter part of August.

Engineer Tom Kemp was in Excelsior Springs for several weeks account ill health.

Chauncey Mahaffey, perishable freight inspector, has been transferred to Madison, Wis. Mrs. Mahaffey will leave Ottumwa in October to join Mr. Mahaffey. Bert Brandt is the successor to Mr. Mahaffey at West Yard, Iowa.

Building Foreman J. C. Epperson was operated on for appendicitis on August 10 at the Chillicothe Hospital. We are sorry to learn that he is still in a very critical condition.

E. J. Kervin has been appointed traveling engineer, with headquarters at Kansas City. He recently moved his family and household effects from Minneapolis, where he formerly was employed as fuel supervisor.

Paul Rice, who was employed in the engineering department during the busy summer season, has accepted a position in the office of C. T. Jackson, engineer of terminals, Chicago. Tom Andrus, Chicago, who was also an employe in the engineering department, has left the services of the company and resumed his studies at the University of Illinois.

Dispatcher M. J. Fromm was off duty several days account illness.

Madelyn Robinson, daughter of Section Laborer Robinson, Newtown, Mo., was rushed to the hospital at Chillicothe, Mo., on September 11, where she underwent an appendicitis operation. We wish her a speedy recovery.

Ola C. Kenny, switch foreman at West Yard, is off duty account ill health.

John Mooney, statistical clerk, superintendent's office, Ottumwa, secured a carload shipment of household goods for Wamego, Kansas, routing over our line to Kansas City.

Notes from the Local Freight Office, Tacoma R. R. T.

WE are pleased to record the advancement of one of our old friends from the Local Office, now at the City Office—none other than that handsome and gallant scion of the Emer-



HUNDRED HUNTING HOUNDS

Cheap, Fur Finders, Money Makers, Dog Feed, Remedies, Collars, Hunting, Fishing, Camping Equipment. Agents Wanted. Catalog.

KASKASKIA, M 146, Herrick, Ill.

DELICACIES FOR THE TABLE

Specialties

Butter, Eggs, Cheese, Poultry, Game, Fruits and Vegetables

E. A. AARON & BROS.
CHICAGO, ILLINOIS

aid Isle, Thomas Emmett Maloney, formerly of our dock forces, later chief bill clerk at these diggings and now chief clerk for Division Freight and Passenger Agent Paul Wilson. His many friends offer cordial congratulations on his advancement and wish him continued success in his career with the traffic department. We feel sure that his genial disposition and his expert knowledge of traffic matters will win him further promotions.

Emmett's former place at the City Office has been filled by another one of our old friends from the docks and the Local Office, Billy Woodard, who has for some years been in exile in our sister village of Seattle, where he filled various positions at the Local Office with great credit. He has now returned to his first love at Tacoma. All of us are glad to see Billy's smiling face back here and wish him well in his new position. He is a versatile and diligent worker and will be a valuable acquisition to the City Office.

The vacation season is still upon us and still leaves us shorthanded. Ray Powels, together with his family, made use of a month's leave of absence to show his new Chrysler "75" to the natives of Los Angeles and adjacent parts, driving down despite the heat reported from the Sunny South. They had a fine time in spite of the hot weather. On the way back their little boy was taken sick at Medford, Oregon, and Ray drove the four hundred and ninety miles from Medford to Tacoma in one day, which is certainly going some.

Miss Willa Lindsey, assistant bill clerk, is also on a month's leave of absence, having also gone to California with friends. We haven't heard as yet how she is enjoying herself, but have no doubt that she will be glad to get back to these cooler climes. During her absence her place has been filled for some time by Mrs. Gwendolen Johnson (better known to her old friends as Miss Gwen Guslander, formerly of our dock and Local Office forces), who is spending some time with her parents in Tacoma before rejoining her husband, Lieutenant Johnson, at his new location at Fort D. A. Russell. It was nice of her to make use of her old-time skill in helping us out, and everybody was glad to see her around again.

Fay Clover, our assistant cashier, with Mrs. Clover and little Kingsley, took a rail trip to Vancouver, British Columbia, where most good Americans of these parts go for their vacations. Fay can report from personal observation that Vancouver is quite a wet town, since it rained all the time they were there. In further evidence of the fact, Fay brought home a choice collection of certain fancy labels, which are used north of the line to designate the contents of various bottles, and among which we recognized such old familiar faces as "Three-Star Hennessy," "Black and White," "Red Top," "Bass' Pale Ale," and many others of

similar nature. Whether Fay removed all these from empty bottles and how the bottles became empty we cannot state with certainty, but there is no argument about the fact that various members of the force since seeing these labels have gone about their work with a far-away look of longing on their faces, especially one whom we refrain from naming, but who comes from Peoria, Illinois, and whose first job was in a brewery at that famous city.

It is with regret that we chronicle the death of Mrs. Kate Archer, mother-in-law of Joe Gordon, valued member of our warehouse force. Mrs. Archer died on September 6 after a long illness, at the age of 74 years. The funeral took place on September 7, five grandsons and one nephew acting as pallbearers. During the funeral ceremonies, Mrs. Gordon was stricken with a serious illness. We extend our sincerest sympathy to Mr. and Mrs. Gordon in their bereavement and we offer our best wishes for Mrs. Gordon's entire recovery.

Mr. Ralph Bement, assistant agent, is on a vacation trip to the east, visiting the Twin Cities, Stevens Point, Milwaukee and Chicago, and is doubtless enjoying himself immensely, although Mrs. Bement remained at home. Ralph did not take his golf clubs along, but nevertheless expected to borrow some of the equipment back east and show them how the noble game is played out here. We refrain from mentioning his scores as reported here, but we may mention without betraying any confidence that if the gallant gentleman from Atlanta had not dropped the amateur championship to some one else in California recently, the championship would NOT have been in serious danger from Ralph.

Iowa (East) Division and Calmar Line

J. T. Raymond

LEO F. BURGER, who has been a switchman in Cedar Rapids Yard since February 2, 1923, was found dead alongside the C. & N. W. Ry. track at Beverly, Iowa, about 12:30 A. M., August 13. It is thought that he attempted to board North Western train No. 16 for Cedar Rapids. He is survived by a wife and two small children. The Magazine extends sympathy to the bereaved family.

Conductor W. D. Shank, wife and grandson, left on August 22 for an auto trip to Pearl City, Ill, where they will visit with Mr. Shank's two brothers and a sister. They expect to be gone a week or ten days. Conductor W. I. Farrell relieving on Nos. 8 and 19 between Marion and Chicago.

Conductor A. J. Fuller and wife left August 18 for Tennessee for a visit with their daughter. Conductor A. J. Gregg relieving on Nos. 3 and 4 between Council Bluffs and Marion.

Train Baggage man A. R. Talbott was called to Elliot, Iowa, on August 19 on account of the serious illness of his mother. H. W. Orvis relieving on the north end passenger.

Passenger Brakeman O. O. Kieckhafer was called to Freeport, Ill., August 26 on account of the death of his father, who had been in failing health for some time. Otto's many friends on the Iowa Division extend their sympathy in his bereavement.

Train Baggage man S. M. Cooper, who has been laying off for some time on account of ill health, visited relatives and friends in Marion the fore part of September. Sam does not know when he will be able to resume work but his many friends on the division hope it will be soon.

Conductor John Reardon was off duty for several trips the fore part of September, due to hay fever. Conductor Wm. Simonton relieving on Nos. 19 and 8 between Marion and Omaha.

Passenger Brakeman C. E. Farrington is laying off account of hay fever. Brakeman H. W. Orvis relieving on Nos. 31 and 44 between Savanna and Cedar Rapids.

Conductor Ed Templeton, who has been off duty for several weeks on account of ill health, has resumed work on Nos. 8 and 19 between Marion and Chicago. Conductor F. S. Craig has been relieving on this run.

Passenger Brakeman Geo. C. Adams has resumed work on Nos. 38 and 39 between Davenport and Milwaukee, after being on an extended leave. M. L. Peterson has been relieving on this run.

Agent L. M. Halsted of Preston was away on a business trip, J. N. Hutchins relieving.

Agent H. E. Ramsey of Oxford Junction was away on several weeks' vacation. W. D. Schesser relieved him during his absence.

C. L. Sherwood of Cedar Rapids is improving rapidly in health, which is good news to his many friends.

George Hines, one of the popular express men at Marion, has been absent from duty for some time on account of illness.

Agent J. B. Howe of Oneida was off duty for several weeks on account of sickness. L. G. Ireland relieving.

Hazel and Ruth Merrill, daughters of Operator R. L. Merrill of Marion, visited their aunt in Chicago and friends in Perry during August.

Agent J. N. Hutchins of Spragueville went to Syracuse, N. Y., to visit his father, who was quite ill. R. W. Safely relieved him.

Foreman E. Thompson and his large extra gang put in four or five days improving the tracks between Sabula and Savanna and are now working on the Clinton Line, where they have about thirty days' work.

Mr. and Mrs. Frank V. Winsor of Miles City, Montana, visited with relatives at Marion. They came by auto, driving through the Black Hills, and were accompanied by their son Ivan, who is in government service at Juneau, Alaska.

Engineer William Bunting of Miles City, Montana, visited relatives at Marion early in September.

The new addition to the east end of Marion passenger station is being rapidly erected. It is a much-needed improvement.

Leverman Frank Morton of Sabula attended the Annual Reunion of Spanish War Veterans at Denver the first part of September.

Engineer and Mrs. F. B. Stafford have the sympathy of many friends on the division in their bereavement through the death of Mrs. Ed Ward, who was the mother of Mrs. Stafford. She passed away at the home of her daughter and the remains were brought to Marion, where the funeral was held. Services were conducted by Rev. W. C. Perdew, pastor of the Methodist Episcopal Church, of which she had been a long time member.

Relief Agent F. E. Sorg has been away from duty for some time on account of the illness of Mrs. Sorg.

Operator G. E. Madsen of Lyons went to Rochester, Minn., for treatment. Operator E. F. Clausen relieving.

