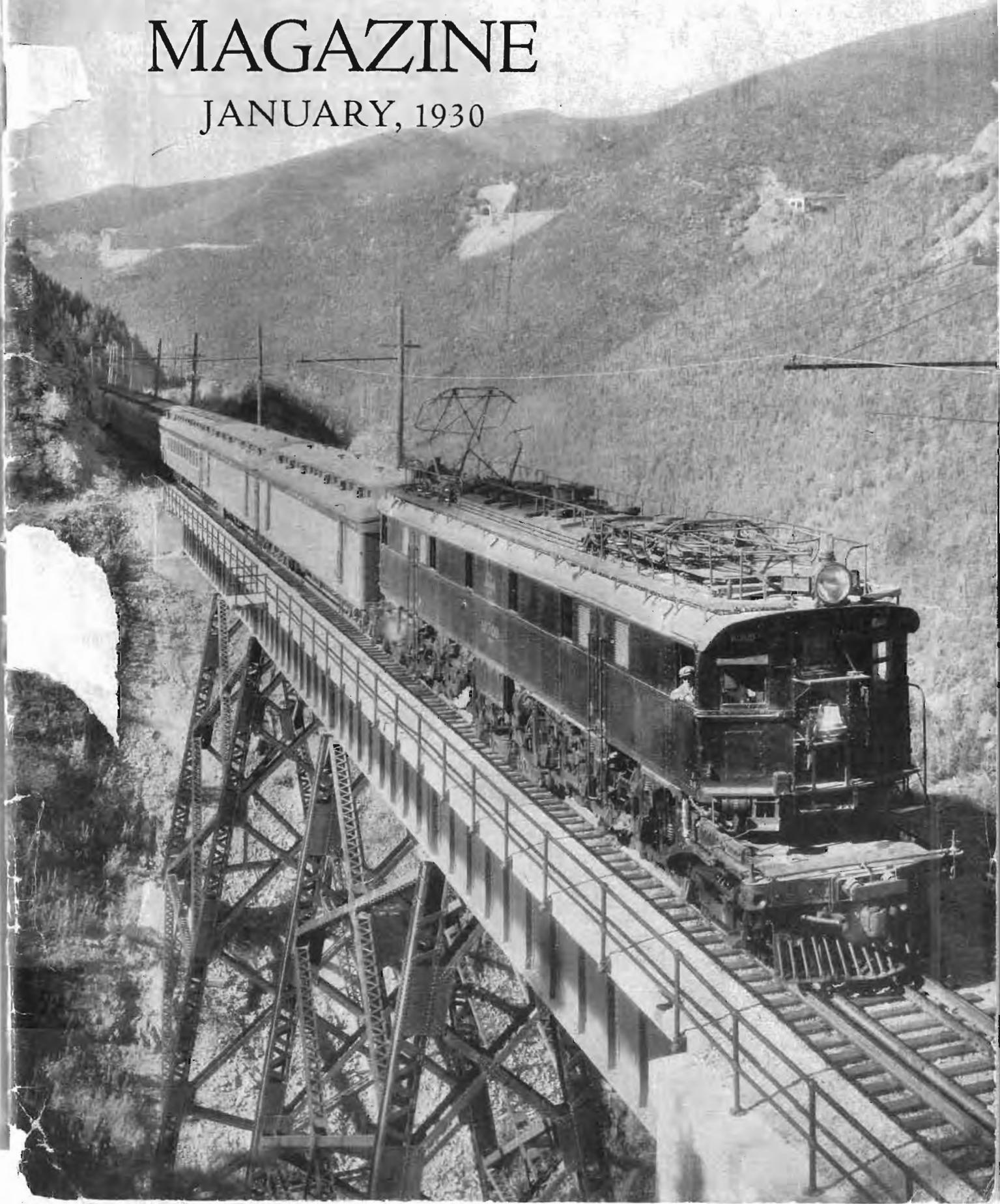


The
**MILWAUKEE
MAGAZINE**

JANUARY, 1930



Clear Track Ahead

When Father Time gives the signal, down the rails you go full of hope new ambitions into a new year for better or for worse.

Much will depend upon the accuracy of your watch.

You will do well to face the new year with complete confidence in the *time* you carry. For schedules are sacred obligations and guesswork is dangerous.

Start right with a Hamilton 992 tucked away in your watch pocket, ready with the right time all the time. It will go far to assure you of "Clear Track Ahead" on your scheduled runs during the new year. Hamilton is made for such men as you—built to perform *accurately* under the most difficult conditions of railroad life. As the years roll by, you will come to look upon your Hamilton as the most dependable of friends.

Ask your jeweler to tell you why Hamilton holds that enviable position as "The Railroad Timekeeper of America" to show you the latest Hamilton models for Railroad or dress wear. And let us send you, without charge, a convenient time book to record your *time* throughout the new year. Address Department R., Hamilton Watch Company, Lancaster, Pa.

Railroad Model No. 2—the famous 992. In case of special dustproof construction with non-pull-out stem. Available in 14K filled white or green gold or 10K filled yellow gold.

We suggest a second watch for dress wear—the new Raleigh strap model shown here is as plainly beautiful in design as it is dependable in performance. In 14K filled yellow, green or white gold, \$55.00.

Hamilton Watch

"The Railroad Timekeeper of America"





The 1929 Record in Safety First

Vice-President Gillick Presents Some Figures

In the January, 1929, Magazine I was given an opportunity to call attention to the many good records that were made in the handling of our business during 1928. We made records in that year which we were all proud of, except our record of personal injuries.

However, everyone was advised at that time that we were organizing to correct that unfortunate record, and I am happy to be able to say that in 1929 the record of personal injuries improved 51 per cent. This means there were 1,424 less employes killed and injured than in 1928. I am sure every man and woman on the railroad will take more comfort out of that record than any other they helped to establish. However, there were 36 employes killed and 1,307 injured. This is evidence enough for anyone to understand that there remains much for us to do in the work of Safety. There is also plenty of evidence to show that it can be done. To illustrate:

The Green Bay Car Department, with a force of 115 men, have not had a reportable injury for 475 days. They do everything at Green Bay that is done at any other repair point, except hurt each other.

The Locomotive Department on the H. and D. Division, with a force of 160 men, has not had an injury of any kind in 17 months, or from August 1, 1928, to December 31, 1929. They have some of the coldest and hottest weather we have anywhere and do everything that is done in the Locomotive Department at any point, except hurt each other.

The Car Department at Terre Haute, with a force of 200 men, have not had an injury during the year 1929. Most of these men are employed in heavy car repair work and they do their work without injury.

At Marquette, Iowa, a yard force of 16 men have switched cars day and night in all kinds of weather, and have not had an injury to anyone in twenty months. Another yard at Council Bluffs, Iowa, a force of 35 switchmen, have worked every day and night for two years without a personal injury—a proud record.

At Atkins, Iowa, one of our very busy engine terminals, employing 100 men, worked 475 days without a personal injury. Can you blame them for celebrating their good fortune at a banquet at Marion, Iowa, on December 7th?

Here is another one—John Whalen, with an extra gang of 200 to 225 men, laid thirty-five miles of rail and ballasted thirty-five miles of track on the Superior Division without an injury to any man in the gang. If that can be done with an extra gang, which is changing every day, what about those of us who are here every day?

Another one—at Savanna Rail Mill 53 men handled 175,000 tons of rail and track fastenings without an injury, although they had many opportunities in sawing and handling rails and other heavy track material.

There are many more such forces on the railroad that could be mentioned, but I think these will be convincing evidence that if everyone had done his work with similar care the 36 killed and 1,307 injured would all be with us and working today.

I am sure with this information everyone will appreciate that Mr. Flanigan is entitled to your support and mine in his effort to teach us to do our work in a manner that will avoid death and injury. The reduction in injuries which was made in 1929 is wonderful, but the records made by the men referred to above, convince me, and I am sure will everyone reading this, that we must finish the job that we have started and equal their performance at all points on the railroad—that and

*Your Good Health and Happiness Are the
Best Wishes I Can Offer for the New Year.*



"Boy, this is good tobacco!"

"—mighty glad you told me about Edgeworth. It's all you said, and more—burns slow and cool, and it's full of sure-enough smoke a man can pull in by the mouthful without burning his tongue. A regular tobacco, I say. Pff-pff—well, Son, let's climb! Old watch says ten minutes till, and Cap's getting his crowd on."



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

EDGEWORTH
SMOKING TOBACCO

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

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

My name _____

My street address _____

And the town and state _____

Now let the Edgeworth come! T 3

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Savanna Rail Mill Items

Preach and Practice Safety First Our Motto

The concrete foundations for the rail mill electrical machinery are all laid. Four men from Tomah, together with our force, did the work and in record time considering the volume of work.

We are glad to see Louis Evascovitch back after quite an absence due to illness.

George Ketchum had a very painful accident while hunting. His gun backfired and pieces of steel off the gun hit him in the face, making a couple of bad gashes and bruises. He is recovering fast from this unlucky event and is beginning to look like his former self.

A new year is approaching and we fear all of Harry Grissinger's resolutions will fall through although he has our moral support. Our percentage will be 100 per cent though, as we do not intend to make any and therefore will not have to live up to any.

Freight Office, Brain Department Help Keep the Safety First Record Clear

We are sorry to report the passing away of Percy West at his home in Savanna on December 9th. Mr. West was employed on our transfer platform. Sympathy is extended his family.

Grandpa says that walking is rather hard on his rheumatism, but thinks he'll get used to it.

Owing to the sunny disposition of the two fair ones in this office, they have blossomed out into flower gardens, "guaranteed not to fade, shrink or tear."

Although Virgil carries his tooth around in his pocket, he suffers a great deal of pain from it.

"Our wild Irishman" can't tell an ear of corn from a rabbit. That's all right, Mickey, you scared him to death anyway.

Our Milo is carrying one of his arms around in splints—says he sprained it practicing basketball, but we have our doubts about it.

Did you ever hear about the fellow who got up oh, so early, one cold frosty morning, shaved, dressed and started for the office and then discovered it was just 12:20 a. m. instead of 6:20? What a surprise! Your alarm is playing tricks on you, A. J.

Today, Tomorrow and Every Day, SAFETY FIRST

Section Foreman H. F. Hobert has accepted position of foreman on Almora Section and has moved his family to Elgin.

On November 29th there was a Safety First meeting held in Roadmaster Hobert's office at Elgin and attended by all of the section foremen on the division. Beneficial and interesting talks were given by H. G. Smith, R. G. Heck, J. W. Blossingham and A. H. Hobert. The safety goggles were also distributed at this time.

P. Torrez, employed on Section C-2, Savanna Yard, is recovering nicely from a siege of pneumonia.

Doings at Savanna Yards

Let's Get and Keep the Safety First Habit

Engine Foreman B. Follett was high ticket seller for the Safety First dinner held at Milwaukee Women's Club at Savanna December 11th. Mr. Chipman and Bill Sheetz were champion food consumers. All in all, everyone had a very fine time and an excellent supper.

Business is very good at Savanna Yards.

Our genial stenographer, R. Lynn, spent Tuesday, December 3rd neck stretching in the Windy City.

Chief Caller Jewel McGrail spent Sunday, December 8th with relatives at Aurora, Illinois.

Mrs. Frank Brown, wife of towerman, is confined to a hospital in Freeport. We all join in wishing Mrs. Brown a speedy recovery.

The Tri-Cities

Davenport, Iowa, Rock Island and the Moline, Illinois

PART TWO

Rock Island, Moline and East Moline

Rock Island, Illinois

By R. A. Jacobsen, Secretary, Rock Island Chamber of Commerce

ROCK ISLAND, the county seat of Rock Island County, and the center of the nationally known "Tri-Cities," is located on the banks of the Mississippi River, 180 miles west of Chicago, and within twelve hours' ride of Minneapolis, St. Paul, Milwaukee, Omaha, St. Louis, Kansas City, Indianapolis and other large cities of the Middle West.

Rock Island is well and favorably known as a diversified industrial center. It is moreover the heart of a large and thriving agricultural community.

Few cities in America are as rich in their historical association as is the city of Rock Island. Rock Island has seen contact with all the larger historical episodes of the nation.

The beauty of its location was witnessed by Louis Joliet and Father Jacques Marquette in 1673—the first voyage of record of any white men down this part of the great river.

During the French and Indian war a French detachment under Beaujeu-Villemond spent the winter of 1760-61 with their Indian allies here, after failure of the French to retake Quebec.

The westernmost campaign of the Revolutionary War brought Col. John Montgomery and his allied army of American and Spanish troops to Rock Island in 1780, where they attacked and burned the Sauk village. In the War of 1812-14 the island of Rock Island was fortified by the British. They declared this to be the strongest position on the upper Mississippi.

Sauk and Fox Indians residing at the present site of Rock Island in July, 1814, defeated Maj. John Campbell's forces at

Campbell's Island, eight miles above this city. Sixteen Americans were killed in battle.

In September of the same year, together with other Indian allies and British troops, they defeated Maj. Zachary Taylor at Credit Island, just opposite the City of Rock Island.

Fort Armstrong, erected at Rock Island in 1816, was one of the most important of our frontier military posts for the protection of settlers against Indian attacks.

The Blackhawk War, 1831-32, was fought for possession of the Indian villages occupying the present site of Rock Island. The war's toll in life was 150 Americans, 850 Indians, and at a cost of millions of dollars. It brought here such men as Gen. Winfield Scott, Col. Zachary Taylor, Capt. Abraham Lincoln, Lieutenants Jefferson Davis, Joseph E. Johnston, Albert Sydney Johnston, and others of scarcely less fame. Fort Armstrong, on Rock Island, naturally became headquarters for military operations during that war.

In the gold rush to California, Rock Island was a favorite point for crossing the Mississippi, because of its superior ferriage facilities.

At Rock Island was built the first bridge to span the Mississippi, in 1856. Over this feat of the railroad interests was waged the great legal battle to determine whether any such "obstruction" to river navigation should be permitted. Abraham Lincoln was one of the attorneys in this case. Today a moss-covered stone pier, located on Rock Island, is all that is left of this earliest bridge. To it is attached a bronze tablet bearing historical data.

The city of Rock Island boasts of a location of unusual beauty. About half its residential district lies upon a wooded bluff rising to a height of 150 feet above

the river, and the rest of the city, including its mercantile and industrial districts, occupy a level plain sloping gently to the Mississippi on the north and west, while its park-like city limits to the south are bordered by the beautiful and historic Rock River. From the last-named stream rises Black Hawk's Watch Tower, for possession of which, together with its immediate vicinity, was fought the last Indian War of the old original Northwest Territory.