Miss Alice McGuire of Marion left Marion September 14 on a two weeks' vacation, going to Cuba for a brief stay and returning via Miami, Fla.

Tacoma Shop Notes

"Andy"

CYRIL CLIFFORD, machinist at Tacoma Shops, is not only a machinist of high order, but he is also an aviator of high order—understand he has been doing considerable flying at the local field. His plane recently turned topsy turvy on him, and before he could get it straightened out he lost about a thousand feet—

a few of the rest of us birds under similar circumstances would have also lost considerable weight.

According to shop gossip, Ezra Girard is planning to be married this fall—Cupid gets them sooner or later.

W. I. Shiplett (Wiggs) took a week's lay-off to visit relatives and friends in Deer Lodge—he reports having a very enjoyable time, and came back with a pocket full of invitations to the B. A. R. E. shindig, which he passed around. We will bet that Wiggs wiggles a wicked hoof at these events, maybe trying for an endurance record.

We have heard that Electrician Butts had his car somewhat damaged recently. Of course we are not in position to say just what caused the wreck, but it looks like some of this one-arm driving stuff, yet on the other hand it does not seem plausible, because he is an expert on the one-arm driving, at least he should be, he has had plenty of practice.

We understand that C. Thrasher is a De Soto Agent, and that seems to be his main line now.

It was very interesting to note at the Pioneers' Picnic at DeLano beach, that the engineers defeated the conductors in a game of baseball with a score of 8 to 1. Of course that should have been expected, look at the talent the engineers had—R. W. Anderson, W. C. Kinney and C. Patton were the pitchers, and J. S. Griffith, catcher, and what's more, Mr. Griffith is an old time ball player, having played the position of catcher on the Wausau, Wis. team years ago. In the engineer's game, he bunged up a couple of fingers on a hot foul tip.

Chas. Stevens is in line for congratulations on the arrival of a boy at his home on September 7th.

Bill Luebbe, our erecting foreman, is looking around for a good buy on a Toreador outfit. for he has had enough experience on the butting end of his goat to qualify as a bull-fighter—all he has to do now is learn Spanish, and eat hot tamales. Bill's footwork is splendid; when the goat leads with a left hook Bill takes a big lead with a right foot, in fact he takes as big a lead as possible and time will permit, he also keeps that lead, and how.

Al Pentecost is right up and doing when it comes to Safety First matters—he got the happy idea recently and put it into effect in the shape of a bulletin board which shows Safety First statistics, and at the top is displayed a skull with blinking green eyes—this he believes will have a tendency of bringing to the minds of the men the serious matter of Safety First by setting forth the gruesome results of carelessness and thoughtlessness.

Mr. Ed Young paid us a visit—he was also on the trip to Alaska with the Pioneers.



Tacoma Shop folks have heard rumors to the effect that Five Mile Lake was inhabited by mermaids, and sure enough, it was, and what's more it was found that the mermaids were members of the Car Department and district accountant's office at Tacoma. The above pictures show the mermaids getting all wet—the pictures were taken early one September morn.

Kansas City Terminals

S. M. C.

ON Saturday, September 14th, the Kansas City veterans started on their way to the annual convention, held this year in Seattle, Wash. A special car was provided for them from Kansas City. Those from the K. C. T. attending are:

Engineer Steve Standart and daughter, Miss Mable Standart.

Conductor Wm. Jackson and wife.

Engineer H. McKinley and wife.

Engineer Paul Affeld and wife.

J. T. Clark, general car foreman, and wife.

Al Smallfield, Car Department, and wife.

Wm. Johnson from local office, and wife.

O. E. Owen, cashier, local office, and wife.

Mr. Taylor, of the city ticket office, has been promoted to city ticket agent and Mr. R. G. Parker has been assigned the duties of assistant ticket agent. Mr. Parker comes to us from the Union Pacific.

Mr. Wilbur Tigerman spent the week end in Milwaukee recently. We are wondering whether we will lose Wilbur or regain a citizen when she moves back to Kansas City.

Great activity has been noted among certain local office employes during grape season. Grape jelly is surely popular.

NO doubt the Sport World was somewhat "stunned" on reading the following headlines in a recent paper:

BOBBY JONES OUT

Goodman Eliminates Champion in First Round of the National Amateur

No doubt these veterans find it rather hard to compete with the numerous flock of new golfers. Just recently our General Southwestern Agent, Mr. J. S. Adsit shot Armour Fields in 95, so be careful, Bobby, some day Kansas City will have a champion in the National Amateur Tournament.

West I. and D. Division Notes

F. D. S.

WELL, it won't be long until all the boys around Mitchell will be getting their guns all oiled up to go out and try their luck on the pheasants. The season will open the latter part of October.

Earl Miner, night baggageman, Mitchell, went to Sheldon, Iowa, the first part of September to spend a few hours with his mother and call on a few of his old friends.

Harry Binderup, clerk at storeroom, returned September 14 from a visit with relatives in Pennsylvania. From the way Harry talks and acts he must have found or seen something that made him wild about that part of the country.

C. H. Bradbury, roundhouse foreman, returned from a two weeks' vacation, spent in and around Seattle, Wash.

"Mac," clerk in trainmaster's office at Mason City, spent Labor Day in Mitchell calling on his friends.

Superintendent Ingraham, Trainmaster Wiltrott and Chief Dispatcher Platte were in Minneapolis the first part of September attending a meeting.

Conductor J. C. Wiley was in Mitchell the first part of September to have an operation on his nose. The last report we had he was getting along fine.

Special Agent Boardman has fully recovered from his operation and is now back on the job. Archie says that he is feeling pretty good, even though he lost eighty pounds.

Agent J. W. Shelby went to Mason City the latter part of August to attend a traffic

meeting. He also went to Austin, Minn., to visit with his folks for a few hours.

Traveling Auditor Calvin was in Mitchell for a few hours attending to company business.

Conductor Bill Pippinger went to Chamberlain September 14 to work on Nos. 11 and 22 between Chamberlain and Murdo.

We just heard that Canton, S. D., will be a pretty busy place for about two months. They are paving Federal Highway No. 18 from a point three miles east of Canton to three miles west. We understand that they will use about 800 cars of material. The crushed rock will be shipped from Dell Rapids, S. D., cement from Rapid City, and the gravel from Hawarden, Iowa. This will mean quite a bit of business for the Milwaukeee.

Relief Agent S. T. Craft is now located at Oacoma, S. D., taking Agent Dryer's place while he is on a vacation. Agent Dryer is spending most of his time in Oklahoma.

We had a report that Elmer Anderson, foreman of freight house at Canton, is thinking some of taking a short course in typewriting and shorthand, and also how to operate an adding machine. We also understand that he is getting along so well that he has already invested in a typewriter and adding machine.

Yard Clerk Arlin Iliff and wife were in Mitchell the first part of September visiting with his brother Lewey. They also went to Mt. Vernon to visit.

Mitchell will be a busy place from September 23 to 28, account of the Corn Palace and also getting lined up for the Legion special to Louisville, Ky., which will leave here the last night of Corn Palace. We are going to have a good train out of here. There will be five sleepers and three baggage cars, and when they get to Canton they will pick up two more sleepers from Garden City and Sioux Falls. They will also have a cafe observation car.

Fay Higgins, dispatcher; O. M. Heather, engineer, and Fred Whitkop, coaler, left Mitchell on the Maroon Special for Seattle to attend the Veterans' convention.

Wm. Johnson, traveling engineer, was in Mitchell for a couple of days looking after company business.

Yardmaster Ed Stanton is back on the job after being off for about three weeks.

S. C. & D. Division Notes

Glenn Kasak

AGENT J. J. ECKLIN is off on a few days' vacation and is being relieved by R. L. McNertney.

We notice Ed Gresk, second operator at Mapleton, chasing out to a country school house very often these days, might be that he has Ylittis.

Fred Filmer, who has been relieving Chas. E. ("Hi") Holstrom, is now at Vermilion doing relief work for R. D. Thompson.

Jeff Clark has finally purchased that bug, spoken of in the Magazine some time ago, and will say that it is nothing to see "J. J." in the dispatcher's office under the table once in a while.

"Hi" Holstrom says, "Were there as much news on the east end as there is mud and gumbo there would be nothing down there but a printer's devil, and on the bottoms here in the swamps we wonder sometimes why we are not like a duck—"web-footed."

We are advised that Ed Gorman, second operator, Parkston, was married a short time ago. Why not let us in on these things once in a while, Ed?

Agent Nick Willmes, at Jefferson, says he may purchase a new car if the new highway, now under construction, comes up to his expectations.

Agent Clark, of Hornick, says he thinks that the remarkable flight made by the Graf Zeppelin proves that aviation may amount to something in the long run. Jeff thinks he will ride in one some day. Better keep one foot in the Gumbo, Jeff.

Chris Kvidahl, chief engineer of Elk Point, made a trip to Sioux Falls on his trusty Adams speeder, Monday, September 9.

Third Operator Isaacson, at Elk Point, recently purchased a new dog. Ike is looking forward to the approaching duck season.

The genial Bill Hintz is again back in charge of a B. & B. crew, as foreman. Things will begin to look different now that Bill has taken charge of the nail drivers.

Superintendent Buechler's business car the 5808 has just been returned from the Milwaukee shops after a general overhauling. The car got a new coat of enamel and varnish, both inside and out, a shower bath, electric fans, and in fact all of the modern conveniences. James Lee, formerly of the Dining Car Department, is in charge as porter again. Jim is a wonderful cook, as those of us who are fortunate enough to get a meal on the business car once in a while can testify.

It would appear that for sometime past a contest has been hotly raging between Chief Dispatcher Harry Hoskins and Car Stenographer Joe Caba, to see who could display the hottest necktie. The matter now stands with Joe leading by a neck(tie). The latest creations of Paris, New York, Pumpkin Center or some other damphool place now graces Joe's swan-like neck, and seems to represent a symphony in red, white, blue and purple. When viewed through smoked glasses the startled observer is able to make out a design of blue flowers with red leaves on a white background, set off by a design in purple Chinese letters. Altogether the ensemble is very upsy-daisy.

Among those who attended the Veteran's Convention in Seattle was Pile Driver Foreman Nick Reams. Nick is a genuine "Vet," having been in the employ of this company in the B. & B. Department for nearly fifty years, and just as full of pep as he was fifty years ago.

Art Pieper, formerly assistant division accountant at Sioux City and now division accountant at Deer Lodge, spent a few days of his vacation in Sioux City. Glad to see you, Art.

Section Foreman, Ray Lunt of Trent, plans on taking in the state fair at Huron, while visiting his son, who lives there.

Section Foreman Tom Grande, of Canton, has discontinued baching, due to the fact that his wife has returned from a two month's vacation on the West Coast.

The Everetts Paving Company, which recently completed paving Garfield Avenue, Dell Rapids, state that the planking of the railroad crossing is the best job they have come in contact with in their paving experience at railroad crossings. Don't believe it, Steve!

Section Foreman Chris Olson and family made a trip to Minneapolis, September 1st and 2nd, where they enjoyed a short visit with Section Foreman Tom Richmond.

It is reported that James Johnson, Sioux Falls, is leaving us shortly. He has been appointed section foreman at Kingsburg, S. D. Good luck, Jim.

Section Foreman Charley Nelson, Hudson, is back making gravel fly. We heard he spent a six week's vacation in Canada, North Dakota and Minnesota. Bring anything back, Charley?

Miss Laura Sievert, expense clerk, Sioux Falls, is spending a week's vacation with relatives in Iowa.

Mr. William Lagan, clerk, Sioux Falls, is vacationing in Detroit with his sister. Bill don't you think that is pretty close to Canada? Whether or not Bill will visit Canada is a matter for speculation.

General Agent Griffiths, Sioux Falls, is attending the Spanish-American War Veterans' Convention in Denver. Mr. Griffiths also plans to visit relatives in Santa Fe, New Mexico.

A well attended Safety First meeting was held at the Sioux Falls Passenger Station, September 10th. After the meeting the Women's Club served another delightful lunch.

Agent Jay Manson, of Trent, reports that business on the rails through his station exceeds that of the buses.

Art Anderson, section foreman, Westfield, Iowa, received a bouncing baby boy the night of September 8th. Art is all smiles as the rest of his children are all girls. Best wishes and good luck to the new railroader, Art.

Mr. A. O. Grendler, agent at Meckling, needed a thirty-day vacation this year. Wm. Vander Voort relieved Mr. Grendler while he was honeymooning in Iowa and Denver, Colorado. From now on it will be "We."

Mr. C. P. Kinsler, agent at Akron, is vacationing in the Black Hills, Wyoming and Colorado.

Forrest Akers is the proud father of a baby girl, Jean Ann, born August 11th.

Agent and Mayor Farnsworth, of Chatsworth, reports a heavy shipment of small grain during August.

Mr. O. K. Johnson, carman, Sioux Falls, has the idea that "Turn about is fair play." Mr. Johnson recently purchased a new Durant six sedan and secured two carloads of Durants for the Milwaukee. More power to you, "O.K."

During August, Trainmaster Doud was kept busy riding circus trains. The Sells-Floto, a two-section train, and Miller's 101 Ranch, were handled over the division and in each case the management was well satisfied with the service rendered.

A new spur track to the Everest Sand and Gravel Company was recently completed and since that time it has been necessary to have daily way freight service to handle the business they have given us.

Our friend, Train Baggage man Murphy, is laying off for a few days. Wonder where the fish are biting now. Let us in on the secret, George.

Brakeman Leahy reports the loss of a tan raincoat and requests the finder to return it to him at Sioux City. No questions will be asked.

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

SUPERINTENDENT AND MRS. H. M. GILLICK spent a few days at Mobridge. They were accompanied by their guest, Mrs. R. A. McBain of Long Beach, Cal., who is

visiting at the Gillick home at Miles City. Mrs. McBain (formerly Irene Maricle) made her home at Mobridge for several years and her many friends are glad to welcome her back.

Car Clerk Herman Wahl and family spent their vacation visiting relatives and friends in Chicago and the Twin Cities.

Our former storekeeper, George C. Sheridan, and wife, of Ottuma, Iowa, spent a few days here visiting old friends.

Mr. and Mrs. W. P. Moran were called to Rockford, Ill., on account of the death of Mr. Moran's mother.

Mr. and Mrs. W. P. O'Hern enjoyed a visit from Mrs. O'Hern's mother, Mrs. Keegan, and her sister, Mrs. Hall, and family, of Chicago.

Little Betty Klein and June Malm spent two weeks visiting at the home of June's aunt at Mount Vernon, S. D.

Our popular roundhouse foreman, A. R. Kidd, is being transferred to lines east and his position here is being filled by A. E. Keelum of Harlowton, Mont.

Miss Ruth Moran has returned to her studies at St. Benedict's College at St. Joseph, Minn.

Miss Josephine McCarthy spent a few days visiting at the home of her parents here. She was accompanied by her mother, Mrs. Dan McCarthy, and brother Justin. They will visit at Miles City, Great Falls and Helena. From there Miss Josephine will go to Los Angeles, where she has accepted a position.

Herman Nath and Mr. and Mrs. Charles Nath were called to Perry, Iowa, on account of the death of the Nath brothers' mother.

Roadmaster Ora Miller attended a meeting at Miles City of all the roadmasters and chief carpenters, where they made the budget for the coming year.

The Harry Conger and Louis Scheifelbein families enjoyed an outing at Lake Enemy Swim, near Waubay, S. D.

A joint Safety First and Milwaukee Women's Club meeting was held at the Masonic Temple on September 13 at 4:30 p. m. We hope to have a large attendance and will give the full particulars next month.

Edgar Miller is visiting at the home of his sister, Mrs. Arthur Brown, at Indianapolis, Ind., and other points in the East.

We are glad to know that Bobbie Striebel of Marmarth, son of Conductor Striebel, who had the misfortune to have his right leg severed in the Marmarth yards when run down by an engine, is getting along nicely.

The tenth Labor Day celebration and picnic at Riverside Park on Monday, September 2, was well attended and an enjoyable time was had by all. Conductor W. H. Kelly of Miles City, formerly a member of the Montana State Legislature, gave a fine talk, after which the usual sports were indulged in, followed by a

concert in the evening by the Mobridge Band and later on a bowery dance at Lincoln Park.

Conductor and Mrs. Thos. Milligan and daughter, Mercedes, spent two weeks enjoying the scenery in the Black Hills.

Mr. and Mrs. E. L. Cleveland have returned from their vacation spent at the lakes in northern Wisconsin.

The many friends of Mrs. E. C. Holman and son, Billy, of Ottumwa, Iowa, were glad to welcome them back for a visit. Mrs. Holman formerly lived at Mobridge and now teaches in the Ottumwa schools.

Miss Willa Gilker of Chippewa Falls, Wis., and Mr. and Mrs. R. Schjoll of Minneapolis spent a week here visiting at the homes of Mr. and Mrs. E. B. Johnson and James and Clyde Caldwell.

Herman Wahl, our efficient messenger at the relay office, spent his vacation at Tacoma and other points on the west coast.

Conductor Bert King and wife of Marmarth are spending their vacation in the East.

Traveling Inspectors F. R. Smith of Lewistown, Mont., and Mr. De Garmo of Spokane spent a day in Mobridge on official business.

Mr. and Mrs. L. G. Buchholz and children visited relatives at Janesville, Wis.

George Hilton, Edwin Carlson, Harold Fuller and Miss Geraldine McCarthy, all clerks from the Superintendent's Office at Miles City, spent Labor Day at their parental homes here.

Miss Vivian Connole, court stenographer at Mohall, N. D., was the guest of her sister, Miss Marie Connole, for a week. Miss Marie Connole accompanied her to Minneapolis, where she spent her two weeks' vacation.

Mr. C. E. Peterson and Kenneth Stewart-Turner, of the Division Engineer's Office at Miles City, spent a week here on business.

Chief Carpenter O. E. Blake of Miles City was in our city last Tuesday on terminal work for this division.

Misses Florence and Dolores Vachreau and Delsia and Henrietta Hourigan left Tuesday for New England, N. D., where they will attend St. Mary's Academy this coming year.

Wisconsin Valley Division Notes Lillian

MR. AND MRS. E. E. LYMAN and Miss Norma Gilham of Lewistown, Montana, who visited at the home of Mr. and Mrs. H. M. Gilham, have returned to their home.

Mrs. Leo Ziebel, Miss Lou Wagner and Mrs. Slomske entertained at the club house during the past month.

Dispatcher M. C. Harris has been absent from duty for the past six weeks on account of the illness and death of his father, which took place on August 26th at the Mauston hospital. Sympathy is extended to Mr. and Mrs. Harris.

PREVENT CLAIMS

In addition to refrigeration as produced by placement of ice in bunkers, lettuce and commodities of a like nature require that ice be placed directly on the article and on top of crates to prevent wilting and deterioration. To prevent water, from this melting ice, from remaining on floor of car, with resultant damage to floor, insulation and side walls, some of our cars in 82,000 series and all of those in 85,000 and 87,000 series have been equipped with ice pans which are depressed below floor level, allowing free passage of water or ice meltage into pans. Floors are also water proofed. The real danger of this hidden damage in loading cars not so equipped comes later when a car might be placed for loading which requires a maximum amount of refrigeration or heat. Water-soaked insulation, floors or walls will not effectively keep out frost or heat.

UNION REFRIGERATOR TRANSIT CO.

H. L. Vachreau has been spending a month vacation up at the northern lakes and woods. Fishing was marvelous and we have proof as a big box of Northern Pike were sent down to be distributed among the office employes, which were very much appreciated.