Incorporated in 1837 and invested with a city charter in 1849, Rock Island has shown a wholesome growth keeping step with the steady and substantial development of its many industries. From 1900 to the present date, Rock Island has shown an increase in population of 134 per cent. From 1920 to date, the increase has been 52 per cent and during the past year alone, Rock Island has shown an increase of 33.4 per cent. The past seven months in particular have witnessed a large number of new residents seeking homes in Rock Island, a total of 539 new families having been added within that brief period. These figures are significant and indicative of prosperous conditions.

Rock Island is the home of 73 industrial establishments actually engaged in the manufacture of various commodities. Here are manufactured agricultural implements, plows, tractors, cream separators, farm lighting plants, screw products, wood products, wrenches, can openers, paints, tanks, barrels, petroleum products, oil burners, stoves, furnaces, warm air registers, hardware specialties, plumbing specialties, electrical supplies, electric heaters, lamps, toasters, grills, fans, automobile accessories, store, bank and office fixtures, sashes, doors and cabinets, millwork in general, calendars, advertising specialties, chewing gum, men's suits and overcoats, underwear,



Looking West on Second Avenue



Milwaukee Railroad Bridge Between Rock Island and Davenport



The John Deere Plow Works, Moline. The Largest Plow Works in the World.

work shirts, dress shirts, pajamas, rubber and canvas footwear, oilcloth, textiles, regalia, lodge supplies, buttons, pennants, merchandise vending machines, cushions, drapes, tents, awnings, food products, extracts and beverages.

Rock Island is the home of 58 wholesale and jobbing institutions engaged in the wholesale distribution of automobile accessories, paper products, barber supplies, crackers, biscuits, food products, groceries, beverages, lumber, butter and cheese, candy, drugs, meats, fruits and produce, oil, hardware, heating and plumbing supplies, iron and steel supplies, laundry supplies, paints and oils, tobacco and wall paper.

Rock Island is located on the C. M. St. P. & P. Railroad, on its main line between Kansas City and Chicago. The "Milwaukee" has played a most active and important part in the growth and development of this aggressive commu-

nity. Prominent among the larger manufacturing and distributing institutions which it serves may be mentioned the following: The International Harvester Co., Rock Island Plow Co., Servus Rubber Co., Rock Island Sash and Door

Works, Rock Island Bridge and Iron Works, Rock Island Stove Co., Blake Specialty Co., J. Peterson Co., Rock Island Lumber and Manufacturing Co., Rock Island Manufacturing Co., Rock Island Register Co., Standard Textile Products Co., Schocker Paper Co., Weyerhaeuser and Denkman Co., Hartz and Bahnsen Co., L. Stapp Co., H. J. Heinz Co., Northern Fruit Co., Illinois Oil Co., Illinois Wholesale Grocery Co., Henry Dart's Sons, Rock Island Hardware Co., American Radiator Co., L. R. Mace Co., Rock Island Produce Co., and Swift and Co.

Rock Island industries have experienced a most wholesome and substantial growth and development during recent years. This is especially true as applied to the International Harvester Company, which three years ago employed sixty men and today has a total of 3,000 employees. This number will be increased to 5,000 early in 1930. Additional land has been purchased and more than a million dollars has been expended for additional buildings and equipment. With the completion of the present building plans the International Harvester Company will ship from its Rock Island plant 225 Farmall Tractors daily.

The largest manufacturing arsenal in the United States, owned by the United States government, occupying an area of 896.62 acres and representing an investment of \$359,288,850 is located at Rock Island. Previous to the World War 2,000 employees were engaged during peace times, but during the late war the number was increased to 15,000 men and women. An expenditure of \$108,959,974 was authorized by the federal government during the World War. The present buildings and equipment would give employment to approximately 30,000 men in the event of another great war.

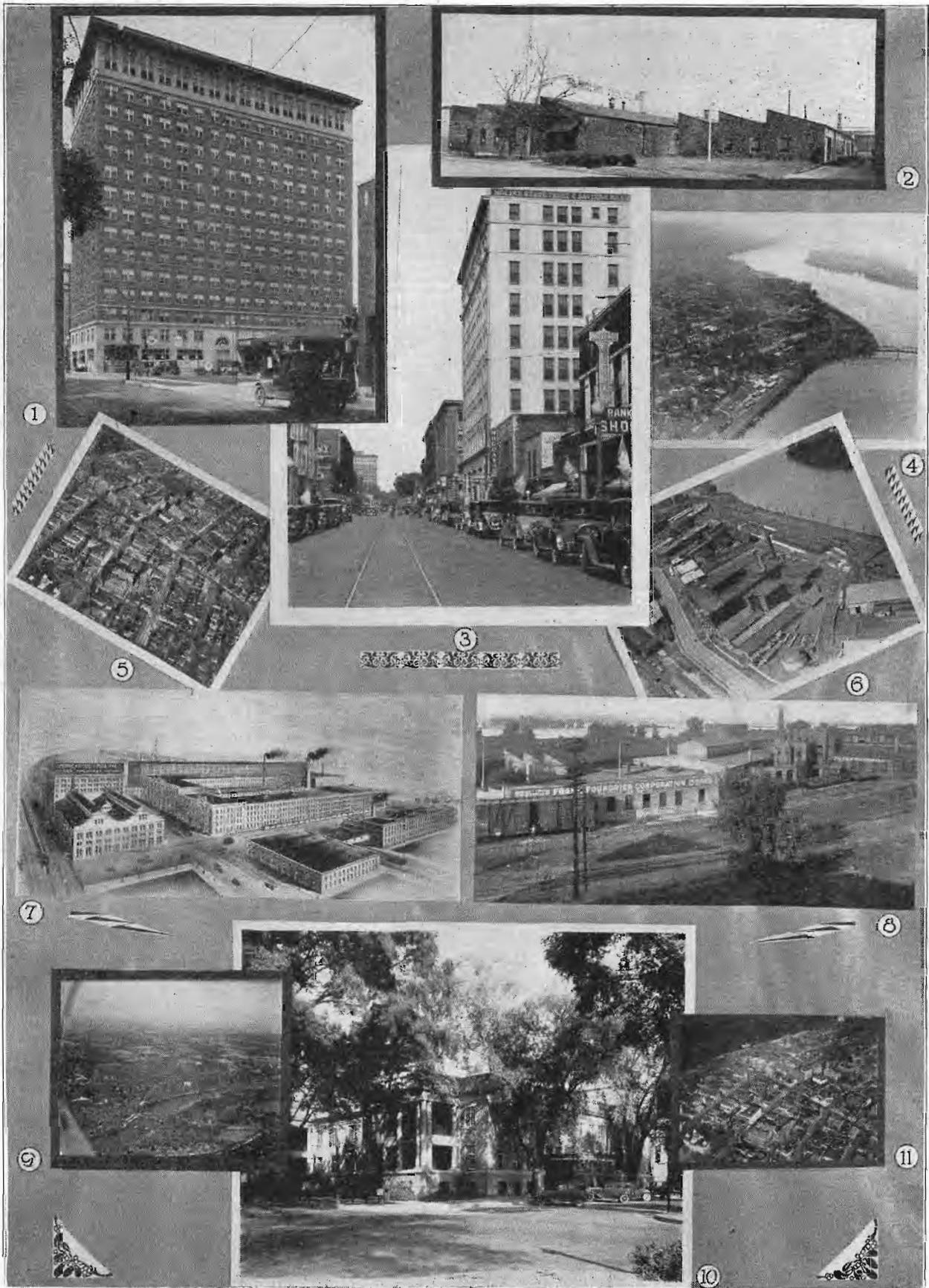
The government grounds are beautifully cared for and the golf course is one of the finest in the United States. There are many avenues and drives which lead one to quiet retreats. On the south side of the island, nature has been undisturbed and remains a part of the "Forest Primeval."



Rock Island Argus Building



Inset: Sweep of Territory Between the Rock and Mississippi Rivers
Below: Rock Island Stadium



(1) LeClaire Hotel, Moline, Illinois. (2) Moline Tool Co. (3) Scene in Business District, Moline, Illinois. (4) Aerial View of Rock Island, showing C. M. St. P. & P. Bridge Entering Davenport. (5) Aerial View of Rock Island Business District. (6) Factory Scene in Moline, Illinois, John Deere Wagon Works, (Deere & Mansur Works.) (7) Minneapolis-Moline Power Implement Co., Moline, Illinois. (8) Frank Foundries Corporation, Moline, Illinois. (9) Vandruff's Island in Rock River and Blackhawk State Park. (10) Elks' Club Building, Moline, Illinois. (11) Another Aerial View of the Rock Island Business District.

Rock Island is the home of two national insurance societies, the Modern Woodmen of America and the Royal Neighbors of America.

The Black Hawk Park, one of the most beautiful and historic places in the state of Illinois, occupying over 200 acres of land and recently purchased by the state of Illinois as a state park, is also to be found at Rock Island. Here is the famous Black Hawk Watch Tower, a prominence overlooking the Rock River. Here also can be seen the place where Abraham Lincoln was sworn into the service as a captain of infantry during the Black Hawk war. Here also can be seen the sight of the westernmost battle of the American Revolution.

MOLINE ILLINOIS

C. C. Lydick, Secretary, Moline Chamber of Commerce

ONE hundred years ago (1829) the first white settlers reached the banks of the Mississippi River where Moline, a city of 38,000 people, stands today, and there, where the river flows from the east to the west, a logging camp and grist mill were built. The name "Moline" comes from the Latin word "moulin" signifying a mill.

In the early days Moline thrived as a logging and lumber center and became known as "the City of Mills." In 1848 John Deere, who invented the steel plow, settled in the then village of Moline. During the intervening years the city has become the agricultural implement manufacturing center of the world. Today these great implement industries, and many other manufacturers, employing thousands of skilled hands, are the backbone of a thriving industrial city surrounded by one of the rich agricultural districts for which Illinois is noted.

To the south of Moline is the Rock River, a beautiful navigable stream emptying into the Mississippi a mile to the south and west of the city. Between these rivers lies a high bluff. On the upland and overlooking the river valleys is the major portion of the residential section of the city.

Keeping pace with Moline's rapid industrial growth the educational, religious and commercial advantages of the city have advanced likewise. Moline is a city of home owners, in that seventy per cent of the people own their residences. Thirty modern churches represent practically all religious denominations. The educational facilities of the city, an investment of two million dollars are recognized as being without superior anywhere.

In the 100 years which have passed since the first white settlers reached the banks of the Mississippi where Moline stands today, a mighty industrial city of iron and steel and machines has arisen from the village of wooden mills for which Moline was named.

Moline's progress has not been the spectacular growth of a boom city, but rather a steady and sure advance which presages the manufacturing metropolis that will be the Plow City of the future.

Aided by cheap power, reliable labor and great transportation systems—those assets which have proved the sesame of its growth—this village of mills has become the farm implement manufacturing center of the world and one of the foremost industrial cities of the Middle West.



Rock Island Sash and Door Co., Rock Island, Illinois



Deere-Mansur Works, Rock Island, Illinois



John Deere Spreader Works



John Deere Harvester Works



John Deere Wagon Works, Moline, Illinois



Servus Rubber Co., Rock Island, Illinois

A half century ago, because of its prosperity and fast developing industries, the community became known as "Proud" Moline.

During the last fifty years East Moline, another community, linked by bonds of industries stronger even than the bond of a common municipal government could be, has been striding forward side by side with the Plow City.

So today Moline and East Moline with their common objectives and their joint manufacturing institutions binding them into one great community, with their \$165,000,000 invested in industries, their ninety-three factories and their 11,000 workers might well be called the "Proud" Moline!

Through the years the two cities have consistently aided each other in the development of their factories and in civic ventures, despite the fact that they have distinct governments.

The annual payroll of the factories is in excess of \$15,000,000 and the value of their products, in service in every corner of the world, is approximately \$77,000,000 a year.

In the magnificent drama that has been and is the industrial story of the Molines,

This concern's part in the building of the region has been confined to its own factories, for there are dozens of smaller plants which secured their start through supplying Deere & Company with materials necessary for the making of machines for agriculture.

Many of these companies have grown until their products now reach many cities outside of the Molines and some are making world wide distribution. But Deere & Company, after all, in its solid growth, its stability and the fame of its products, has been the leading factor in placing the Molines on the map of the world.

Very recently, within the last two years, a new force has begun to make itself felt very substantially in this community, a force which has made even the most conservative hesitate to forecast the extent of the development that will come within the next decade.

Attracted by the same great natural assets which brought John Deere here more



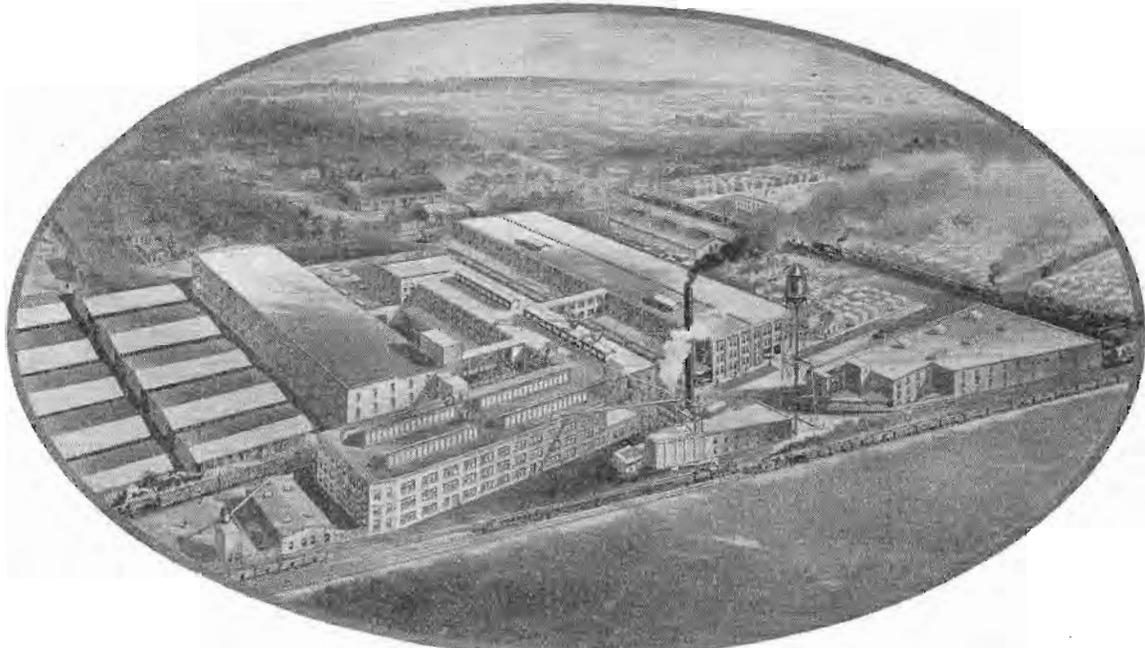
Augustana College, Rock Island, Ill.

one great corporation has played a leading role. That corporation is Deere & Company, and its expansion has been synonymous with that of the community.