The warehouse employes soft ball team is one of the strongest on the field this season, having won eleven games out of thirteen, and are still going strong. Local teams with whom they have played are as follows: Wausau Post Office, Wausau Ice & Fuel Co., Zimmer Paint Store, Kickbush Grocery Co., Roundhouse Locomotive Department, Central School team, Marathon Shoe Co. and Anderson Johnson Co. They are looking for more games, and through the magazine wish to issue a challenge to any soft ball team who wishes to play.

On September 5 we had a special train to Merrill with dairymen from Kansas and Missouri, who visited some of the large dairy farms in the vicinity of Merrill. Mr. R. W. Reynolds of the Agricultural Development and Colonization Department, and Superintendent B. F. Hoehn accompanied the party from Merrill on their trip through Lincoln County. The dairymen were very much pleased as well as impressed with the development in northern Wisconsin.

Douglas Griffith, son of Mr. and Mrs. A. E. Griffith, is seriously ill at the Memorial Hospital where he was taken Sunday last. We hope to hear of an improvement in his condition very soon.

A. W. Warner is off duty taking his regular vacation. He expects to take several trips through the country and feels that the Essex will assist in making the vacation a grand success.

Mrs. Lothair Hahnheiser and children are visiting with relatives at Stevens Point and Milwaukee.

Mr. and Mrs. E. B. Gehrke, Miss Catherine Browning and Mr. Zimmerman of Green Bay visited with Wausau friends recently.

The following party left Sunday morning, September 15 to attend the Veterans' Convention at Seattle, Washington during the week September 15 to 21:

L. E. Wilcox and wife, Wm. Wilcox and wife, B. F. Enkhause and wife, Carl Granholm and wife, M. E. Donovan and wife, J. E. Dexter and wife, J. C. Schultz and wife, W. R. Billington and wife, Hugh Beattie and wife, H. Arntz and wife, O. Gebhart and wife, S. J. Loomis and wife, A. G. Shrake and wife, F. A. Duvie and wife. A wonderful time has been arranged and the boat trip to Victoria, B. C. will be of particular interest.

Mrs. H. G. Giddings of Mitchell, S. D., and Mrs. E. K. Richmond of Chicago, daughters of Mr. and Mrs. B. F. Hoehn, are visiting at the home of their parents.

Mr. J. T. Gillick and two sons, also P. C. Hart, spent their vacation on an island near Minocqua.

Mr. E. A. Lalk spent September 10 at Wausau.

Margaret O'Brien, abstract clerk and stenographer in the Freight Department, spent two weeks visiting with friends and relatives in the east. Mrs. D. O'Brien and Kathleen O'Brien accompanied her.

Night Roundhouse Foreman Arthur Yates has been transferred to La Crosse.

Operator Franklin Love has accepted the position as ticket agent at Madison.

Safety First meeting was held at Babcock at 2:00 p. m. September 5 with a good attendance. Many points of interest were brought up and discussed and the meetings are becoming very popular. Joint traffic and operating meeting was held at 7:30 p. m., September 5 at Wisconsin Rapids, also with a good attendance, and it is evident that these meetings are bring-

ing about a great deal of co-operation on the part of all concerned.

Margaret McGinley, cashier in the Freight Department is spending a month visiting with relatives in the west. Portland, Tacoma and Seattle will be some of the places stopped at as well as Ketchikan, Alaska.

J. Horn, roundhouse foreman, and Mrs. Horn spent three weeks visiting around in Wisconsin, seeing relatives and renewing old acquaintances. They report a splendid time and are ready to resume work for another year.

Mildred Conklin, stenographer to Superintendent B. F. Hoehn, picked a nice chilly time to spend a week at the lake. The girls in her party were all classed among Wisconsin's enthusiasts and all took their daily dip in spite of the weather and came home with a good coat of tan.

Mr. A. R. Stout, agent at Babcock, is still receiving treatments at the Mayo clinic at Rochester, Minn.

The last trip of the Fishermen's Special for the season over the Valley Division was September 8. It was necessary to run the train in two sections, indicating that the traveling public took advantage of all the time offered through this service.

We extend sympathy to Mr. and Mrs. Nile McGinley in the death of their infant son who was born and passed away on August 15.

Governor Kohler and Mrs. Kohler visited at Pittsville on the Valley Division on July 14, where Governor Kohler was made Chief Red Bird of the Winnebago tribe, at the annual Indian Pow-wow. There was a large delegation present, both white and red, and the honor was conferred upon the state's chief executive by blind Chief Mongar.

"S. C. D. Notes"

F. B. H.

FIRST of all, we hope everyone recognized Mr. Deppe in the picture on page 32 of the September Magazine—through an oversight his name was omitted. We take it for granted that everyone knows who he is—but anyhow, we are sorry it happened.

Mr. Poenisch and his family spent their vacation at Moose Lake and judging from the fine coat of tan and the fish stories—he must have had a fine time.

Harriette Badger spent her vacation at Camp Tenderfoot again this year. Must be very good-looking guides up there to lure girls there year after year. How about it, Harriette?

Most important news—we have another rail-roader in our midst! Young Bob Marshall, born August 31. Mrs. Marshall and Bob are doing nicely. The S. C. D. office joins in offering congratulations.

Jerry Rosar has returned from his vacation. He took his family up north and says they had a dandy time.

Catherine and Helen spent one week of their vacation out in the Black Hills, and oh what a time they had! Beautiful scenery, good-looking guides, college boys, sheiks, cowboys, convention, and oh, just everything to make it a real vacation.

Rose Hykes (formerly of this office) and her husband must still be very much in love because while they were touring the Black Hills on their vacation this summer, they got on the wrong road and didn't discover it until they landed in Cheyenne, Wyoming. Can you beat it?

Ralph, our office boy has felt greatly slighted the past two months because he hasn't been mentioned, so he persuaded Herman Klatt to take him on a motor trip over Labor Day and now all we hear is "When I was down in Terre Haute." But we all think it did him lots of good—he surely can turn out the hektograph work since he returned.



Gertrude and Harriette decided upon a fishing trip over Labor Day—they prevailed upon Gert's dad to go along and teach them a few tricks in angling. All started out fine, but they scarcely reached Crivitz before both Mr. Haas and Gertrude were ill and thus ended a delightful fishing trip. Better luck next time, girls!

Irv Clouse is spending his vacation in piloting his young son around Milwaukee. Better watch out, Irv, or you will be making a bum out of that young fellow.

Mr. and Mrs. Barndt and Betty Jean spent part of their vacation in Minneapolis and the balance in the east. Judging from all the good pictures of Betty Jean the whole family had a dandy time.

Julia and Bernice are still planning on a trip to New York. Now it is scheduled for October 15. Will know definitely next time. I'll wager they are waiting until they have enough saved to buy new fall outfits—what do you bet?

Labor Day Al Forrest made another auto trip—this time he went north and tough luck still pursued him because he went 125 miles on the wrong road before he discovered his error. When off for only a two-day trip that's tough, but he finally arrived at Minocqua and had a wonderful time.

Mr. Bremser and family spent their vacation at Clear Lake and talk about fish stories—Mr. Bremser caught a muskellunge thirty-two inches long. I didn't hear how much it weighed but I guess the length will hold you for a while anyhow.

Leone has been looking at road maps and tours through Yosemite Valley and such a dreamy look has been in her eyes. But last Sunday she snapped out of it and took her first driving lesson from a handsome young sheik. Are you really going to drive on your vacation next year, Lee? And, if it's not asking too much—will you be going alone again?

Mrs. Gregory has been quite ill and away from the office for over a week. We all miss her so much and hope she will be back on the job real soon.

Eddie Geis has been on the sick list the last four days. We hope he too will soon be able to come back to the office.

Talk about good luck, Erv Weber surely has it! He was sent to Chicago on business one day and if it wasn't the very day the Zeppelin flew over Chicago. Erv says he never saw so much enthusiasm nor heard more noise—Chicago people went wild—well, we are really glad someone in this office got to see it.

Myrtle Pershing took a trip west and spent most of her vacation in California. She reports a perfectly marvelous time and her pictures bespeak it. Some time when you feel sort of blue go in and have her tell you about the old man with the sunflower—and if you don't laugh and feel better afterwards—well, go and see a doctor before it's too late!

Drafts from the Drafting Room

Did Elmer Kuntz ever tell you about the fish he has caught? Of course, his arms are not very long.

T. Scott just purchased a new gas buggy. No doubt the wheels will turn many miles on his coming vacation.

Well, Harry Sjogren has a good start on his menagerie for his new home, some one told us he caught a couple of bear cubs. How about it, Harry? Donate them to the Chicago Cubs and get us a few tickets to the World Series.

H. W. Chandler is learning to yodel. Gus says living out in the mountains this will come in handy. Harold lives near Mt. Milwaukee and Mt. North Western.

Royce Juell is having an awful time beating off all of the Eagle flappers. Some day one of them will overpower him and then what will he do.

We hear that Ernie North has been quite busy out on his farm digging a well; what are you digging for Ernie—oil or water?

Clarence Schwantes has returned from his honeymoon up in the mountains. How did you find it up there, Clarence?

John Wylie is batching it for a couple of weeks. Mama and the kids are vacationing in New Jersey. We hope John behaves himself in the meantime and stays off of highway 100 at night.

Lisle Horton went over the Canadian line on his yearly trip.

Our bulletin board this week has a vote of thanks to all the boys who didn't send vacation postals.

Roy Juell sure is hot with his peek-a-boo silk shirts. But that isn't half as bad as the discovery that Gus is wearing his socks rolled.

Herr Sig. O. Berg has returned from his vacation. Do they have some nice herring in Seattle, Berg?

Mr. and Mrs. Harold Montgomery have moved to the sticks.

Wait till the bowling season starts and see the teams we have in this office.

J. M. Wylie will leave shortly on his annual pilgrimage to the east, "Hoot Mon."

O. C. Peterson has returned from his vacation in Topeka and other foreign parts.

What's this we hear about Art Schultz trying to get leave of absence from his family for an evening to take in the burlesque at the State-Congress in Chicago? What do you know about this, Chandler?