The Molines have literally been built around the farm implement industry, and Deere & Company is very near the top in the manufacture of implements.

than eighty years ago, the International Harvester Company has entered the Molines.

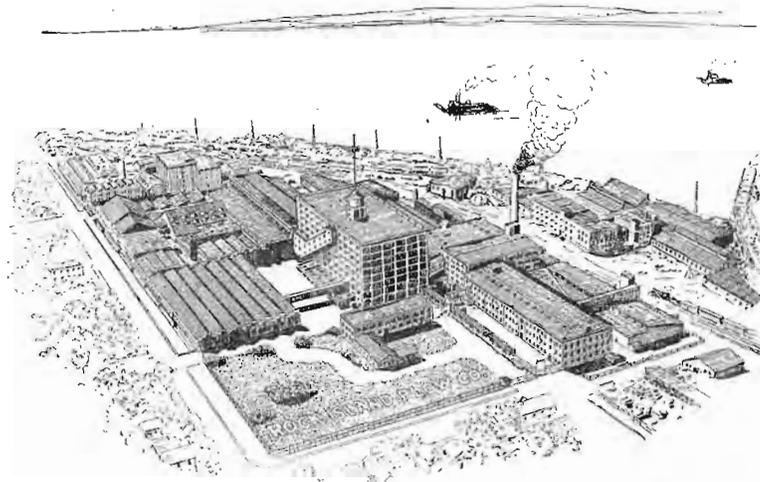
Already this giant corporation has investments here in excess of \$3,000,000 and employs approximately 2,500 men. Purchasing a factory on the border line of Moline and Rock Island from the Mo-



John Deere Plow Works, Rock Island, Illinois

Handling Northwest Grain Crop

E. H. Bannon, Superintendent, Twin City Terminals



Rock Island Plow Company, Rock Island, Illinois

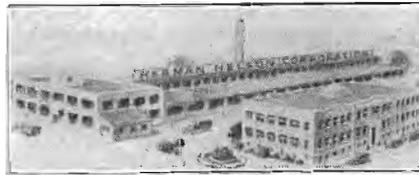
line Plow Company ostensibly for use as a warehouse, the International Harvester Company in a little more than two years has established one of the largest tractor plants in the world. The rate of production and the number of workmen has been increased with a steadiness that promises great activity for the future.

A short time after the acquisition of the tractor plant, International quietly bought about eighty-three acres of choice factory land in East Moline. A \$1,000,000 building now in operation as a warehouse was constructed and many thousands of dollars spent in grading the entire site. Now the International is doubling this plant in size at an additional cost of over \$1,000,000. Another large transfer warehouse is operated by the company in Moline proper.

Figures from the past drive home in startling fashion this story of vast industrial development. A half century ago the Molines boasted of twenty-five factories; today there are ninety-three.

The value of the products made here in 1878 was approximately \$6,000,000; today the figure is \$77,000,000. Fifty years ago the industries of the Molines employed 2,800 workers and paid them \$1,300,000 a year. The payroll today is in excess of \$15,000,000 and the number of employes more than 11,000. A half century ago the total capital invested in industries in this community did not exceed \$5,000,000, while today it is estimated at \$165,000,000.

Transportation has played a most important part in the growth and development of Moline as an industrial city. The history of the Chicago, Milwaukee, St. Paul and Pacific Railroad is closely allied with the growth of the city. Two other trunk lines serve the community and the development of river transportation on the upper Mississippi gives Moline a direct water outlet to the sea. The paved highway system of Illinois, embracing nearly 8,000 miles of concrete roads gives the city access to practically every important town in the state over paved highways. Air transportation is also an important factor in the growth and sanding of Moline. Four air mail planes operating on the Chicago to Dallas route stop at the Moline Airport each day. This route connects with the Transcontinental line at Chicago.



While Moline predominates as an industrial center, yet agriculture has played an important part in the growth of the city. In the trade area surrounding the city will be found farm land ranging in price and production from fair to the very best in this particular section of the country. Corn, wheat and oats and various hay crops make up the major portion of farm crops. Livestock accounts for a big portion of the farm revenue in this section of Illinois.

Built upon a solid foundation and devoid of mushroom growth Moline offers exceptional opportunities for new industries, new businesses and the homeseekers.

The airplane views shown with this article are by courtesy of the Rock Island Argus. Other pictures were loaned by the Rock Island and Moline Chambers of Commerce.



John Deere Company Warehouse

REALLY?

Tourist (from New York): "But what makes these Western prairies so flat?"

Native: "Well, stranger, we think it must be because the sun sets on 'em every evening."

SECRET

First Class Scout: "The secret of good health is onion eating."

Wise Tenderfoot: "But how can onion eating be kept a secret?"

THE greater part of grain loaded at country stations in the Northwest territory is consigned to Minneapolis for inspection and disposition. Upon arrival at Minneapolis, cars are placed on what is known as inspection tracks for sampling by State Grain Inspection Department, as well as sampling bureaus, which are employed by the consignees. The samples secured from the cars by the state are taken to their inspection offices located in the Flour Exchange, Minneapolis, where the grain is graded and given protein test. After being graded in accordance with the state law, the grain is sold on the trading floor of the Chamber of Commerce by consignees, and disposition then given to various railroads.

At each inspection yard we are required to maintain a bulletin board indicating on what tracks individual cars of grain are being held for consignee, the arrival of the shipments at Minneapolis being manifested to consignee by freight agent on receipt of billing.

We have, just outside of Minneapolis city limits, a large receiving and classification yard consisting of 31 tracks, which is opened each fall for handling grain during the heavy movement. Fifteen of the tracks are used for receiving, holding from twenty-five to ninety-five cars, each road train from the west pulling in upon arrival at this yard. After disposition has been received, grain is switched and classified on sixteen tracks, principal classifications made of this grain being as follows:

St. Paul and beyond, which include River and I. & M. Divisions, Duluth, Superior, Superior East End, Great Northern, Northern Pacific, C. G. W., Railway Transfer, Minneapolis Eastern, I. & M. Elevator District, Eighth Ward District, Upper Yard District, South Minneapolis District, M. & St. L., Elevator "L."

As the disposition is received from the joint agency during the day, cards are made for each car which is ordered, showing destination or the name of the elevator and the line on which it is located in the Twin City Terminals. These dispositions continue to reach our local office until about 5:30 p. m. each night and it is usually about 6:30 p. m. by the time all of the cards have been made out. A list of each track is furnished to the agent's office and the cards are sorted in the same order that the cars stand on each track after which they are taken to Bass Lake and applied on the sides of the cars, and the switching of the grain then commences. As fast as each classification track fills up to make a full train for each district, it is handled by transfer engines to the various districts in Minneapolis, or in the case of cars destined to the Head-of-the-Lakes or St. Paul or beyond, they are handled by transfer engines to St. Paul, and thence, by road crews from that point.

During the peak business, we have had over 1,800 cars on hand for carding on certain days, and it has not been uncommon to have from twelve to fifteen hundred cars on hand daily for carding for several weeks.

(Continued on page 16)

The Veteran Employes' Association

Report of Secretary 1928 and 1929.

YOUR Secretary will endeavor to report as briefly as possible on the activities of the year just closing.

We have at the opening of the Eleventh Annual Meeting 5,787 members, an increase of 215 over last year, when we reported 5,572. We have enrolled 587 new members—almost double the number reported last year, which was 347, so you see our growth is very steady and encouraging. We have lost by death, since the last meeting, 180 of our comrades, which may look like a heavy increase but I think it can be accounted for by the fact that I am able to get more prompt and accurate reports of deaths through the employes' magazine. I had not before appreciated the value of this source of information, but now I study each issue carefully and mark our records accordingly. Our honorary membership is still the same—10. The number of special service buttons issued is very large but I have not endeavored to keep accurate account of them. At the last annual meeting in Milwaukee, it was voted to add a 50-year button, which was done, but our good friend, Mr. Gillick, felt that he wanted everybody to be happy so he added 40, 55 and 60-year buttons, which now makes our list quite complete. Mr. Gillick financed the making of the dies for these new buttons, so the initial cost was not borne by your treasury. I feel sure that his generosity is very much appreciated, and I know these buttons are also.

The entire membership has been canvassed several times in addition to the general sending of the notices for this meeting, acknowledging remittances by sending cards and buttons and reminding forgetful members of unpaid dues. 5,850 annual meeting notices were sent out in the first lot and a number since to new members enrolled during the last two months.

I have endeavored to the best of my ability to answer all letters which came to me with promptness and as fully as possible. Many of these were in regard to veteran annual transportation and I hope that I have assisted many to get what they wished.

In every case where notice of death came to us from a member of the family of the deceased, a letter of condolence was written and many appreciative replies have come from wives and daughters.

The method of sending notices of this meeting which was adopted this year called for guaranteed return postage and I was astonished to find how many of the home addresses in our books were incorrect. I tried every possible means of locating these members, as I did not want any one to lose out on this meeting, but the memory of my struggles leads me to urge you to keep the secretary informed when you change your address.

In closing I want to thank each and every one for your patience and appreciative kindness and to assure you that my only desire is to do the best I can in any situation which may arise.

Respectfully submitted,
LYDIA E. WILLIAMS,
Secretary.

Treasurer's Report

Statement of Receipts and Disbursements from August 15, 1928 to August 31, 1929

Receipts from:		
Initiation Fees	\$ 600.00	
Dues	5,047.00	
Overpayment of Dues	4.25	
Sale of Buttons	12.00	
Miscellaneous Receipts	2.22	
Payments for M. E. Pension Association	10.10	
Interest on Investments	193.75	
Interest on Certificate of Deposits	50.00	
Sale of Dinner Tickets—1928 Dinner	1,254.00	
Proceeds of Ads in Program	596.00	
Total Income	\$ 7,769.32	
Certificate of Deposit Redeemed	5,000.00	
Total Receipts	\$12,769.32	
Disbursements:		
Expenses in Connection with 1928 Dinner:		
Hotel Schroeder	\$ 3,353.00	
Waukesha Beach Boat Line	185.00	
Waukesha Beach Amusement Co.—944 Lunches	472.00	
Adventure Corporation—Badges	131.00	
Sentinel Bindery—Printing	14.00	
Northwestern Printing Co.—Printing	56.00	
J. A. Barkdoll—Candies	119.83	
Milda Cigar Co.—Cigars	95.00	
Mrs. Edw. E. Rose—Decorations	75.00	
Boynton Cab Co.	2.05	
Milwaukee Elec. R. & L. Co.—Busses	145.00	
Art A. Tellier—Spot Light	17.00	
Photo-art House	19.35	
United Artists—Paid in Currency	210.00	
J. M. Kelley	50.00	
W. D. Carrick—Postage, Prizes, Police, Incidentals, etc.	131.00	
Dues and Fees Refunded a/c Ineligible	\$ 5,075.23	
Forwarded	4.00	
Forwarded Receipts	5,079.23	\$12,769.32
Forwarded Disbursements	5,079.23	
Overpayment of Dues Refunded	4.25	
Postage	241.81	
Printing and Stationery	334.75	
Office Supplies	18.25	
Secretary's Salary	900.00	
Auditing of Books	25.00	
H. Hammersmith—Buttons	530.51	
Miscellaneous Expense	21.15	
M. E. Pension Association Dues Transferred	10.10	
Marshall Field & Co.—File Cabinet	15.85	
Bank Exchange, etc.	53.38	
Total Expenses	\$ 7,234.28	
Certificates of Deposit Purchased at State Bank of Chicago—		
November 1, 1928	3,000.00	
February 21, 1929	2,500.00	
Total Disbursements	12,734.28	
Net Balance for Period	\$ 35.04	
Balance in Bank and on Hand, August 15, 1928	2,217.64	
Balance on Hand and in Bank, August 31, 1929	\$ 2,252.68	
Income Account		
Total Income for Period Ending August 31, 1929	\$ 7,769.32	
Total Disbursements During Period	7,234.28	
Net Income for Period	\$ 535.04	
Net Worth		
Cash on Hand and in Bank August 15, 1928	\$ 2,217.64	
Invested in Securities	8,500.00	
Net Worth—August 15, 1928	\$10,717.64	
Add:		
Net Income for Period of August 15, 1928 to August 31, 1929 ..	535.04	
Net Worth—August 31, 1929	\$11,252.68	
Consisting of:		
Invested in:		
U. S. Liberty Bonds No. A-00812461	\$ 500.00	
U. S. Liberty Bonds No. B-00812462	500.00	
U. S. Liberty Bonds No. C-00812463	500.00	
University Court Apt. Bonds No. 64/67	2,000.00	
State Bank of Chicago:		
Certificate of Deposit Dated 11-1-1928	3,000.00	
Certificate of Deposit Dated 2-21-1929	2,500.00	
Total—Invested in Securities	\$ 9,000.00	
Cash on Hand and in Bank	2,252.68	
Total	\$11,252.68	

THE MILWAUKEE MAGAZINE

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

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CARPENTER KENDALL, Editor
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ALBERT G. DUPUIS, Assistant Editor
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E. W. Cook

ON November 25, 1929, occurred the death of Mr. E. W. Cook, a veteran of forty-seven years' service with this company. He started with the Milwaukee in the Engineering Department in Minneapolis under Mr. Rhame, in 1882. In 1890 he went to Milwaukee as chief clerk to Secretary Meyers; in 1906 he transferred to Seattle as secretary of the Puget Sound Company. In 1913 he returned to Milwaukee to work in the office of Secretary Adams; and in 1921 he came to the Real Estate Department in Chicago, where he was employed at the time of his passing.

Funeral services were held in Milwaukee on November 27, with burial in that city.

Mr. Cook is survived by his widow, one son and a married daughter, to whom the sympathy of his many friends of the railroad family is extended.

Patrick J. McCann

PATRICK J. McCANN began his railroad career at an early age as switchman for the Michigan Central Railroad in Detroit, Mich., which position he held for 16 years.

He left Detroit and secured a position as switchtender at the Western Avenue yards of the C. M. & St. P. Ry. in 1906. In 1907 he went switching and in 1912 was appointed assistant yardmaster at Western Avenue and later appointed yardmaster which position he held at the time of death.

He leaves a widow, one son, Charles, a step-son, one sister and one brother and a large number of friends to mourn his demise.

Peter R. Dooley

PETER R. DOOLEY, Engineer, Milwaukee Terminals, died in Milwaukee, November 15, 1929. He was a son of C. & M. Division Engineer John F. Dooley and had been in the service of this company many years. He is survived by his widow, his father and mother, one brother and three sisters. Mr. Dooley was a veteran of the World War and a member of the American Legion.

Page Ten

Milwaukee Employes' Pension Association

Members Entered on Pension Roll, November, 1929

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 November, 1929:

Name	Occupation	Division or Department
Louis Cook	Scrap Sorter	Tacoma Shops
Louis H. Alvord	Train Baggage	LaCrosse Division
William H. Bills	Crossing Flagman	R. & S. W. Division
Harry H. Britton	Operator	Dubuque Division
Michael J. Broderick	Drill Press Helper	Milwaukee Shops
Edward W. Colligan	Trucker	Twin City Terminal
Charles L. Davis	Bridge Carpenter	Iowa Division
Andrew Dohlin	Engine Watchman	Dubuque Shops
Freeland L. Holdrige	Conductor	Iowa Division
Peter Hollinshead	Conductor	Wisconsin Valley Division
Peter Johnson	Car Helper	Iowa Division
Wm. C. Kelly	Switchman	Iowa Division
Wm. A. Loomis	Conductor	River Division
Martin Ludolph	Train Baggage	River Division
Edward Neumann	Carpenter	Milwaukee Shops
Enbret Odegard	Machinist	Minneapolis Shops
Thos. O'Rourke	Section Foreman	Dubuque Division
Nickolas Rebstock	Carpenter	Milwaukee Shops
Chas Siegel	Steam Ditcher Operator	Iowa Division
Edward E. Smith	Telegraph Operator	River Division
Robert F. Staudy	Carpenter	Milwaukee Shops
Andrew Tennant	Carman	Tacoma Shops
William E. Webster	Brakeman	Iowa Division
Wm. P. West	Carman Helper	Tacoma Shops
James Goodwin	Switchman	Milwaukee Terminal
Christian Hansen	Trucker	Twin City Terminal
August Nero	Laborer	Milwaukee Shops

C. W. MITCHELL,
Secretary-Treasurer.

A Message to Ex-Service Men

Albert J. Link
Commander, Milwaukee Road Post
No. 18 American Legion

THE ex-service men in Milwaukee Terminals have organized an American Legion Post known as "Milwaukee Road Post No. 18 of the Department of Wisconsin."

This new organization takes its place in the ranks of the many organizations now on the Milwaukee Road, conscious of the fact that these organizations have rendered a great service to the employes as well as to the many communities served by the railroad.

Membership in the Post is limited to active employes of the Milwaukee Road regardless of which state they reside in, provided such employes have an honorable discharge from service during the World War. Already over sixty men have applied for membership; while there is no intention to solicit men who are active in Legion work in some other city, still it is believed desirable that all ex-service men now on the railroad who are not members of the Legion should join the Railroad Post, which is the second industrial post to be organized in Wisconsin. The first industrial post is supported by the electrical industries of Milwaukee County and has a membership of over 700.

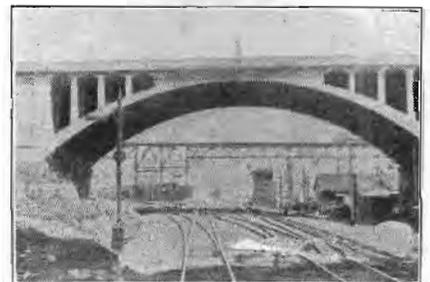
The American Legion is in no sense a military organization, membership in no wise entails military service; composed of members of every race, religion, occupation and political conviction; it is obligated to strict neutrality on all questions concerning religion, politics and industrial strife. All rank and distinction are done away with; we meet as comrades devoted to the cause of Americanism which is unity of love, singleness of allegiance and practicality of purpose all devoted to the promotion of a common good, it seeks to prove that men are born equal; with certain inalienable rights and that a nation dedicated to this purpose shall endure forever.

The National Rehabilitation Committee which is a permanent agency set up by the American Legion to conserve the interests of World War Veterans and their dependents, is financed from part of the earnings of the Legion's \$5,000,000 Endowment Fund. Its primary duties are to assist veterans and their dependents in the prosecution of claims under various veteran's laws and to afford personal representation of these claimants before rating and appellate agencies of the Veteran's Bureau.

The Legion is composed of departments one for each state which in turn are divided into districts according to Congressional districts. The department of Wisconsin has a membership of 29,612; it maintains a very fine rest camp on Tomahawk Lake; an endowment fund of \$85,000 has been set up to provide for the operation of this camp. The department conservation work has progressed in a very satisfactory manner and in addition to the land previously designated as an American Legion Forest Preserve and Game Refuge, the legislature has this year set aside totaling approximately 25,000 acres as an American Legion Memorial State Park.

During the past year the department has handled 2,374 claims of such nature as compensation, hospital and medical attention, re-examination, etc. Compensation and reimbursements (back pay collected) amounted to \$180,340.43, while

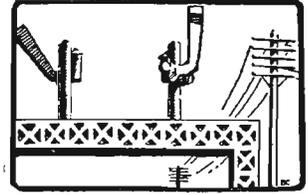
(Continued on page 19)



Grand Junction, Milwaukee. Superior Division Tracks to the Right and LaCrosse and Madison Divisions on the Left



BUREAU OF SAFETY



Safety Record Established by Roadmaster Whalen

ON August 8, 1929, Roadmaster Whalen with the steel gang came to this division, and since that time he has relaid thirty-four miles of rail and ballasted thirty-two miles of track.

The gang consisted of one hundred and thirty-five men during the time that the steel work was being performed and better than two hundred men while the ballasting work was being done. The gang was disbanded at DePere, Wis., Thursday, November 21.

During the entire three and one-half months that this gang was on the division, not a single REPORTABLE OR LOST TIME injury occurred, and we believe that that is one of the most outstanding SAFETY FIRST records ever established, particularly so because of the fact that this was a floating gang with a heavy turnover of men.

We believe that Roadmaster Whalen and his foremen should be commended for this very remarkable performance.

J. H. VALENTINE,
Superintendent,
Superior, Wis.

Atkins Shop Workers Honored for Splendid Safety First Record

THE employes of the round house of Atkins Yards have achieved a notable record in Safety First annals, having gone through a period of 450 working days without a reportable accident or lost-time personal injury of any employe.

In honor of this record a banquet was served in Memorial Hall at Marion, Saturday night, December 7th, a three-course chicken dinner being served to seventy-two men, seated at two long tables. Presiding at the speaker's table was General Foreman W. E. Cooper, as master of ceremonies, and seated with him were the following:

- M. J. Flanigan, Head of the Safety Bureau
- W. W. Schabacker, Safety Inspector of the Milwaukee District
- Geo. H. Pederson, General Chairman, Machinists
- A. L. Kaston, General Chairman, Boilermakers
- A. J. Elder, Superintendent, Iowa Division
- W. N. Foster, Division Master Mechanic
- G. W. Dipple, Assistant Roundhouse Foreman
- Geo. Hennessey, Assistant Roundhouse Foreman
- C. L. McDonnell, Boilermaker Foreman
- Wm. Cheek, Car Foreman
- Joe Dunlap, Labor Foreman
- Joe Boyle, Storekeeper
- E. R. Harville, Machinist



Accidents Unnecessary

WE must get out of our heads the false idea that accidents are necessary. In ninety-nine cases out of a hundred if someone had exercised just a little more care the accident would not have happened.

Under the direction of our safety organization we have made of late months splendid progress in our campaign to prevent accidents. Every means to this end has, and will have, my enthusiastic support because there is nothing that will so redound to our common welfare and happiness.

Wm. Buck, Machinist
R. E. Broussard, Roundhouse Foreman, Cedar Rapids.

Following the excellent dinner which had been arranged for by the committee, Harold Mullaley, Kenneth Hillerage, Fred Welter and Ernest Wooley, and prepared by Mrs. Kenneth Hillerage, Mr. Cooper called upon the Atkins workers to stand, and presented them as guests of honor. Letters of congratulation were read from R. W. Anderson and John Johnson, department heads, and E. R. Harville and Wm. Buck, as oldest Atkins employes, were called on to speak. W. N. Foster spoke of days in the old Marion roundhouse and told of laughable incidents in the days before prohibition.

A. L. Kaston congratulated the boys on their wonderful record. Mr. Pederson said that during the eight years he had been general chairman of the machinists he had handled not only hundreds but thousands of cases of machinists who have been injured. That in one year, twelve machinists had lost the sight of an eye and the wearing of goggles would have prevented this loss in every single case. Two machinists had each lost a hand. One was a man about 29 years old and the other about 41 years old. One case was settled for \$7,500, and the other for \$6,500, which did not include the doc-

tor and hospital bills. He said that considering what these accidents cost in money, the Milwaukee Company had the right to insist that their employes practice Safety First. In every case he has handled the employe would have been more than glad to give the money back and more, if he could just be the same as before injured.

W. W. Schabacker and A. J. Elder both spoke briefly and then M. J. Flanigan was introduced as the principal speaker, and for three-quarters of an hour he gave out interesting and instructive facts. First of all he said that Mr. Gillick sent his congratulations and best wishes. Among other things he said that on every job there is a master mind, whether there are two men working or a large gang. He said the success at Atkins was due to co-operation and coordination. So far this year forty Milwaukee employes have lost their lives, all due to lack of thought. If these employes had given even thirty seconds' thought to what they were doing they would not have been killed, or injured. He cited the case of an employe who had been operating a cutting machine for twenty years, and then had all the fingers of one hand cut off, indicating that his mind was not on his work, where it should have been. The mind is man's most valuable possession, said Mr. Flanigan, and we are asking that the men keep their minds on their work. Ninety-eight per cent of the injuries since the first of the year were due to unsafe practices.

The evening wound up with a social hour, with music, smokes, a radio concert one one of Carl Kassler's Philcos, and a general good time.

The men are going after the long distance safety record of the system and expect to get and keep it.

Safety Always at Avery

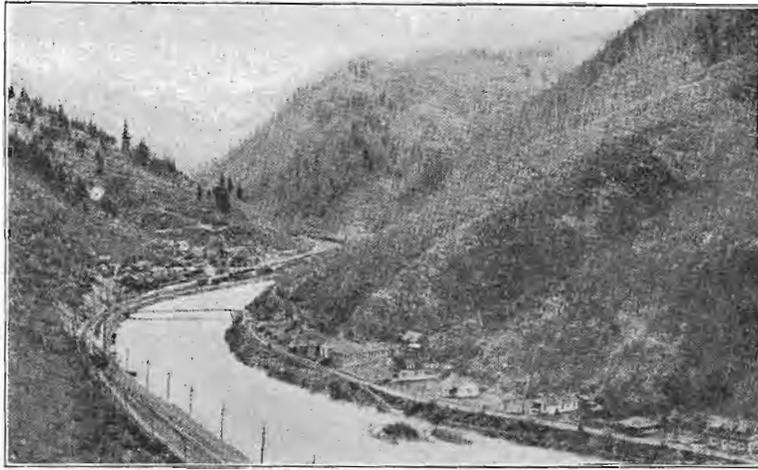
L. S. Cunningham, District Safety Inspector

EVERY is a division point and western terminal of the Rocky Mountain Division, at the foot of the grade east over the mountains. It is also the beginning of the electrified zone between Avery and Harlowton, Mont.

The residents of Avery are all, with a very few exceptions, employes of the Milwaukee Road.

Surrounded on all sides by mountains, it lies in a narrow canyon. The inhabitants from necessity are forced to live close to the tracks. The children have always crossed the tracks, walked along the tracks, and lived in an atmosphere of danger for many years.

Yet, we never see our boys or girls playing about the cars. Neither do we ever see any one climbing under, over or between the cars, and in general the habit of these people has always been Safety First. They have taught it to their chil-



The Little Town of Avery, Idaho—All Safety First

dren, they have always practiced being careful walking along or through the yards, and the result up-to-date is that I am unable to find where a reportable injury has happened to any of our employes living in the town of Avery, covering a period of many years. There are none, that's all.

If all the employes of this railroad would train themselves along the line of safe habits, the same as the people of Avery, I feel certain, accidents would

cease to happen. These people have had to train themselves in this manner due to the fact that living as they are, in a narrow canyon, almost upon the right-of-way, and the tracks, at the foot of a high mountain, they were encountering hazards every day of their lives.

Their record proves that safe thinking pays big dividends. They deserve credit for their watchfulness and the children come in for their share of all this.

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

DIVISION MASTER MECHANIC

Earl W. Hopp at Aberdeen, has a real safety record. The entire Mechanical Department force on the H. & D. Division consisting of about 160 employes, completed, on November 30, 1929, 662,980 safe man hours without a personal injury of any description. This was accomplished during the period, August 1, 1928 to November 30, 1929. Sixteen months without an injury.

The Rocky Mountain Division comes through with some safety records from their section foremen who have not had an injury this year. They are:

Geo. W. Hewitt, John Kafingis, Thos. Terlizzo, Guy R. Moats, Dan Agolos, A. Savas, F. A. Marsillo.

District Master Car Builder F. J. Swanson calls attention to the fact that on November 19th the Car Department forces in the Northern District, comprising approximately 742 men, had gone through a two-month period with only one minor injury, which occurred on October 17th. The Minneapolis Coach Yard forces, consisting of approximately 137 men, have had no injuries whatsoever during the period, July 8th to November 18th, and Minneapolis Shops, where 363 men are employed, on November 19th had completed a period of 33 days without an injury of any kind. The New Yard, St. Paul, where 50 men are employed, and St. Paul Coach Yard, employing 27 men, have both gone since July 25th without an injury of any kind.

The records show that there were quite a number of injuries at these points last year and Mr. Swanson attributes the good record to close supervision and co-operation between the foremen and the employes.

During the month of October a decrease of 75 per cent in the number of reportable injuries when compared with last year was accomplished. The figures are as follows:

	October, 1929		October, 1928		Decrease		Per Cent
	Killed	Inj.	Killed	Inj.	Killed	Inj.	
Lines East	1	47	3	188	2	141	75
Lines West	1	10	1	41	1	31	76
System	1	57	4	229	3	172	75

This was the best month we have had so far in the year 1929 and the divisions which were instrumental in bringing it about due to not having a reportable injury during the month were as follows:

Illinois	Wisconsin Valley	Southern Minnesota
S. C. & D.	River	Northern Montana
Terre Haute	I. & M.	Olympic
R. & S. W.	I. & D.	

The figures for the month of November, while not entirely complete, will close with a reduction of about 59 per cent under November, 1928. In spite of the fact that this percentage of reduction was very disappointing, there were five divisions which went through the month without a reportable case, being the Terre Haute, Des Moines, Wisconsin Valley, River, and Northern Montana, and in each case this represents two months' performance without a reportable case.

Superintendent L. F. Donald of the Terre Haute Division, has been accomplishing some mighty fine results and the records show that he had only one lost-time case in both the months of October

and November, 1929, and no reportable cases. Much credit is due Mr. Donald and his staff of division officers for this accomplishment.