The hottest day of the year was the day after Labor Day and Gus Koester had limburger cheese sandwiches. Do you not pity us?

George saw Lentz's car wrecked the other day. Some stuff will make you see anything. Gus saw the same thing. Where do you get your stuff, boys?

Royce Juell has moved again. This one really is a keen apartment. It has an electric refrigerator, hot and cold running gas pipes, hard wood ceilings, and windows in every room. Roy passes his evenings making popcicles. When the apartment gets warm all you have to

do is open the doors of the refrigerator and, presto, the air is cooled. Oh, yes, I almost forgot the dinette set. Roy and Sis wanted chairs with blue seats but the furniture store sent red ones, but they like them just as well. When dancing at the Eagles step over to the apartment, it is right in back of the club.

Start saving boys. Ed Broderick has been seen quite often teaching Lorraine Waldman to drive a car. The funny part of it is she could drive before she met Ed. Can you swim, Lorraine? What have you to say about this Al Jung?

"When Evening Shadows Fall" is the latest song hit off the pen of the master pianist, exotic lover and artist de luxe, Royce L. Juell. It will be featured over the air by Station B. U. L. L.

Squeaks from the C. & M.

H. E. W.

WELL, the vacation season is about over and we trust everyone has enjoyed a pleasant time.

Brakeman Abe Kapke had the misfortune to sprain his ankle recently and is confined to the house. He says this demonstrates more than anything else how much he is in need of an up-to-the-minute girl. If he had a girl that could drive his car he says he wouldn't mind being laid up as they could drive out in the country and enjoy these wonderful autumn days. Now don't crowd girls, as Abe says he will give you all a chance.

We can expect to see a lot of brand new conductors by the time this comes from the press. We wish you all the best of luck boys and hope you pass the examination with high marks.

Third Trick Operator Ed Brock at Muskego Yard had the misfortune of getting his feet wet while coming to work one rainy night recently, and but for quick work on the part of Director Dick Fischer might have suffered from the after effects. Dick was right on the job and immediately administered soothing syrup and gave him a hot mustard foot bath. Along towards morning complications set in, but Dick overcame that by giving him a large dose of Castoria.

Our sympathy is extended to Brakeman Ed Whipple who was injured at Rondout recently and suffered the loss of one leg. Cheer up, Ed, and make the best of it, as it might have been worse.

The fishing season is about over and still we haven't heard one real good fish story. What's wrong, boys, haven't the fish been biting? The only real good picture we have seen was the day our genial caller Ed Williams went fishing and fell in the lake.

Conductor Frank Blaine and family have returned from a wonderful vacation spent touring and fishing in the upper part of Wisconsin and Michigan.

In case of fire call for the volunteer firemen on the Janesville Line. Believe us they are there when it comes to extinguishing fires as they recently demonstrated when they discovered a bridge on the C. & N. W. Ry. on fire. Conductor Bunco Riley says being a volunteer fireman has the laundry business backed off the map. He also says they have a few open dates left, so if you are figuring on having a fire get in touch with him.

Met a conductor the other day with the brass on his uniform all shined up and after taking the second look discovered it was our old friend Jack Daly. He asked about all the boys and sends his regards to all of you and also sends you his sympathy and says, "Gee, it must be tough to be on freight."

Well what do you think of that? Brakeman Ed Chambers has traded his motor bike for a

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gas wagon. He drove it to work one night recently and parked it down near the yard office with the understanding that the yardmaster would drive it home in the morning and put it in his barn account of Ed not having leased one yet. He drove it home all right, and drove into the barn, but sad to say he forgot to stop and went right out again via the rear wall.

River Division News

M. M.

MR. ALBERT KASTEN of Milwaukee, who is general chairman for the Boilermakers' order, spent some time at Wabasha. This was Mr. Kasten's first trip at Wabasha and hope that he comes again soon.

Considering the amount of gravel that is being hauled from the gravel pit there is a great amount of work being done on the division. No doubt the River Division will be in its usual good condition.

The Winona Boosters, who had a special train to Wabasha and Lake City and then to Eau Claire, were very generous in their praise for the service of the Milwaukee.

Mr. Gus Larson, general car foreman, spent Saturday afternoon, September 6 at Wabasha in the interests of the Car Department. Mr. Larson is always a welcome caller and suppose he will call more often when he can sport around with the sheep-lined coat.

Mr. Wm. Ward, claim agent, spent a short time at Wabasha. Mr. Ward has seen many years of active service with the company but still looks young and is as spry as anyone.

The appointment of Mr. M. T. Skewes to the position of superintendent on the River and I. & M. Divisions was generally received over the division with the greatest enthusiasm and interest. We are very fortunate in being able to have another man whom we hold as one of the division being appointed to this position. He has the co-operation and best wishes of everyone on the division to the Nth degree, and we wish him success.

Engineer Geo. Bates of the La Crosse Division, stopped at Wabasha and made a short but pleasant visit while en route to Menomonie where he went to visit relatives. Mr. Bates had a brother who worked at Wabasha some years ago.

Our district adjuster, Mr. A. E. Ward, finally adjusted his marital affairs and slipped down to Winona September 9 and was united in marriage to Miss Collins of that city. A. E. thought he was going to spring a surprise on us but his old reliable dad gave us the low-down on him. The best wishes and heartiest congratulations of all on the division are extended to Mr. Ward and his worthy wife.

Mr. F. J. Swanson, district master car builder of Minneapolis, spent a short time at Wabasha September 10 between trains, and while here looked over the cars in gravel service.

Mr. Christ Reister, stationary fireman at Wabasha, made a trip to Chicago over Labor Day and expected to return within a day or so. He visited his son while there but we are still at a loss to know why Christ didn't return on schedule time, except that it was due to the bright lights that he saw while there.

The appointment of Mr. C. J. Johnston as fuel supervisor on the River and I. & M. Division was effective September 5, vice Mr. E. J. Kerwin who has been promoted to traveling engineer on the Kansas City Division. Mr. Kerwin made a number of friends while on the division and all regret his departure but wish him unlimited success in his new location.

Brakeman H. J. Hayes and wife departed Sunday night, September 14, for Seattle to be in attendance at the Veterans' convention which is being held at that place.

Illinois Division M. J. S. First Importance—Safety First



Introducing Agent A. J. Reinehr and Chief Clerk W. A. Tyler, Savanna

WELL, folks, we'll tell you about the vacationists first.

Nelle is ready to depart on her trip to points in Wisconsin. Be careful of the "hay," Nelle. Bill is spending a quiet and restful week of his vacation at 127 Dewhurst street—up on the "hump."

Mil just returned to her duties after enjoying two weeks visiting at points in Illinois.

At the present time, Os. is enjoying a trip to parts unknown.

At the time of this writing, we are sorry to learn that Mr. Gray, our bill clerk, is not resting so well at his home following an operation a few months ago.

Virgil says if it wasn't for the body and engine of his "gas buggy," he'd have a real car.

A smile can sure change things—even Mike's clothes.

How many quarts did you say, Schmidel, 2? Just want to tell you that August was the largest revenue month that Savanna has ever had.

Let's get the habit of SAFETY FIRST.

Switchman E. Kurth was united in marriage at Freeport on August 29 to Miss Dorothy Swingley, also of Savanna. Congratulations are extended.

Day Yardmaster W. G. Chipman has returned from a two weeks' vacation spent in Savanna and vicinity.

Mr. L. R. Kentner was compelled to remain home several days this month, account whooping cough.

Night Yardmaster C. A. Manson and wife left Savanna on Old Veterans' Special Sunday September 15, for Seattle, Wash. Mr. Manson and wife will go from Seattle to Portland, San Francisco and other points on their vacation.

Mr. H. J. Bell is the proud father of a son born August 28. Joe is wearing a very pleasant smile and is passing cigars around to the boys.

Our next city alderman, A. Kuhn, had some difficulty last payday. It seems Andrew was given another carman's check in error, and Andrew did not notice it and cashed same. No damage was done, but Andrew promises to be more careful in the future.

Miss Jewel McGrail, chief caller Savanna Yards, has returned from a two weeks' vacation spent in Yellowstone Park and vicinity. Jewel reports as having a fine time and looks much refreshed.

Chief Clerk J. F. Barry and wife have returned from a two weeks' vacation spent in Chicago.

Switchman E. J. Waterman has purchased a new Ford coupe.

Bill Clerk Chas. Wilson advises that he can now look the world square in the face. Charley's financial difficulties are about over, a fact his many creditors will be glad to hear.

Bill Clerk George Correll, a rabid Cub fan, is pulling for the Macks to win the world series.

Switchman L. A. Smith was united in marriage on September 10 to Miss Della Mae Swift of Savanna. Congratulations are extended.

Always Alert Makes You a Safety Expert

West H. & D. Division "Doc"

WELL, the ball season is over, and the Milwaukee team isn't IT so far as the championship is concerned, though they did defeat the Elks, second best of the Fraternal League, for the consolation of being the runner-up team. Too bad. It might have been different. Ray Larson, one of our switchmen, played around roamer position when Windy Hohensee from the superintendent's office, wasn't there, and he says they just didn't have the right shift. Sometimes Hohensee played center field. He got his nickname of Windy when he got up to bat—he handled it like a windmill. No one has ever seen such form at the plate before or since. Gus Rueland of Mr. Waller's office, played behind the plate, also as manager of the team. When Gus got one over the plate he grabbed the ball and walked out to the pitcher and shook it at him, and yelled, "That's the one." When he got one anywhere else within reach he yelled the same thing. So he is nicknamed "That's the One Gus." Len Mashek of the superintendent's office, substituted in this position. You should see him travel the circuit whenever he got the privilege. He looked like a Brownie, but I'll bet he thought he was a Fairy. Then there is Kill'em Dead Dickson from the roundhouse. The way he swatted the ball at times made one think he was trying to knock over an L-2 engine. Yes, sir, she's a great game.