We are about to embark upon a new year, one which it is hoped will be crowded with safety records far surpassing any of those heretofore recorded. There is a great deal of pride in knowing that the division upon which you work or the shop or district in which you are employed, has accomplished something worth while. A conscientious application of the principles of safety and positive adherence to the requirements of the safety rules will guarantee this. There is no question but what each employe should appreciate his responsibility and co-operate with his supervisors and fellow-workers to put his department or division on top. Your support in this worthy endeavor is earnestly solicited.

Don't think you are right—STOP—Know you are right.



49 Years Without an Injury

ABOVE is Carman C. E. Vandike, located at Harlowton, Mont., who entered the service of the railroad in 1880

as a section laborer at Pacific Junction, Chicago. He was later transferred to Delmar Junction, then to Marion, Iowa. In 1883 he took charge of an extra gang and handled the laying of rail on the Chicago and Council Bluffs Division during the following three years, and from 1886 to 1890 worked on the building of the Kansas City Division. He was employed under General Roadmaster William Shea for 14 years and later during the construction of the coast lines, helped to build Harlowton yard in 1907, and many other yards on lines west. After that, he served as roadmaster on the Musselshell and Rocky Mountain Divisions.

In 1916 he transferred to the car department at Harlowton, where he has been employed ever since. Mr. Vandike has never had an injury of any kind which would cause him to lose a moment's time during all of his 49 years of service and today is one of the most loyal boosters for safety first on the railroad.

Study the Safety Rules

THE picture here-with is that of District Safety Inspector H. G. Smith, who makes his headquarters at Savanna, Illinois, and has charge of Safety First matters on the Illinois, Dubuque and Kansas City Divisions.

Mr. Smith entered the service of the Milwaukee Railroad as a section laborer at Farmington, Minn., where he worked during the summer months. While attending school for four years, he served as a cable man on ledgerwood on the H. & D. and Illinois Divisions for one year, nine years as a brakeman and ten years as a conductor on the Illinois Division. He has been connected with the Safety First Bureau for a little more than one year as district safety inspector.



H. G. SMITH

Inspector Smith has made an analysis of the accidents in his territory during the past year and feels that, while some progress has been made, there is still room for considerable improvement. He found that approximately 99 per cent of the injuries could have been avoided, particularly by compliance with the safety rules, and he asks that the employes in his territory make it a point to become conversant with all of the rules and live up to them, as that is one of the most important duties in connection with their respective occupations. Furthermore, he feels that those employes, who establish themselves as leaders in the Safety First work, will soon attract the attention of their fellow workers, and in that way, it will not be very long before all of the employes in his territory will be conducting themselves in a safe manner.

Mr. Smith says, "Study the safety rules and comply with them, for in this manner, it will be possible to avoid all personal injuries. Always figure out the safe way of doing your work before going ahead with it. With a little forethought, an employe can always pick out the cause of a possible injury and apply the necessary remedy before one occurs. I hope that during the year 1930 the employes in my territory will lend their utmost cooperation toward establishing a perfect record, for by doing so, much suffering will be avoided."

no better place for doing it than at a co-operative committee meeting.

It is not necessary that an idea for improvement should be confined to the particular department in which we are employed, for most of us by force of necessity are in actual contact with other departments, and from time to time, are bound to see means for improving this relationship, and we must therefore realize and appreciate the value of inter-changing departmental ideas. This does not necessarily mean that we should be continually criticizing the other fellow, and that we should promiscuously submit every suggestion that occurs to us, but we should on the other hand, thoroughly analyze our thoughts for improvement and attempt to visualize all of the advantages and disadvantages, to the end that when the suggestion is submitted for consideration, we will have a personal confidence in it and we will be able to present it in intelligent form.

There is no doubt that a certain amount of discouragement is attached to every rejection of a suggestion, but invariably, the rejection is due to the fact that sufficient time and thought were not given to the full development of the suggestion. There is one factor in this suggestion-making that stands out very prominently, and that is, we must have a real interest in our work if we are able to make suggestions for its improvement, and that we must not depend on guesswork, but all suggestions made must be based on actual knowledge.

Something Further In Regard to Co-operation

Gathering, Directing and Applying Helpful Suggestions

Tom Birch, Air Brake Foreman, Milwaukee Shops

A CO-OPERATIVE movement composed of equal representation of workers and supervisory officers installed and made to function at various points on the railroad, is bound to result in increased production and better working conditions. But, it must be appreciated and fully realized that the success of such a movement depends entirely on the securing of the good will and confidence of all concerned.

In the first place, the workers must become impressed with the fact that their welfare is dependent on the successful operation of the company that employs them. In the second place, it must be believed that practical and reliable sources of information for bettering the service may come from those who are actively engaged in production, which is the actual worker. It is desirable that the benefit of the worker's experience be enlisted, for there is no doubt that the men actually engaged in production are in possession of knowledge which, if put to practical use, would be of much value to the company and to the workers themselves.

Granting that information of this nature is available, it becomes very evident that all that is necessary to put it to practical use, is the development of a plan for gathering the same and direct-

ing and applying the suggestive ideas into the proper channels.

Almost every worker has at one time or other, conceived an idea whereby his particular phase of the work could be improved upon, but he hesitates in making his idea known for fear of blundering. This is a natural impulse and seems to emphasize the belief that individually we cannot progress, and that we need the collective experience of many to develop our ideas to make them sound and of practical use.

Absolute confidence between all concerned is a positive requirement in this co-operative movement, and once this confidence is gained, it is a very easy matter to create an organization whereby ideas and suggestions obtained from actual experience can be fully discussed without fear of ridicule. Every suggestion made, whether it be adopted or not, is bound to lead to another, and if one suggestion is not complete enough to make it of practical use, we must believe that a combination of suggestions is certain to bring beneficial results.

A suggestion itself is merely a passing thought, but real studious concentration on the suggestion eventually develops into an idea, and it is the idea that forms the foundation on which all improvements are made. Once an idea has been created, the necessity of fully developing it becomes readily evident, and there is

A Box Car's Autobiography

C. E. B.

"JUST another box car, huh! Yuh make me snort. What's so good 'bout a 'hog'? They stay on a couple hundred miles of track all their life. Now take me; I've traveled. Goin' from coast to coast is like goin' to the corner grocery. I'm not so slow either, I've done fifty miles an hour and better across the prairies of Nebraska. Dakota wheat or iron castings from Pittsburgh they're all the same to me. I've been places where a spread rail'd mean five thousand foot with no stops on signal an' here I am in this old Chicago switchyard. See that gash just over the journal box? Platform gash? No, siree! Got that down in Sonora couple a months back durin' the recent ruckus. Sure I'll admit I'm kinda seedy-lookin' but its a rough life we lead. Probably get a new coat o' paint 'fore winter sets in. My joints are a little stiff too, but some packin' 'll fix 'em up swell. Yes, Chicago's my home town, and 1907 the date. This load's takin' me to Frisco; hope I go south from there. Don't like cold weather with snow four foot past my eaves; besides those snow sheds are too noisy and dirty.

"Well, there's the highball. So long. I'm on my way. Remember what I told you." From way up ahead one heard the couplers rattling as the engine took up the slack. Suddenly the ever-mounting sound of the jerking occurred right in front of me and old N. K. P. 96714 started rolling down the old cinder trail. The sound of the jerking faded and died away. Since then I've always had a deep respect for those dilapidated old box cars, for without their unheralded service, what would your and my life be.

SPORTS

STANDING OF CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC R. R. EMPLOYES' BOWLING LEAGUE

TEAM	Won	Lost	Pct.	Average
Assistant Comptroller	27	12	692	876
Ticket Auditor	25	14	641	890
Freight Auditor	24	15	615	858
Auditor Station Accounts	21	18	538	864
Auditor of Expenditure	19	20	487	848
Car Accountant	18	18	461	858
Comptroller	12	27	307	823
Boosters	8	28	222	800

INDIVIDUAL AVERAGE

Player and Club	Games	Average
Gumz, Ticket Auditor	32	190
Lange, Auditor Station Accounts	39	187
Krumrei, Ticket Auditor	39	187
Glesner, Auditor of Expenditure	39	187
Knoll, Car Accountant	24	187
Dale, Comptroller	33	186
Treskett, Car Accountant	39	183
Hegardt, Boosters	35	183
Peterson, Freight Auditor	39	183
Gavin, Ticket Auditor	36	182

High Team Average—Three Games

Assistant Comptroller	2,883	Ticket Auditor	2,823
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High Single Game

Assistant Comptroller	1,053	Car Accountant	1,033
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High Individual Average—Three Games

Hegardt	698	Gumz	678
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High Single Game

Glesner	257	Gumz and Knoll	256
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The Milwaukee Railroad Women's Club Bowling League

Fullerton Avenue Chapter
End of the Eighth Week

Team	Won	Lost
The Pacific Limited	16	8
The Pioneer Limited	15	9
The Arrow	14	10
The Bat	12	12
The Columbian	11	13
The Fast Mail	10	14
The Olympian	9	15
The Sioux	9	15

INDIVIDUAL AVERAGE

Player	Average
B. Albright	151
J. McDonald	150
M. Drebes	150
M. Freitag	140
E. Reck	139
M. Porten	137
L. Teske	133
G. Larson	131
E. Collins	130
M. Maney	126
M. Teske	117
H. Stegman	117
H. Rohde	117
F. Krella	105
M. Steffen	102

High Individual Average—3 Games

J. McDonald	486
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High Team Average—3 Games

The Arrow	1,221
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High Single Team Game

The Bat	475
---------	-----

High Single Game

B. Albright	202
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The race in the team event has tightened, and numerous changes can be expected from week to week.

A new single high game was rolled, Monday, December 9th, by B. Albright, 202, this being the first 200 game bowled. Numerous attempts have been made for these selected games, M. Drebes having 198, H. Rohde 195, and J. McDonald 191.

After leading the individual race for the past six weeks J. McDonald relinquished the throne to B. Albright, a very interesting battle should now be waged for top position.

Milwaukee Women Bowlers please take notice—A Get Acquainted Match Game would like to be had with any 3, 4 or 5 girl teams.

Bowling Notes

On November 19th B. Reinert started the first game with four straight blows. How come you were able to stay on the alley, Ben?

Hank Tobin rolled a score of 129. Perhaps the old "apple" is dead, Hank.

Glesner, on November 26th, in a game which included seven successive strikes, pounded the maples for a score of 257. Encore, J.

Tabor and Anderson seem to be having a terrific struggle for low man on the Auditor of Expenditure's team. They are both averaging about 160 for the last three series.

The Assistant Comptroller's rolled a great series December 3rd. The scores were 1012, 972 and 899, a total of 2,883.

The above score was, in part, made possible by the terrific hammering of the pins by J. J. O'Shea, with games of 233, 234 and 179, a total of 646. Three blows in the last game ruined a chance at high individual series.

During the same evening R. Gentz, in the second game, shot his famous "steamroller" game of 114 pins. The game included one strike, two spares, three railroads, and four blows. He came back in the next game with a 226 score.

Krumrei had a nice series with a total for the evening of 643. Ed Kusch, auditor of station accounts, on December 10, piled up a score of 243. There were six strikes in a row included in the game.

Dale's scores for the evening were 212, 212 and 148. Two cherries and two railroads ruined the last game.

Felix, why all the blows in the second game? Hettinger and Stowell fought it out for the "steamroller" score, but ended in a draw, both having 126 pins.

H. Schell had trouble in the last game when he blew in the 6th, 7th and 8th frames. Did someone excite you, Hank?

Portage Chapter

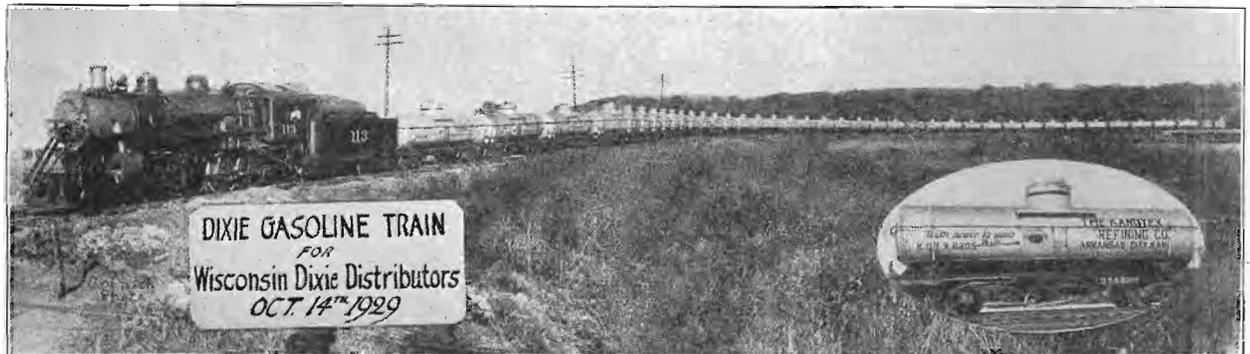
Elizabeth Bloomfield, Historian

CRITICS who claim that women of the present day are no longer interested in home cookery should have seen the crowd entering our club house on November 20th for the second demonstration in home cooking given by The Milwaukee Journal Institute. New ways of serving and cooking holiday dinners were tested; and by request different menus for luncheons and Christmas will be discussed.

At our December meeting reports of committees and the report of the Annual Meeting and Get-Together Luncheon were given.

Election of officers followed, resulting in the re-election of all officers serving during the past year.

The chapter has on sale several articles, and in various ways are earning money for the Christmas party, to be given for the children. The tree will be set up in the passenger station to better accommodate the crowds and also, that travelers may share in the Christmas spirit during the holidays. A "sewing bee" was held in the club rooms to prepare articles for the tree and for Christmas baskets.



Train of Oil Moved from Kansas City to Milwaukee Solid. The Kanotex Refining Company, Shippers, Expressed Themselves Greatly Pleased with the Service.

CLAIM PREVENTION

FRIGHT THIS UP HANDLE WITH CARE

Preventing Claims After Damage Has Taken Place and Been Reported by Consignee

A. de Garmo, Traveling Inspector

THE above subject may seem a little unusual, but because it is one that is seldom touched upon in our claim meetings, is the reason I have chosen to write upon it.

The natural and general thought in our railroad work when we see freight that has been damaged in transit, is that there will be a claim presented and that at least something will have to be paid to either the consignee or shipper. With this thought in mind, too often I believe, there is little attention paid to the possibility of discovering something, by an immediate and thorough inspection of the damage, that will entirely, or at least partly relieve our company from paying the claim.

That the reader may get my thought, I will cite two or three recent cases where such an investigation developed evidence by which we were able to show the consignee that the damage was not a carrier's liability and as a result no claim was filed.

"The First Case"

The first such case was a carload shipment consisting of twenty-four crates of rheostat condensers consigned to one of the large power companies, who was putting in a new plant. On opening the car containing this shipment, it was discovered that twenty-two of the twenty-four machines (if I may call them machines), had the frames broken. This damage was reported to one of our joint agents and the easiest thing for him to have done would have been to give the consignee a damage notation, make a bad order report, and leave the balance for the freight claim agent to worry over. However, this agent had been touched with claim prevention and he immediately notified our claim department of the damage.

Upon making examination of these damaged machines, we found that the twenty-two damaged ones had either been put in the crates wrong side up or the stencil "This side up" had been placed on the wrong side of the crates. The two that had arrived in good condition were put in the crates in such a way that the weight was resting on the four hangers, while the others had but two bearing points, and as a result all the frames had broken at the same point.

This wrong crating was called to the attention of both shipper and consignee and we have heard nothing from them since concerning the damage.

"The Dealer Was the Goat"

Another recent case was that of a carload of enameled ranges. The consignee reported ten or eleven received with the enamel cracked, and said that it would cost around twenty dollars each to repair them.

This agent was also on his toes on claim prevention and immediately notified our Claim Department.

Upon making examination of these stoves I found that the cracks were either on the under side of the panels or around the bolt holes, both being manufacturer's defects. Upon getting in touch with the manager of the stove department of this firm, he admitted that the damage was not a carrier's liability but said that they were having a hard time selling such stoves to the public, and had thought perhaps if they claimed damage the railroad company would get after the manufacturers and stop the shipment of stoves having such defects.

We did get in touch with the field manager for the manufacturer and this man advised that the small defects were natural damage which no one could overcome; and that as long as the people demanded enameled stoves they would have to put up with this condition. This information was given the complaining consignee who withdrew his complaint with the statement that it looked like the dealer was the goat.

"Damaged Sugar"

Another case was a carload of sugar received from one of the steamship lines, and transported over our line for a distance of less than two days' travel. Upon unloading, the consignee notified us that there were about 200 sacks wet and caked, and that they would expect fifty cents per sack damage, or we could take the damaged sugar. This had been reported to our Claim Department as wet sugar, but had not been acted on at the time I happened at this station and learned of the damage.

Upon making an examination of the sugar, I found a number of sacks more or less caked, some quite badly. On stripping down the outside sacks of some of those showing the most caked condition, I found that the inside sacks did not show any sign of stain, which would not have been the case had the sugar been wet. This was called to the attention of the consignee who admitted that the sugar had not been wet, but said they could not put the caked sugar out to their trade without allowing from fifty cents to a dollar per sack damage.

The consignee was advised that the caked condition was caused by a climatic condition over which the carriers had no control, and that we could not assume any of the loss, if there was a loss. We have heard nothing further from this consignee about the damaged sugar.

As some may think that such investigations would be liable to lose us business, I might say that all of the above mentioned shipments were destined to points where competition is very strong, but in no case have we lost any business; the consignee realizing that we were only fair in protecting our own interests.

I could give the history of a number of similar cases handled during the past few months, but space will not permit.

In conclusion I would like to suggest to agents and O. S. & D. clerks that when we have a bad order, we diagnose it for a cause. If we do not find something that will enable us to convince the consignee or shipper that the damage is not a carrier's liability, we may find that the shipment was not properly packed or loaded and give this information to our Freight Claim Prevention Department, who will be glad to take the matter up with those concerned and thereby prevent another like damage.

Checking Freight

E. J. Sullivan, Traveling Inspector

THE loss of entire package is one that has given those connected with the loss and damage account considerable room for worry. The amount paid under that heading each year is considerably greater than it should be, indicating that those responsible for the checking of freight at point of origin, interchange points, transfer points and destination are not checking freight according to instructions. It would be hard to believe that there is any one connected with this great system, charged with the responsibility of checking freight, that does not understand just exactly how such duty should be performed, but on the other hand, it would appear to be a case of taking a short cut, which has not been productive of the desired results. Why not start now and pick up the low spots by putting the following into practice and thereby prove to the management who are watching this account closely that it can be done?

At point of origin, parties receiving freight should check each article against the shipping instructions, making sure that such articles are as described by shipper on that document, that the correct number of packages are received and that marks on the packages agree with the name of consignee and destination and that the packages conform with the requirements of the Classification. Don't receive freight by count of the number of pieces.

At interchange and transfer points exactly the same procedure should take place, except that checking should be done in connection with the original waybill or transfer bill, noting on such documents any exceptions that might exist at such time. Before placing a short notation on such waybill or transfer bill, be sure that the shortage actually exists. In the event that a bad order condition is discovered, notation should fully describe such condition, even though it be necessary to open the container in order to count the contents, or if weighing will determine the shortage, then such container or package should be weighed.

At destination, employe responsible for the checking of freight should insist on parties calling the freight at the time of unloading from cars, calling the name of the consignee and contents of package

and each package should be checked against the proper entry on waybill at the time it is called. In the event that such freight is placed on depot platform or in warehouse prior to delivery, such freight should be again checked to consignee, or his authorized representative. In the event that shortage is discovered at the time of checking, proper notation should be placed on waybill. Do not fail to take proper receipt at the actual time of delivery.

We would not think of accepting the drayman's or consignee's count of moneys tendered in payment of freight charges, nor would we give them access to the cash drawer or permit them to make their own change for fear that cash would not balance. Why not guard our freight as we do our cash, as a shortage of freight represents a shortage in the cash drawer of the treasurer and a decrease in net earnings?

Error in Billing

Blank, Wis., to Gainesville, Texas, waybill M-837, of August 23, 1929, covers a shipment of 11 bundles and 1 box of cheese. Agent at point of origin in billing shipment, however, neglected to show the one box of cheese, the result being that it checked over at Chicago and had to be disposed of at a net loss of \$3.66 in order to avoid damage account deterioration due to delay.

Error in Billing

Blank, Wis., to Milwaukee, Wis., waybill 5, of July 10, covers a shipment of cheese consisting in all of 16 boxes. Agent in billing the shipment, however, omitted one box, billing a total of 15, the result being that the box in question apparently went astray in transit, and we are now obliged to pay a claim to cover in the amount of \$4.20.

Error in Billing

Blank, Ill., to Rolla, Mo., waybill 6, of November 15, 1927, covers one box Dormant tree. Original bill of lading shows this shipment as destined Rollo, Mo., but agent in billing shipment showed destination as Polo, Mo., a local point on our own rails. As a result of this error shipment was delayed in transit, and apparently as a result the tree failed to grow, and we are now paying out a claim in the amount of \$83.58 to cover.

Service and Safety Stand for Economy

*M. P. Ryan, Stockyard Foreman,
Marmarth, N. D.*

THE C. M. St. P. & P. Railroad wishes to create an atmosphere and environment so that their men can work together in harmony and teamwork and so express progress as well as efficiency and economy and as their business is to sell service this service must be expressed in "Safety."

Safety stands for economy and we cannot afford to lose revenue by paying claims which can be avoided.

My observations are connected principally with stock movements so I shall endeavor to point out efficiency and economy along these lines.

In the shipment of live stock, service should start as soon as cars are ordered. They should be inspected for nails, loose boards, poor roofs, bull boards, doors

and holes in floor, then the cars should be well bedded.

When the stock arrives at the yard they should be examined by agent or section foreman for cripples, lumpyjaw, weak ones and bulls with horns.

Many shippers have one or two "canner cows" they want to go to market and if put in shipment in their weakened state they usually get down in car and the claim or loss on these animals pays the freight on car for the shipper.

Each car should be counted when loaded and all exceptions noted on waybill, and see that each car is not overcrowded, and if any exceptions are noticed, wire yard foreman he can look out for these and take up matter with man in charge on arrival.

Conductors picking up stock should inspect all cars, seeing that none are down before leaving station. They should be courteous to stockmen, telling them where they can find their stock on the train, in case they should want to look them over; tell them as nearly as possible time of arrival at destination; the most suitable place to eat and try to look after their contracts before they go to sleep, thereby winning friends for the Milwaukee.

When stock arrives at terminal to be unloaded have the switch engine on the job to unload at once.

During the extreme cold weather range horses are in weakened condition from poor feed on open range and cannot stand a trip on the road. They should be very thoroughly inspected and actual condition noted on waybill and contract.

Our work requires good fellowship among men with no prejudices to cause failure and we will each find a cheerful smile or a hearty handclasp will make our tasks better and more complete.

Handling Northwest Grain Crop

(Continued from page 8)

The Bass Lake Yard is what is known as the Gravity Yard, entire yard having a grade of about .75 of 1 per cent. The switching is handled at the west end of the yard, it being necessary to ride all cars onto the track on which they belong and set hand brakes. During the peak business, the lead engines at this end of the yard are triple crewed and in addition to the regular crew, from six to eight riders and one to two switchtenders are employed, the number of men used depending, of course, on the volume of grain which we have ahead to be switched each night.

A great deal of the grain received at Minneapolis is reconsigned on the original waybill to the Head-of-the-Lakes where it is taken into elevators and re-shipped from such elevators by boat via the Great Lakes, and the handling in the Head-of-the-Lakes territory is very similar to that at Minneapolis, except that it is not necessary to resample all of the grain at that point, some of it being ordered direct into the elevators without additional sampling or grading, the grading taken at Minneapolis being used.

During the heavy season we have found it possible to move as many as seven solid grain trains from Minneapolis daily to the Head-of-the-Lakes, and in fact, it is not unusual to have four or five such trains per day during heavy movement.



Card of Greeting

I wish through The Magazine, to express my good wishes to all employes of this great Milwaukee Railroad; and to wish them,

A Happy and Prosperous New Year.

WILLIAM R. BARBER,

Representative,
Pension Association.

Beloit Chapter

Mrs. George Brinkman, Historian

THE regular business meeting was held December 4th and was well attended. The usual reports and routine business was conducted. Election of officers for the coming year took place as follows: president, Mrs. N. P. Thurber; first vice-president, Mrs. Win. McIntyre; second vice-president, Mrs. Melvin Howe; recording secretary, Mrs. L. J. Lightfield; corresponding secretary, Mrs. Edgar Ruck; treasurer, Mrs. James Ferrero; historian, Mrs. George Brinkman.

Plans were completed for a bake sale on December 14th, and a dance for the same evening.

After the business meeting a program was enjoyed and refreshments were served.

Janesville Chapter

Mrs. Marie Morrissey, Historian

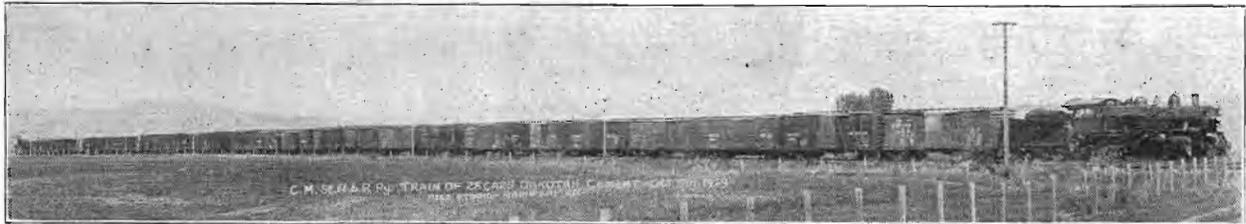
ANOTHER successful dinner party was given in the club house for the families of the members at which more than 100 were served. The board of directors, headed by Mrs. J. W. McCue, second vice president, was in charge. Smilax banked the tables with roses adding a note of color.

Following the dinner a short program was given. Mrs. E. F. Krenke was toastmistress. Mrs. T. H. DeCoster and Mr. E. F. Krenke gave several vocal solos, accompanied by Miss Harriet Mulligan. Mrs. George J. Ryan, president of the club, gave a talk on "Membership." Mr. E. J. Ripberger gave a talk on "Thanksgiving," and George J. Ryan complimented the club upon its accomplishments. Cards followed the program.

A membership drive is being conducted, and from all reports we shall have all our members back with us, and a few new ones, by the end of the year.

The contributing members are sponsoring a "Feather Party" November 25. Our series of card parties are proving very popular.

We have lost our oldest member, Mrs. James Sollinger. She was 84 years old, a charming old lady, who attended all of our social affairs. A special tribute was paid her on Mothers' Day by our club. We extend our sympathy to the Sollinger family.



A Trainload of South Dakota Cement

ABOVE is a picture of a solid trainload of Dakota cement, 28 carloads in all—1,728 tons—from the state-owned plant at Rapid City, S. D., October 5, 1929, with Conductor Boyle in charge, brakemen Clark and Callen, Engineer Malone and Fireman Saxer.

This cement was all destined to South Dakota points, including five cars for Canton and five cars for Jefferson, for paving jobs there.

The South Dakota cement plant at

Rapid City is state owned, with Mr. E. E. Hartley, sales and traffic manager, in charge. Mr. Hartley was at one time connected with the Milwaukee family in the station service on the R. & S. W. Division. His assistant, Mr. Ray Shore, is also a former Milwaukee employee, having resigned as agent for this line at Rapid City to accept service with the cement company.

This plant is one of the thriving industries located at Rapid City being served by the C. & N. W. Ry. and orig-

inate more tonnage each year than all the other concerns combined.

The Milwaukee Road will handle about 1,500 cars of cement out of Rapid City this year, an increase of around 300 cars over last year.

With an increased paving program being urged upon the State Legislature, and a paved Custer Battlefield Highway from Canton to the Black Hills advocated as the first cross-state venture, an ever-increasing volume of cement movement from Rapid City is assured.

Splinters from the Wooden Shoe "Browning"

MR. A. B. WORTHING, chief dispatcher at Channing, and party, returned from a successful hunting trip at Tolfree, having bagged six nice deer. Congratulations.

Our general Section Trick Dispatcher J. H. Anderson also returned from a hunting expedition, empty handed. Harry tells us of having felled a big buck with a single shot but was unable to find it. Sounded real convincing, too.

Dispatchers A. A. Seeman and Engineer Claude Clark went hunting a few hours and each returned with a monstrous buck. I wonder.

It has been reported that several of the hunters from lower Michigan lost their deer after having killed them and gone for help to get them in.

We have had quite a little snow and have operated the flanger and spreader over the O. & B. and Iron River Lines. This will probably be a regular thing now.

The Safety First campaign is going along fine this month. Reports of injuries are becoming very rare and this is certainly good news and hope the good work is continued.

G. M. Knudson, of Kelso Jct., killed a good sized black bear and a nice large buck. Friend Gus is some hunter—we will have you know.

Everyone is getting prepared for the Christmas rush. It will be fine if we can get through this season with an on time performance with our passenger trains and I hope we are able to do this.