We have a few changes in clerks recently. John L. Faeth comes to the superintendent's office from the freight house, vice Llewelyn Andrus, resigned. Billy Kramer leaves the trainmaster to work in place of Mrs. Quinn in the superintendent's office, Vernon Hamlin taking the position in the trainmaster's office. Billy doesn't feel so lonely now.

The report is that Leo Faeth is making great headway in the world with the special deliveries and long distance phone calls from Minneapolis. The next step will be an airplane. That is when you really get up. But the fellows are wondering just what is the cause of it all.

Engineer Glenn Tucker is ruminating on whether to hunt deer in northern Minnesota this fall or have a try at the elk out west on which an open season is declared this year. Someone put 'him wise on how to do it. We would like a nice elk steak for Thanksgiving. They say he hit 'em in the eye running at 600 yards.

Ed Holtz is counting the days to sunrise of the first day he gets out after ducks. He has them all named.

Dubuque Shops Jingles "Oosie"

THE sympathy of the entire Dubuque Division and Shops is extended to Roundhouse Foreman T. P. Jones, in the passing of his wife. Mrs. Jones was an active worker in the Milwaukee Women's Club and her place, indeed, will be hard to fill.

Edward Milligan, machinist at Dubuque Shops for a good number of years, passed away

at his home recently after a short illness. Sympathy is extended to his family.

Also to the family of Locomotive Engineer J. P. Sandry, a Dubuque Division Veteran, who passed away after an extended illness.

We extend sympathy to Chas. Agard in the loss of his mother and to Mike Kness in the passing of his sister.

We are glad to see Elmer Beason "back on the job" again after returning from Iowa City. "Hack" says: "They cut me here and they cut me there; but—boy, oh boy, just beware. If you think I'm done, you're just all wrong; I'm a hundred per cent—and that's my song!"

Did you all know that Mr. Siegel Avery is a grandpa? Yessiree! And since he is, have you heard him philosophize? "Ave" claims that everything that happens in this world is bound to happen—even if it never does come to pass. (That's worthy of consideration now, isn't it.)

L. Mulholland is strutting around pretty proud these days. He's a new papa and if you don't have time to listen to cunning ways of that new baby, don't get in his path!

The Veterans left today for Seattle, almost one hundred strong. It was a goodly sight to behold those boys—they were a merry throng.

Their trip will be a pleasant one—it's mighty sure to be, each one looked 'bout twenty-one—handsome—young—carefree.

Mr. George F. Richmond, from the Accountant's Office, is confined to his home on account of illness. We hope he will soon recover.

The 1929 season for the "Shops" Ball Team has been the best ever. Said team so decorated themselves with victory and glory that we fear their last winter's hats are going to fit tight. We're sure proud of them and while they haven't won the city championship as yet, Manager Wiedner and Captain Abraham say

they are. So congratulations, it's as good as won!

The Safety First Board, which has been installed in the Machine Shop at Dubuque, recording the number of injuries in each department daily, has proved to be a mascot, as since its installation we have not had a reportable injury in the Locomotive Department. Let's keep up the good work, boys.

We've "said it with concrete" at Dubuque Shops, and the improvement over the old plank flooring and roadways is very marked and we are very proud of the neat appearance of everything in general, which spells Progress.

Red Hot Coals from the Racine and Southwestern Division

L. J. L.

WINTER is on the way, so load up your coal bins now—better plan on about six months of cold weather.

Mrs. Al Wheeler, of the Timekeeping Department, has just returned from a two weeks' vacation spent with friends in Pennsylvania. She also visited the National Capitol and called at Mr. Hoover's domain. Mr. Hoover was denied the pleasure of the call, as he was out of the city on a fishing trip. Mrs. Wheeler said she had a nice trip, but did not like some of those slow trains.

Melvin Howe has taken the passenger brakeman's job on trains 8 and 9. Not much chance to exercise the old Erskine on this run, Mel.

Chauncey Sandell, Interurban ticket agent, now located in the ticket office at Beloit, is quite worried as to who is going to hold the Rat. (There is a tale connected with this, so ask F. J. Fairchild.)

Mrs. Frank Matson, wife of our conductor on the Senator's run, has been quite ill, but

we are glad to report she is on the gain at this writing.

Gus Messerknecht, the genial Interurban conductor, says: "If you can't catch mice on cheese, feed them meat. They are quite particular as to their diet. (May be a good idea, but who's going to buy meat for the mice?)"

Former Ticket Clerk "Vic" Cox and wife called at the ticket office recently. "Vic" is quite a booster for Madison, and says he is doing quite a bit of work at the Capitol as a Lobbyist for the "Milwaukee."

We have gas cars on trains 21-36 and 330-325. Why doesn't some enterprising young man put up some filling stations along the right-of-way?

Just a word to the baseball fans. Get in your reservation early for the World series. Ticket Agent Lightfield is planning on smoking a box of nice cigars after the series are over. They will be donated by our Kitten Ball star, J. Cioni.

The Beloit dispatchers are very busy these last few weeks taking care of the enormous freight traffic, now moving over this division. There are extra gangs working west of Rockton and Shirland and to operate the trains with any degree of schedule takes a lot of clever work.

J. H. Chambers is spending a few weeks with friends from Milwaukee up in the northern woods. Jim is going to land some of those big fish he has been reading about, and asked that we have the frying pan hot when he returns. (All right, we will have all the necessities that go with a fish fry.)

Duck hunters, attention! Ticket Clerk Fesenden knows a man by name of Fleming at Delavan Lake who has some nice blinds, and several of the sportsmen of our railroad around Delavan use it. See the clerk for further information.

John Cioni still insists that the Chevrolet is a good car, but not tough enough for his hard driving. Suggest he get a Chrysler or a Buick.

American Legion special train left Beloit Sunday, September 29, at 7:30 p. m., for Louisville, Ky., with 125 on the train. Among the rails to attend are Chris Hoogland and wife, and L. J. Lightfield and wife. The train will return Friday night, October 4. Side trip will be made to Mammoth Cave.

Conductor Jensen has given up his run on train Nos. 20 and 47. Says he lost 20 lbs. on the job. Just goes to show how hard the boys on the Southwestern have to work.

Jane Ryan and Rita Wells, of the Roadmaster's Office, have been doing double time taking care of the time of the extra gangs. Jane says there are three crews—one coming, one going, and one working. Understand they had quite a confab with a Mr. Robinson. He also, called at the ticket office, and said, "Ah don wan no con-fus-i-cations ah bout this heah checkob mine."

A party called the ticket office shortly after the Interurban moved over and said "Hello, International Depot," and another time, "Hello, is this the Lightfield R. R.?"

Art Wobig, night yardmaster, has returned from two weeks of pleasure seeking. Art is still trying to wear out his Dodge, but finds the older it gets the better it runs.

Superintendent Thurber has purchased a brand new Chrysler—and it is sure a beauty. Never mind blowing your horn when you see us on the highway, as we never attempt to get away from a Chrysler; for it can't be done.

Understand R. Nevins and Gene Crowley had a session in a Dubuque court recently. Seems they were picked up for speeding, and the courtroom brought to light the ability of both of them as influential talkers. Anyway, the judge was easy on them when he learned they worked at Beloit. I would like a few short stories for this magazine, Ray. Can't you write me one?

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I wish all the stations on the Racine and Southwestern Division would send me notes of interest at their stations. These write-ups are not only for Beloit, but for the whole division and if I do not hear from you, I can't write anything. Drop your notes to L. J. Lightfield, ticket agent, Beloit. Let's make this a nice friendly column and of interest to all of us.

Floyd Campbell is driving a new ICE wagon—anyway, that is where we saw him at the ice house. I think it was a baby LINCOLN.

We have a new roundhouse clerk, Fred Eisenbert from Council Bluffs, Ia. Welcome to the Southwestern Division, Fred.

Quite a few of the Beloit Rails attend the movies at Rockton every Friday night. Mr. Cioni was the host to Fred Eisenbert, and L. J. L. at the recent performance (what I mean is he bought the tickets).

Do your Christmas shopping early—only about 3 months left—you know how time flies.

J. Connors, our genial agent, is very busy looking after the big increase in freight business. He was successful in securing all the shipping from the firm tearing up the inter-urban tracks between Beloit and Janesville. All this material will move to Rockford over our line, and is a very nice piece of business.

Albin Nelson, our chief carpenter, is very good at telling the facts. I heard him and Art talking it over and Andy got in the last word. So it is logical he had the facts.

Chicago Terminals

Guy E. Sampson

"WHETHER you believe it or not," as Ripley says, the summer is fast passing away and the cold wintry days are drawing closer. We all remember last winter's trials and troubles and are in hopes that fate holds for us much brighter prospects for the coming season. Wm. Cash, who was injured on account of the slippery, icy conditions, is still taking treatments in the hospital. Train Director Jas. Kirby, who was also injured the last day of January, is still unable to resume work. Others who were injured during those strenuous days have returned to work but still we cannot forget how many suffered from accidents during those unfavorable working conditions with the ice and snow covering the entire country.

Yardmaster Wm. Tessendorf was absent from his position in the Bensenville yard for a few days this month, having had his tonsils removed. He is now back and feeling fine and dandy. Robert DiVall held down the job while Billy was absent.

Yardmaster John Malvin, wife and daughter and sister-in-law left here August 28 for an auto trip to Newark, N. J., to visit relatives. They returned via Washington, D. C., and then to Niagara Falls and back home, arriving home September 5. Had a most wonderful trip which all enjoyed.

Switchman Louis Michel spent three weeks in August taking a trip to Portland, Oregon, and returning with Mrs. Michel, who had been spending the summer there. His story of his trip is very interesting to every Milwaukee employe. The service, the scenery along the Milwaukee appealed to both Mr. and Mrs. Michel very much. They saw our old friend, Eddie Johnson, at Spokane, and reported that Ed looked just fine and was in best of spirits away out there in "God's Country" as they all call it there. Well, we are not going to just take Louis' word for it altogether but if nothing happens to hinder, we are going to take the trip to Portland the middle of December, and spend Christmas with our parents in the Rose City. And we too may be able to shake the friendly paw of Eddie. You bet we will, all right. (E. E. J. note.)