Dispatcher I. A. Friess and family visited at Saukville with Mr. Friess's parents.

Dispatcher E. A. Grade has taken up bowling and is making some good scores.

Channing may well be proud of its bowling team; The Railroaders stand at the top of their league. Keep it up, boys, and be there at the finish.

A very successful ore season came to a close on November 24, when the last train of ore, 127 loads, moved to the docks. The season's loading was 34,127 cars, carrying a total of 1,902,383 tons of ore.

Log business on the west end is becoming active and the indications are that in a short time there will be a steady stream of "wooden bananas" moving from woods to the mills. Pulp wood movement will also be heavy.

Now that the football season is over Baggage man John Deneen should be able to catch up on a little rest which he lost while following the great World's Champions, "Packers"

Football Team, around. John is a great backer of a wonderful team.

Congratulations are offered to Irwin Thiesfeldt and wife on the arrival of a nine-pound boy, and Cecil J. McAbee on the arrival of an eight-pound girl.

We feel very proud to think that the Milwaukee Road was able to handle the champions of the National Football League, the Green Bay Packers, on their eastern trip. They left Green Bay in a special sleeper on November 21st for New York and were given a big send-off at the depot by the American Legion Band and the fire department. We then handed them on their southern trip to Memphis, Tenn., on December 14th.

Aromas from the Cereal City

Ray

THE Industrial League is composed of the best teams in the city and some fast games are on schedule. The next game is to be played against the Quaker Oats five, December 18th.

Switchman C. E. Wymore is back on the job after two months' absence due to an operation for appendicitis.

Miss Elizabeth M. Stone and Stephan L. Norris were united in marriage November 30th at St. Patrick's Church. The groom is a locomotive fireman in Cedar Rapids Yard. Their many friends wish them happiness.

Our sympathy is extended to Switchman Frank Freeman, due to the death of his mother, who passed away December 6th at her home. Mrs. Freeman was an old-time resident of Cedar Rapids.

Marion Robb is again numbered among the freight office force. This time he is filling the position of abstract clerk.

The Milwaukee Athletic Club opened the Industrial Basketball season with the Penick & Ford team, December 10, at the Quaker Oats gymnasium. The A. C.'s took the short end of the count, 26 to 17. The game was played before several hundred fans and the occasion was livened up considerably by the presence of the Penick and Ford 50-piece band. The summary:

P. & F.			
	G.	F.	P.
Harris, f.	4	0	0
White, f.	0	0	0
Rose, f.	0	1	1
Danek, f.	0	0	0
O'Dean, c.	3	1	1
O'Grady, c.	0	0	0
Beam, g.	0	1	1
Mortimer, g.	3	1	1
Yanda, g.	0	0	1
Corey, g.	0	0	1
Underwood, g.	1	0	1
	11	4	7

Miles City Chapter

Mrs. Edith Pettersen, Historian

A VERY enjoyable program was presented at the meeting held November 22, consisting of a piano solo by Richard Schmickrath, a musical reading by Lucille Anderson, accompanied at the piano by Miss Leonora Jaastad, and accounts of experiences in the Sunshine Camp conducted near Miles City this past summer given by Jeannette Gray, Lonabelle Vest and Thelma Vest. Hostesses who served refreshments were: Mrs. E. J. Frawley, Mrs. A. J. Frawley, Mrs. C. S. Brown and Mrs. Earl Farr.

Since the cold weather has set in in earnest there have been numerous calls for clothing and the Welfare Committee has been very active responding to same.

We are all busy with Christmas plans. Passenger Conductor Charles S. Brown has donated a set of doll furniture which he made, and chances on same are being sold, the furniture to be raffled at the December meeting. This year the club Christmas tree is to be set up, decorated and illuminated in the Milwaukee Park and is to be entered in the organization division of the city Christmas tree contest. There is a substantial prize offered for the prettiest tree and we intend to win it.

At the Safety First meeting held Monday night, November 25, at the club house, a cafeteria lunch was served to the men by a committee of ladies from the chapter.

Mr. J. D. Scanlon, editor of the Miles City Daily Star, has presented the chapter with two beautiful American flags to hang in the club room.

M. A. C.			
	G.	F.	P.
G. Brousard, f., g.	0	0	2
Powers, f.	0	0	0
T. Brousard, f.	2	0	3
Hamblin, f.	0	0	0
Morey, c.	6	0	2
McGuire, g., f.	0	1	0
Schmidt, g.	0	0	1
	8	1	8

HELP WANTED!



Maximum Loading

MUCH has been said in these columns and through circulars about the campaign to secure maximum loading of freight car equipment. While some improvement has been made, generally speaking, we have not made the progress anticipated.

There is quoted below an extract from an address delivered before the Grain Dealers' National Association at Peoria, Illinois, on October 15, 1929, by Mr. M. J. Gormley, Chairman, Car Service Division, American Railway Association:

"How Increased Loading Can Be Secured

"And this brings me directly to the point I would like to impress most vividly upon you, namely, increasing the net load per car. We have made an estimate that by increasing the load per car one ton there would be added not less than \$100,000,000 a year to the net earnings of the railroads. Probably some of you are saying right now—'Fine, but what do we get out of it?'

"Take it, then, from an entirely selfish standpoint where you can put your hand on the actual dollar and you will find that by heavier loading you can reduce your expense of handling and your sales cost per unit, you can eliminate demurrage and, in other ways, make sufficient money yourself to justify the practice, regardless of the other things that you will accomplish in the way of making it possible to handle the traffic of the country with less equipment and with more efficiency, thus promoting the greatest possibility of a reduction in transportation costs which, of course, must mean eventually a reduction in the charges for transportation. I have already called your attention to the reduced revenue per freight unit during the past eight years. I have not yet made mention of a far more important benefit of dependable transportation service which has made possible the cutting down of inventories, the easing of money rates, the stabilizing of business and the more rapid movement in the flow of goods from factory to consumer. These effects themselves are worth the price.

"Examples of Increased Loading

"The question arises, however, can the load per car be increased? I believe that the best way to prove that it can be done is to show what has been done. We have in our files hundreds of examples showing what different firms and individuals all over the country have done in this matter of heavier loading. These examples run the gamut of all commodities from alfalfa to zinc oxide. I will give you only a few of them pulled at random from our files.

"1. A large manufacturer of food-stuffs in the middle west receiving about

130,000 cars a year, including 44 commodities, by handling with shippers increased loading on 29 of these commodities. Twenty-six of the 29 show increases of five tons per car or more, one being increased 15 tons per car.

"2. A large receiver of flour in New England, when interviewed as to heavier loading, promised to handle with shippers. A later check indicated that loadings from one shipper had been increased to 73,500 pounds per car where previous loadings had been 58,980 pounds per car—increase of \$41.24 in revenue per car. Another shipper increased loading from 59,200 pounds per car to 74,025—increase of \$81.43 in revenue per car.

"3. A large baking corporation operating factories in 36 cities agreed to instruct that flour destined to it be loaded 400 barrels to the car instead of 250 and 300 barrels as previously. This concern receives approximately 5,000 cars of this commodity a year.

"4. A receiver of gray middlings in the middle west taking about 100 cars a month instructed shippers to increase the loading 100 sacks per car, causing an increase of over five tons per car, which will eliminate handling of 16 cars in a month's business.

"5. Seven flour receivers in a Tennessee city had been receiving loads of 250 barrels, 49,350 pounds. Upon solicitation they agreed to order cars loaded 350 barrels, 68,950 pounds—increase 93/4 tons per car.

"6. A New England contractor holding a contract for a road construction project agreed to increase cement orders from 924 bags, 87,780 pounds to the car to 1,200 bags, 114,000 pounds—increase 13 tons per car.

"7. A construction company in South Carolina holding a contract for a project requiring 47,000 barrels of cement, gladly agreed to order in maximum carloads. It said it 'had never given the matter any thought in the past.'

"8. Steam meal destined to a receiver in Tennessee averaged during month of March, 1929, 428 sacks, 43,335 pounds to the car. Upon solicitation loading was increased in the case of burlap sacks to 600; paper sacks to 500.

"9. Bulk corn meal and corn cake moving to receiver in Tennessee had been averaging from 65,000 pounds to 70,000 pounds per car. Upon solicitation, the receiver instructed the shipper to load to full cubical capacity of the car, which gives load of approximately 82,000 pounds. Increased revenue per car \$25.46.

"10. An eastern street railway was receiving bulk salt loaded by contract, 22 1/2 tons per car. Upon solicitation, this was increased to 44.3 tons, an increase of 21.8 tons per car. This increase of almost 100 per cent eliminates the move-

ment of cars into a section out of which the preponderant movement is empty.

"11. A large receiver of sugar in the middle west agreed, upon solicitation, to order in larger carloads. Previous shipments had been moving 600 bags, 60,000 pounds to the car; cars now are loaded 800 bags, 80,800 pounds—increase 10.1 tons per car.

"12. A large shipper of flour in Minnesota shipping to its own warehouses, was found to be loading 49,350 pounds per car, regardless of the size of car furnished. Upon solicitation, instructions were issued to load in future, 89,000 pounds in all 80,000 capacity cars and 110,000 pounds in all 100,000 pound capacity cars. Under new loadings the tonnage will move in less than one-half as many cars as previously.

"13. A check in February of coal receipts of a company in Minnesota disclosed an opportunity for increasing the load, and the receiver was solicited. Later check in May indicated average per car had increased 15,412 pounds. This eliminated one car of every seven as previously handled, and as this receiver pays a reweighing charge of \$2.25 per car, this means a considerable saving to them. Based on a year's business, this increased loading saves \$321.75 of reweighing charges alone.

"14. Aluminum ore loadings of a large shipper in Arkansas were found to be running 80,640 pounds to the car. Investigation developed that failure to load heavier was due to inability of its mechanical loader to do so. As a result of solicitation, for heavier loading, a change was made in the loading machine, which now enables this shipper to load 89,600 pounds in 80,000 pounds capacity cars and 109,760 pounds in 100,000 pounds capacity cars.

"15. A recent check of wheat loadings on one of the large roads serving the winter wheat belt indicated that 18,000 cars of wheat loaded in 1928 averaged 110.9 per cent of nominal capacity. The same number of cars in 1929 averaged 112.8 per cent in the relation of load to nominal capacity.

"The Matter of Increased Carload Minimums.

"I know that a great many of you have expressed the fear that with the addition of the larger equipment and the elimination of the smaller cars you will be confronted with greatly increased minimums that may prove burdensome to the small shipper and the small dealer. We now want to repeat what we have said a number of times, and that is that the Car Service Division has nothing whatever to do with minimums, never has had and does not want to have, and any action that may be taken by any of the traffic

associations is entirely independent of the work of the Car Service Division and is not based upon any of the results that have been accomplished in the way of heavier loading by the co-operative efforts of the shippers with the Car Service Division. You should remember that individual railroad officers are just as independent as individual members of the National Grain Dealers' Association. I do not believe that you could say that you control the actions of every member of your association.

"The rate association dockets are open to the submission by anyone of a proposal that might include minimums, but the mere fact that it may be placed on the docket does not mean that it is going to be adopted. Several such things have appeared on the dockets within the past few years, but we have no knowledge of any of them ever having been made effective.

"We have said nothing about attempting to increase the car load that will not be disposed of by the dealer in three weeks or a month. In reality minimums are made to take care of that situation. What we ask is that, where shipments are moving in sufficient volume, cars be loaded to their full capacity. We have not done anything or attempted to do anything in the way of soliciting the small dealer whose shipments are very infrequent, to do anything that would interfere with the economical conduct of his business.

"We realize that an increase in the capacity utilization of equipment can be best brought about by co-operative action with the shippers on the basis of mutual benefits, and great strides have been made in that direction. To raise minimums as high as they could possibly be raised either by consent of shippers or by the action of regulatory bodies will never produce the desired results. If we were to rely on increased minimums to get us proper utilization of equipment, we would never accomplish anything.

"In my judgment, along this line there will be found one of the greatest possibilities for effecting further economies in railroad operation. From every point of view, even on the basis of individual self-

interest, efforts here will pay big dividends.

Railroads and National Prosperity

"It would be a fine thing in this country if the people engaged in agriculture and all other business could realize that it is not possible to have a prosperous country without prosperous railroads. How many of you know that the railroads use each year 25 per cent of the coal mined in the United States. How many of you know that the railroads consume 30 per cent of all fabricated steel, 25 per cent of all timber cut for commercial purposes and 11 per cent of all petroleum produced in the United States. In 1928 the employees of Class I roads received as compensation the purchasing power of over two billion eight hundred million dollars and the railroads gave the government in the form of taxes \$389,000,000.

"We cannot have a truly prosperous condition unless every factor in the economic situation is prosperous. The whole thing is a constant cycle. To the extent that the railroads cannot buy, to that extent the producers will fail to sell. If the railroads cannot buy coal, steel, lumber or petroleum, the industries producing these things are obviously hurt. If the revenues of the railroads are greatly disturbed, the purchasing power of their employees will be lessened.

"Thus it goes all the way down the line. All phases of business, agriculture, mining, industry and trade are inextricably tied into our economic system. There are none which are independent of the rest. Anything that reacts unfavorably on one major industry has a similar effect ultimately on the others.

"The reverse is also true. Whatever effects favorably one fundamental industry will find its favorable reaction in the others. It is for this reason that I have been trying to point out to you what shippers may do to aid the carriers in attaining their goal of capacity utilization of railroad equipment. Your efforts along this line will be rewarded not only on the continuation of efficient and dependable transportation service, but will also be amply paid for in direct and tangible returns accounted for by your own cash register."

or by arranging with some other company to carry the load temporarily.

The load dispatcher keeps a record of his instructions and operations that would make the train sheet of a heavy division look to its laurels in the matter of complexity and complete detail.

He is responsible for the safety of the various line crews working on the wires. Should he overlook an order or issue improper instructions, it is very apt to result in loss of life. Electricity usually gives a man but one chance to forget. You are either right or you are dead when handling high tension wires.

The position is not quite so complicated in railroad service. There are but two of these positions on the Milwaukee, one on the Rocky Mountain-Missoula Division held by Mr. Milton Mason and one on the Coast Division held by myself.

We are particularly concerned in seeing that the power supplied to the Milwaukee is properly handled, that the train spacing and tonnage is such that the power is efficiently used, that the various

departments are properly instructed in the handling of electrical operation.

We coach the dispatchers and any others who may need it in electrical matters, keep the superintendent informed on electrical questions that come up and then in our spare (?) time do any railroad job for the superintendent that comes up and which nobody else seems to have time for. We are supposed to be a kind of combination electrical expert, engineer, trainmaster, roadmaster, yardmaster, dispatcher, or what have you. They criticize you for holding up operation and yell for you as soon as you are out of sight. You get cussed at and talked about at various times, but they will call you up at 2:00 a. m. to tell you some engineer saw a loose wire or that the voltage is low and ask what to do next.