Trainmaster A. W. Herwin and family enjoyed his vacation visiting his parents and

many other friends in and around Seattle. Al, however, had to hurry back ahead of Mrs. H. and the children as duty called him back to work. All report having had a dandy time on the coast, their old home.

Johnnie Holland, the third trick switch tender at Top of Galewood Hill, had a slight accident while going home from work one morning last month. At the intersection of Grand and Naragansett Streets a Ford coupe coupled into him and pushed him into clear. John says if he had only had the air cut in he might have stopped the auto, or rather Ford, before it had shoved him into the clear against the curbing. Badly shaken up and bruised, he was forced to remain home for a few weeks on the repair track and get patched up. He is now back to work and says Safety First is just as important a factor off the job as it is while working around box cars. Hereafter he will Stop, Look and Listen, no matter where he may be, because danger is lurking in every spot where mankind travels.

Foreman Emery deserves special mention for his discovery of small bits of smoke coming out of the dining rooms of the Bensenville Repair Department on Sunday, September 1. He quickly notified Yardmaster Wm. Rands, and together they broke a window, grabbed the nozzle of the fire hose and extinguished the fire, which was located in one of the lockers along the side of the room. Being Sunday, no one was around and the origin of the fire was not learned, but it was put out without much damage being done. Had Mr. Emery not noticed it from a distance the whole lot of buildings might have been burning before any one happened to be in that vicinity.

Switchman Wiltzie had a narrow escape one day last month while taking a check of a cut of cars as they were being pulled off track 15 west of the puzzles, to be switched by himself and crew. Another crew switched some cars into track 14 and Mr. Wiltzie did not notice them coming until one of them had cornered him, knocking him to the ground. He was taken to the Washington Boulevard Hospital where it was found he had sustained two broken ribs. He was compelled to remain off duty for some time until the injured ribs could knit.

And now the Bensenville depot has come in for its share of improvements. Carpenters and plumbers are busy building an addition on the south side; water and sewer are being put in, and a long needed condition is being supplied.

Many of our readers may be interested to know that Art Mauroske, a Chicago Terminal engineer, has one of the most beautiful peony gardens you ever saw. In conversation with Art he stated that he would be glad to have any employe interested in flowers visit his gardens at River Grove any time that the flowers were in bloom; also that he would discount all orders received from any Milwaukee employes 25 per cent. Art has succeeded in creating, by means of a crossing process, a most beautiful new flower which he has named the "Mrs. C. L. Emmerson." We are in hopes that Art will have a cut made of this beautiful flower so that we can give our readers some idea of its grandeur. Mr. Mauroske's gardens are located on Grand Ave. in River Grove, which is a suburb just outside of the Chicago city limits on the West Side.

All Terminal employes extend their sympathy to Mr. and Mrs. John Burke, whose 16-year-old son was drowned in Lincoln Park lagoon, August 23. He, with two other companions, were enjoying an evening's fun in a canoe on the lagoon when in some way the boat capsized and he and another of the trio were drowned while the third grasped the side of the boat when he came up. The water was about 8 feet deep where the accident occurred and as it was about 9 p. m. it was some time before

the cries of the boy holding to the boat were heard. Mr. Burke holds a position as switch tender at the South Hump on second trick.

Our deepest sympathy is also extended to Mr. Christ Wolf, who was called on to lay away his beloved wife this month. Mrs. Wolf had been a sufferer from an inward cancer for months and death came as a relief from her suffering. She also leaves two sons, aged 11 and 13 years. Mr. Wolf is an engineer on the Illinois Division but resides in Bensenville and the family were well known in that part of the Terminals.

Ben Webb, crew director at Bensenville, enjoyed his vacation this month and we know one place he did go during that time. He accompanied many of his brothers of the American Legion to the big time held at Rock Island, September 16-17. Mr. Tom Rycroft, chief clerk for Assistant Superintendent C. E. Elliott, being a member of the arrangement committee from the Chicago Posts, was instrumental in obtaining one special train as well as two special cars for the Milwaukee Road, the latter for his own Post, the Board of Trade Post. Several other Milwaukee employes assisted him in securing names of those who were to attend. A grand and glorious time was had by all who attended.

Chicago Terminals Car Department

H. H.

Well, here we are again, with what items of interest we were able to get together. Last month we mentioned some of the methods followed by the Car Department in Chicago Terminals in preventing injuries and the very noticeable reductions of same, which were accomplished and we want to say again that with the general personal interest and united effort which is now being displayed by every Car Department employe in the Chicago District we can't help but lead the other departments so far as Safety First operations are concerned.

The heavy repair shop of Galewood Yard No. 1 shop, where the progressive spot system of rebuilding cars is so successfully being handled has been raised and resurfaced and is now completed and it has improved conditions quite a lot.

Bensenville repair track and yard stay on top with the best Safety First record in comparison with its neighbor repair points in the Chicago district, and I know each and every employe at that point will make every effort to maintain that position.

At this writing we are commencing to receive some of the new Milwaukee freight equipment from the car shops at Hegewisch and Michigan City and we want to say that these new cars are the latest thing in freight car construction and we can't help but feel proud of them. Up to this time we have received ore and flat cars, and are expecting automobile cars from Michigan City very soon. Also wish to mention that one of our Chicago men, Stanley Sipior (Pete) of Galewood car shops is inspecting the new auto cars now being built for us at Michigan City and I know Pete will see to it that our company's specifications are properly taken care of. Talking on contract shop work, I am wondering if Assistant Foreman John Schliep and Mike Troka of Galewood shops still remember the days spent at the Western Steel Car Plant at Hegewisch back in 1919 and 1920, when with the writer they handled the contract rebuilding job on our schedule No. 32 gondolas. Assistant Foreman Schliep was chief inspector of that job and he and Hank bunked together at Hammond.

Assistant Foreman Ed. Berndt of Galewood Shops, with friend wife, spent their vacation down at Cobon, Illinois, the home town of Mrs. Berndt. Hope he didn't get stuck in any clay roads going down to Cobon this year.

CLASSIFIED ADVERTISING

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

FOR SALE

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

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

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

For Sale—Boston Terrier Puppies. Perfectly marked, extra strong in heads and muzzles. Sired by Champion Captain Hagerty; dam a blue ribbon winner. Price very reasonable. S. G. Fraser, Box 13, Harlowton, Montana.

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

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

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

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

For Sale—Some splendid young mink males—reasonably. All sold out in pairs this season's young mink. Polygamous mink males at stud only by special agreement—two hundred percent increase guaranteed—reasonable charge—reasonable ranching charges of accepted females, which with young not removable from ranch prior to August first following acceptance. Only thoroughly domesticated animals accepted. Limited ranch room—suggest prompt inquiry. Write Henry Wanous, Proprietor, Argonaut Mink & Fur Ranch, Olivia, Minnesota.

For Sale—Chinchilla rabbits, mink, skunks and ferrets. Write for prices and all details. D. C. Jorgenson, agent, Chester, Iowa.

For sale—Boston terrier puppies; sire, Champion Hagerty's King, Jr.; grand-sire, Champion Little Tommy Tucker II. William R. Theiss, West 1402 Courtland, Spokane, Wash.

Assistant Foreman Kraimer of Bensenville repair track has been spending his vacation up north, fishing.

The writer also was given the opportunity which he deeply appreciated, of attending the Master Car Builders and Supervisors Association Convention, September 5th and 6th, held in the Hotel Sherman, Chicago. This was the greatest convention of its kind in the United States and Canada insofar as Car Departments of the various railroads are concerned, and all the best talent in the game were there and gave most interesting talks on Car Department matters; and I can assure you their talks as well as their views of various Car Department methods which they follow were thoroughly digested by all present.

Air Brake Foreman H. Brandt informs me that he is going to spend his vacation touring the East this year.

William Bennett, night car foreman at Bensenville and Mannheim, has returned to work, after spending his vacation at his old stamping ground, Sioux City.

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

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

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

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

Minks For Sale—From fine, dark, reliable breeding stock. 1929 youngsters now ready. Raised in the cold heart of the Rockies. Also five martens. Satisfaction guaranteed. Sam Lane, Box 350, Deer Lodge, Montana.

Five-Room Bungalow at Bartlett, Ill. All modern and up to date—lot 50x139—two-car garage—fruit trees, shrubbery, flowers, lawn, etc. You can take over this modern new home for my equity of \$600.00. H. J. Booth, 121 N. Crest Ave., Bartlett, Ill.

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

For Sale—Cheap. One double-barrel hammerless, 12-gauge, fine Ithica hard-shooting shot gun—selling because I have two. First \$25 received will get it by return express. It's new. One pair U. S. Government navy field glasses with a very fine brown genuine leather carrying case; never used, all new. First \$12 gets it. One pair light waders that come up to your breast; feet size, 8½; cost \$18; for first \$10; or one pair red rubber boots made to order by La Crosse Rubber Co., 4 inches higher than ordinary hip length boot for \$6; size, 8½. Selling cheap because have duplicates and no use for two of each kind. All new. F. L. French, Agent, Westby, Wisconsin.

For Sale—A complete electric shop for home use. Practically new. Original purchase price \$95.00, will sell for \$60.00. R. G. Edwards, c/o C. M. St. P. & P. R. R., 50 S. Clark St., Chicago, Ills. This shop consists of an electric lathe, jig-saw, table saw, electric drill and tools including extra buffing wheels.

For Sale—Pedigreed black cocker spaniel puppies. Sire and dam blue ribbon winners. True pets for children. Aug. Glasnapp, Sunny Hill Cocker Spaniel Home, Menomonee Falls, Wis.

The Voice of Union Street

Nate Abrams, Broadcasting

The convention of the Milwaukee Road Veterans was held at Seattle, Wash., September 19, 1929. Union street was represented by Mr. Jack Mudge and Mr. Mose Keogh.

Mr. Gaylord has just returned from his vacation in Canada. He claims business was not so good. All he could show up was a price list.

Ray H. has been taking daily trips to Milwaukee. There must be some attraction that he sees. We all hope Ray will let us in on his secret before our next issue.

Oscar Nelson has been feeling pretty spry lately on account of his wife being on her vacation. Who wouldn't, eh Oscar?

Barney, our super sheik "Blue Beard," is now started on one of our new girls. He has been seen escorting her to the street car daily. No wonder the boys in the office haven't a chance with Barney around.

L. Potter is now in the field with no com-

petition whatsoever since Ray has started things rolling in Milwaukee.

Bruno Lapinski, the "artist," is now giving instructions in his art. See him for details.

Union Street has been doing lots of house cleaning lately. House 1 and 2 have been painted with bright yellow colors that provide much attraction as well as advertisement.

Milwaukee Road Baseball Club at Kansas City

The Railroaders, with Felts Pitching Romp Home Easy Winners over the National Biscuits, 13 to 3.

STANDINGS OF THE TEAMS		W. L. Pct.	W. L. Pct.
Jackson A.	7 1 .875	Nat'l Bisc't	4 5 .444
Milwaukee	7 2 .778	Electras	1 7 .125
De Molay	6 3 .667	Bliss Syr	1 8 .111

MILWAUKEE'S Railroaders, their trust in the "green light," started a baseball journey at Milwaukee Park last month and came home in a flying finish. With the steel lungs of their engine panting furiously and the trip at its end they boasted a 13 to 3 triumph over the National Biscuits, and their "green light," who is Pitcher Felts, won his seventh victory, all that his mates have captured in the International division of the Independent-Major League.

The Railroaders have one more trip to make before their journeys cease for the season, while the Jackson Avenue Christians, top rung holders in the standings, whose lead was cut to a half game as a result of the Railroaders' victory, have two remaining contests.

Roger Leaton fed the fire twice and lent more power to the fast traveling Milwaukeeans. Two of the longest home runs ever crashed out of the park came off his bludgeon.

The score:

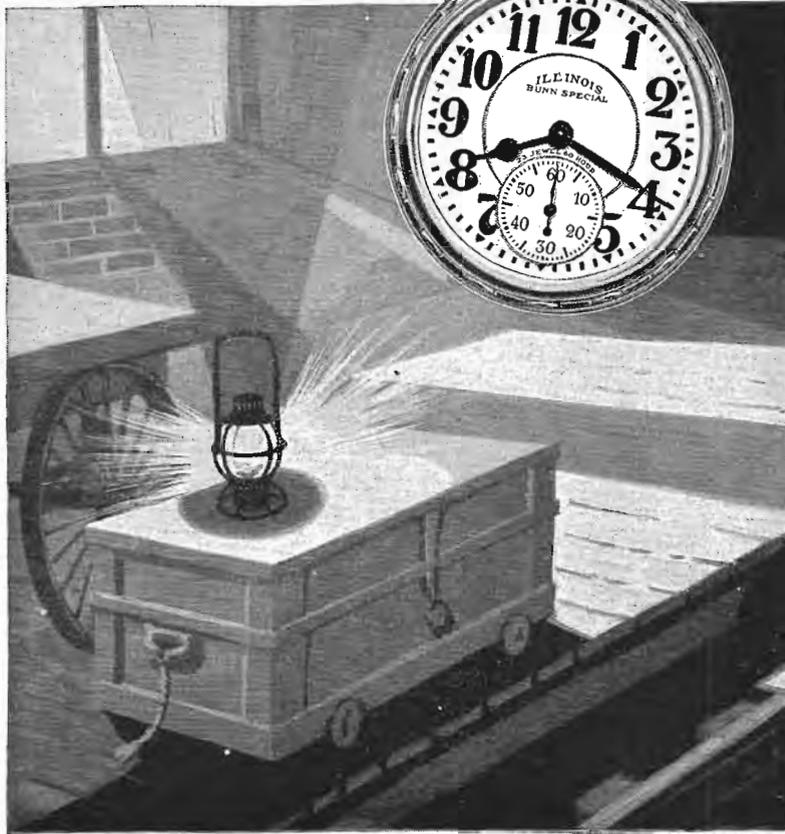
National Biscuit	AB	H	PO	A
Ponak, rf., p.	4	1	1	0
Hamilton, 2nd b.	4	1	3	2
Hulbert, cf.	4	0	0	0
Mitchell, c.	4	3	6	0
Quinn, c., 3rd b.	4	1	3	2
Duncan, lf.	4	0	4	0
Fagen, ss.	4	1	0	2
Garuer, 1st b.	4	0	5	0
Longnickel, p.	4	1	2	0
Totals	36	8	24	6

Milwaukee R. R.	AB	H	PO	A
Montz, ss.	5	2	3	1
Ira, c.	2	0	2	0
Manske, cf.	4	0	2	0
Jackson, 2nd b.	3	1	0	2
Smith, c., 3rd b.	5	1	5	1
Fry, lf., 3rd b.	4	3	3	1
Coldsnow, 1st b.	5	0	8	0
Harris, rf.	2	0	0	0
Felts, p.	2	0	0	6
Wymau, lf.	2	0	0	0
Lahey, 2nd b.	2	1	2	1
Leaton, lf.	3	2	2	0
Totals	39	10	27	11

National Biscuits No. 1....001 002 000— 3
Milwaukee R. R.401 210 132x—13

The summary: Runs—Nat. Biscuits 3 (Ponak, Hamilton, Garner). Milwaukee 13 (Montz, Ira, Jackson, Smith 2, Fry 3, Coldsnow, Felts, Lahey, Leaton 2). Errors—Ponak, Hamilton 2, Hulbert, Quinn, Garner, Smith. Two-base hits—Mitchell 2, Jackson. Three-base hit—Hamilton. Home runs—Leaton 2, Smith. Stolen bases—Fry 2, Smith, Montz. Double play—Montz to Lahey to Coldsnow. Left on bases—Nat. Biscuits 6, Milwaukee 5. Struck out—By Longnickel 4, by Ponak 4, by Felts 6. Bases on balls—Off Longnickel 2, off Ponak 2, off Felts 1. Hit by pitcher—Wyman by Ponak. Time—1 hour, 30 minutes. Umpire Hansen.

ILLINOIS WATCHES ARE BETTER THAN THEY HAVE TO BE



Pride of the Road

Wherever you go on the road—when-
ever you hear railroad men compare
watches, the 23-jewel Bunn Special
will always give you the thrill of leader-
ship in watch equipment. Its reputation
is justified by daily performance. Its
word is the law of the road, for the Bunn
Special offers safety factors not found in
any other watch.

More than 60 hours on one winding!
If you forget to wind it one day you can
still take its word for the same accurate
time the next day with perfect confidence.

Adjusted to six positions, it has one
degree keener accuracy! Position adjust-

ments are the proving ground of accuracy
and this extra adjustment makes the Bunn
Special just that much more reliable.

The Perfected Watch! . . . For before
the long, even-pulling mainspring could
be used, the famous Illinois Superior
Motor Barrel had to be developed, as
well as other refinements to reduce
friction to the very minimum.

The result is the sustained, dependable
accuracy that is the pride of the road.
Talk to the jeweler who knows railroad
watches and he will tell you how easily
you can own a Bunn Special and be a
leader in watch equipment.

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

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

The ILLINOIS WATCH

Established 1870

SPRINGFIELD, ILLINOIS





2½ Tons Heats 6 Rooms!

"With our Bulldog Furnace we use about 2½ tons of coal a winter on the average, and it is cozy all the time. We have only a 6-room house so we just use a third of the grate. Three cheers for the 'Bulldog'!"—Frank H. Taylor, Dunning, Nebr.

3 Tons Heats 8 Rooms

"My furnace has been in use for 3 years and our eight room house is always warm, including floors. I used 3 tons of hard coal last winter to heat our eight room house. You can use anything that will burn in the Bulldog. We often warm and remove the dampness during a stormy period in summer with waste paper."
Lester F. Coons, Ellenville, N. Y.

Cuts Coal Bills in Half!

"I had a hot air furnace in our seven-room house before I got the Bulldog and our house was always cold. With the Bulldog it only takes *half as much coal* and we had weather below zero, and the house was nice and warm in the morning when we got up."
Jess T. Conrad,
1211 W. Arch St., Shamokin, Pa.

"Heats as Good as Ever!"

In regard to our Bulldog Furnace: Our furnace has been in use 6 years and it heats as good as ever.—Arthur Cloepfil, R. F. D. No. 1, Rock Port, Mo.

Fuel Saved Pays for Furnace

"This is the second winter I have used the Bulldog and the savings in my coal bills have paid for my furnace."
Milton E. Spain, Casey, Ia.

No Money Down!

Small Monthly Payments—Installed Almost as Easily as a Cook Stove!

The Bulldog is sent to you for *inspection*. Then, if satisfied, you make only small monthly payments at our remarkably low price. Write today. *Don't* miss this chance to cut down your fuel bills! *Install a Bulldog Furnace*. It comes to you completely erected—goes through any door—fits any height of basement—and you install it yourself in less than two hours! In fact you can install the Bulldog just about as easily as

a kitchen cook stove! *Don't* put up with the old fashioned stove heat or some outworn furnace—when you can so easily get the greatest advance in scientific heating at an astonishingly low price. The Bulldog burns almost *any* kind of fuel, from hard coal to cheap screenings. Keeps a wood fire over night. **We have factory connections in both east and west and ship from the nearest point.**

Send for FREE Book

Learn how to have all the heat you want—where you want it. Remember the Bulldog is *different*—and *better*! It burns ANY fuel and LESS of it! Complete combustion of gases saves 25% of your fuel bill! Sent for *free inspection*—then small monthly payments at an amazingly low price! Mail Coupon TODAY!

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Without obligating me, please send me your free catalog and special offer on the Bulldog Furnace.

Have you a basement? Yes No

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County..... State.....