The word monotony is not in your vocabulary and twenty-four hours make a day, but if you have the patience of Job and a hide like a rhinoceros you like the job and grow fat on it, just like any other true railroad man.

A Message to Ex-Service Men

(Continued from page 10)

value of hospital and medical attention amounted to \$90,750.

The Milwaukee Road Post has chosen Americanization, Child Welfare and Safety for its major activities for 1930, at the same time bowling and shooting will be the principal social activities.

The Post is dedicated to the eternal service of our nation and our flag. We remember in love our departed comrades who showed their loyalty in their lives and sealed it with their deaths; we are mindful of the debt the nation owes our comrades in hospitals and elsewhere who are suffering from mental and physical diseases; their heroic example is to us an everlasting inspiration.

We are alive to the distinction which our Post name (Milwaukee Road) carries with it.

To this Post we invite every ex-service man on the railroad; make this your Post and help to make this Post one of the best Posts in the Legion.

All correspondence should be addressed to H. Shallanda, Adjutant, 265 Graham Street, Milwaukee, Wisconsin.

Why Is a Load Dispatcher?

W. M. Evans, Load Dispatcher,
Coast Division

THE Editor says that she has been asked and is passing the question on.

"Load Dispatcher" is as familiar a term to those who work for the big power companies as "Train Dispatcher" is to railroad people and he occupies exactly the same position. If you compare the various power lines covering the country to the railroad lines the similarity is more complete.

Power can be sent to various points over different lines and by various routes and combinations of different power sources just as the railroads deliver commodities over various routes.

In case of a power line failure the load dispatcher calls the trouble crew instead of the wrecker, and arranges to "detour" the necessary power by using other lines



Inset: Mail Handler Parsons, Spokane Union Station. Below: A String of Fish Caught in St. Joe River. Mr. Parsons Manufactures the Flies with Which the Fish Were Caught.

Current News of the Railroad

The New Chicago Team Tracks

F. M. McPherson, Agent, Union Station

A BIG JOB BY A PROGRESSIVE RAILROAD. The completion of the new Milwaukee Road team tracks and driveways at Chicago marks another big step forward by this great railroad to furnish more modern facilities for the convenience of its patrons.

It is hard to do justice in describing this most wonderful improvement, taking place as it did right at a period of the year when business was at its best; and nothing further need be added except that our most able District Engineer Mr. C. T. Jackson was in charge of the big task of transforming the old delivery yard into the most modern terminal team tracks in Chicago.

The first shovel of ground was turned on Monday, September 16, and one week later found one-half of our old tracks and driveways torn up, our poultry, meat and automobile platforms removed and the old crane torn down and out of the way. A few days later on October 2, the first new 35-foot all-concrete driveway between tracks Nos. 2 and 3 laid and ready for service, and this was followed by additional improvements from day to day, so swiftly and systematically that there was no interference with the service, as the new tracks, driveways and platforms appeared and were put into use.



Inset: Before the Work Was Begun.
Below: The New Layout.

The new yard has a spotting capacity of 117 cars all placed for delivery, and the thirteen city blocks of solid concrete driveways serve all tracks and platforms eliminating all possible interference and delays while loading or unloading. The live poultry platform equipped with water and electric lights, together with other modern facilities for handling poultry will accommodate nine cars at one setting, and the meat platform is built on the same modern plan.

The new all-electric crane for loading and unloading heavy freight will be of 25-ton capacity with a 7½-ton auxiliary hoist and will be capable of serving fifteen cars at one setting.

To those who are not familiar with the location of the Milwaukee Road Chicago Team Tracks, let me mention that they are located just west of the river at the gateway of Chicago's loop district and

alongside of the Great Fulton Market, where the city's meat, poultry, fruit, vegetable and other products are handled. It is centrally located so that the best service can be furnished on Chicago delivery business to all points, including the South Water Market.



The West End, Showing Fulton Market in Background

At the west end of this yard is located the Fulton Market Cold Storage Warehouse, and at the east end we find the North American Cold Storage Warehouse, both modernly equipped for cold storage of any description and ready to serve patrons of the Milwaukee Railroad. This in addition to the large dry storage warehouses located on our rails offers the greatest advantage to shippers in general for prompt placing and delivery of all commodities, and the improvements which I have just described, I am sure, are sufficient to warrant the continued liberal patronage of our customers and at the same time encourage a large volume of new business to our railroad.

Elnora Cannery Does Thriving Business

Surpasses All Previous Records

C. C. Sims, Agent

ELNORA, INDIANA, that beautiful little city, located along White river, on the Terre Haute Division, in the northwestern part of Daviess County, has, for a number of years, boasted with true pride, of having one of the best canneries to be found in this section of the state. It has, since the very beginning of its operation, done a good business each season, but it surpassed all previous records this year. But before we attempt to relate the remarkably good business done this season we wish to give our readers a brief history of this thriving little plant.

About ten years ago, representatives of the Vincennes Packing Corporation, Vincennes, Indiana, investigated the possibilities of building a cannery at Elnora. These representatives were immensely pleased with the progressiveness of our citizens, the splendid facilities for shipping, and knowing that the soil was especially adapted for growing tomatoes, beans and various commodities, they at once proceeded to erect a cannery in this thriving little city.

The farmers of the surrounding community, and the citizens in general have co-operated whole-heartedly with the management of the cannery, during all these years in making it a successful enterprise, and through this spirit of unity this plant has expanded, until it is now one of the best in southern Indiana. For several years it has been under the efficient management of Mr. Albert Burk-

hart, who understands the canning business from A to Z.

As stated before, this plant has always done a good business, but the record this season was the best ever. Last spring Mr. Burkhart induced a number of farmers to put out a larger acreage of tomatoes and beans than heretofore and as the season was especially good a splendid yield was realized from these commodities.

The cannery opened for business about June 10 at which time it began the canning of beans. For almost a month the plant worked day and night to take care of the vast quantity of beans that were delivered daily. During this period more than 460,000 cans were put up. This enormous quantity of beans was raised from one hundred acres, which averaged over two tons per acre.

With the close of the bean canning season came the tomato canning. For several weeks the plant had a large force of men and women working day and night to take care of the hundreds of tons of fine tomatoes. From 610 acres of tomatoes were canned 1,344,000 cans of pure tomatoes, tomato soup, and tomato puree. An average of six tons per acre was realized this year. The brands of beans and tomatoes canned at the local plant are: "Vincennes Class A" and "Alice of Old Vincennes."

The Canning Industry at Freetown

A Big Pack in 1929

J. H. Davis, Agent

THE Vincennes Packing Corporation had contracts for 700 acres of tomatoes, 250 acres of green beans and bought from the farmers 1,500 tons of pumpkins for canning at their factory located at Freetown this season, just closed.

Their pack here this year was about 1,848,000 cans or 77,000 cases, which will equal about 110 car loads when shipped out, they used during the season in packing this crop, 17 car loads of coal, 4 car loads of paper box material, 31 car loads of empty tin cans and 5 car loads of fertilizer sold and distributed among the farmers for fertilizing soil before planting out this acreage.

They employ during the canning season about 250 men and women, the annual pay to the farmers for raising these vegetables amounts to from \$75,000 to \$100,000 and their labor payroll about an equal amount.

This packing company's plant at Seymour, during the year 1929, contracted for the yield of 1,235 acres of sugar corn, 630 acres of tomatoes, 150 acres of green beans and 80 acres of pumpkin.

In order to pack the above commodity it required: 56 car loads of cans, 30 car loads of bottles, 8 car loads of fibre boxes, 47 car loads of coal, 4 car loads of salt, 2 car loads of bottle caps, 5 car loads of sugar, 3 car loads of vinegar, 2 car loads of onions.

During the year 1929, up to November 20, this factory shipped 224 car loads of finished products and 398 individual L. C. L. shipments.

A New Oil Electric Locomotive

For Switching Service, Chicago

AN OIL ELECTRIC switch engine designed to operate with a commercial grade of fuel oil and to comply with the city's smoke ordinance has been received and placed in service, for test purposes in the Kinzie Street Yard, Chicago.

The locomotive, built by the Baldwin Locomotive Works and the George D. Whitcomb Company, in the latter company's plant at Rochelle, Illinois, is the first oil-electric to be placed in service on The Milwaukee. It will do team track, freight house and industrial switching.

The power plant of the new engine consists of two 300 h. p. engines connected to generators of ample capacity to serve four 230 h.p. traction motors located on the axles. A "gasifier" burns efficiently a distillate or furnace oil and without obnoxious odors. The weight on the drivers is 180,000 pounds equalized uniformly on 38-inch rolled steel drive wheels equipped with roller bearings. It is the first switch engine to be so equipped.

The Mechanical Department has cooperated with the builders in the development of this engine. It will be understood that this is not a "Diesel" engine, but an "oil-electric," said to be the first of its kind built for heavy switching service.

The 1930 Expenditures

The Milwaukee Will Contribute to the Business Activities of the Country

ESTIMATES just prepared by The Milwaukee to show probable expenditures in 1930, indicate that we shall contribute to the business activities of the country next year a total of over \$150,000,000. This sum includes the cost of 300 ore cars, ordered last week, also 600 flat cars, 700 box cars, 1,000 gondolas and 750 stock cars, orders for which it is expected will be placed shortly. It also includes expenditures for new passenger cars, which will be built in company shops, and a considerable amount of new work equipment.

The Milwaukee also plans to purchase 15 freight locomotives in addition to 15 high speed passenger locomotives which are now being constructed.

The new equipment referred to will cost between \$10,000,000 and \$11,000,000, according to the announcement.

In 1930 delivery will be effected of 50,000 tons of rail ordered a short time ago.

Subject to approval of the Interstate Commerce Commission the directors of the company have authorized the revision of the line between Polo and Birmingham, Mo., in conjunction with similar work to be done by the Rock Island road. This project calls for the expenditure of more than \$2,000,000 by this company for construction of 21 miles of new track and the revision of about five miles of present track to provide a double track line for joint use of both roads which will effect important operating economies.

Although not yet decided upon by our directors, the budget for other roadway and structures capital expenditures for

1930 is expected to amount to approximately \$15,000,000—an increase of about \$3,000,000 over 1929.

As maintenance and repair expenses afford continuous employment to our 50,000 employes, it is proper to include them in any figure representing proposed expenditures. The railroad's tax payments also are important contributions for public benefit.

Adding for estimated maintenance and repairs expenditures \$120,000,000 and for taxes \$10,000,000, a grand total well over \$150,000,000 is reached.

New Twin City Train The Riverside

BECAUSE of the change of time of The Columbian train, a new Twin City train enters into service. This is a daylight train from the Twin Cities to Chicago, and it is so named because of its daytime ride through the scenic beauty of the River Division, following for many miles the east bank of the Mississippi River.

Twin City Chapter

Mrs. F. P. Rogers, Historian

THE board was entertained at luncheon in their club rooms in the Milwaukee Depot October 31. The hostesses were Mmes. Kurzeka, Muller, McMann, Hack, Holbrook, Morken and O'Neil.

Our president, Mrs. Bannon, presided. After the various chairmen had submitted their reports, Mrs. Donehouer gave a report on the get-together luncheon held in Chicago at the Drake Hotel, October 26. About twenty-four women represented the Twin Cities.

Every city and nearly every town along the great Milwaukee System had one or more representatives, making the grand total of 840 people to be seated at the luncheon.

Mrs. Byram, who presided, introduced the speakers, and thanked Mr. Scandrett for the \$5,000 contributed by the Milwaukee Railroad, and also for his personal donation.

November 4 our regular meeting was held in the Masonic Hall. After a brief business meeting a Halldøwe'en party was greatly enjoyed by all.

As each one entered the room, large or small, they were requested to climb a ladder and go down the slide, at the bottom of which a siren was sounded and each one presented with a bag of beans to be used as payment at the various side shows. At the "fish pond" a fish was to be caught by everyone casting the hook, and at the little darkened theater peals of laughter and shrieks of terror were heard above the din of the caller at "Fat Emma's" cage.

The "Raised Twins" was another great attraction.

Election of officers took place at the December meeting, held on the evening of December 2nd. The officers elected are: president, Mrs. E. H. Bannon; first vice-president, Mrs. R. C. Donehouer; second vice-president, Mrs. Anna K. Bryant; secretary, Mrs. M. J. Gruber; corresponding secretary, Mrs. Maxine Rasmussen; treasurer, Mrs. T. A. Morken; historian, Mrs. F. P. Rogers. It will be noted that all of the officers were re-elected for a second term.

Mrs. Bannon, her officers and committees, with the help of every member of the chapter, look forward to a very active and happy year.

Perry Chapter

Ruby Eckman, Historian

THE November meeting of the Perry Chapter was an especially interesting one for about seventy-five of the members. Under the direction of Mrs. Victor Hansen, a birthday party was arranged. Twelve members, namely Mesdames W. J. Fuller, Thomas Rellihan, Ray Hickey, John Conway, Chester Evitts, Charles Swift, George Taylor, R. C. Dodds, Harold Hass, E. E. Banyard, W. T. Stockton and L. M. Audis, each decorated a table with decorations suitable for the various months, and the guests were seated according to the month of their birth. In the center of each table was a birthday cake and after the program which was arranged by Mrs. Ralph Hartman and included readings by Mrs. Conway and Mrs. J. Q. Hull; a musical trio by Mrs. Banyard, Mrs. Green and Mrs. Santee with Mrs. Krohnke as accompanist; a musical number by Coletta and Isabelle Reel, Patricia Collins and Clara Bertsch on the ukeleles with Katherine Hill accompanying. Refreshments were served by a committee composed of Mmes. Thompson, Lee, Woods and Stitzel.

Each table selected a spokesman who gave a little talk on why each one thought her birth month was the best. The ladies unanimously voted to make the birthday party an annual affair.

The Perry Chapter held their annual election in December and put to work in new positions a lot of the members who have served in other capacities. The Membership committee have already started their drive to keep their list for 1930 as high if not higher than 1929. A food shower was held before Christmas to stock the larder for the less fortunate of the railroad families.

St. Maries Chapter

Mrs. Chas. Conley, Historian

A VERY interesting Safety First meeting was held at the Elk's Temple, in St. Maries, November 12. An invitation had been extended the ladies to attend this meeting, and put on a dance later in the evening.

Talks were made by Superintendent N. H. Fuller and Mr. B. H. Vandinburg, district safety inspector. Mr. DeGarmo and Mr. Hurlbut of the Claim Department at Seattle gave short talks. After the business session was over the floor was cleared and dancing enjoyed the rest of the evening. Lunch was served by a committee of ladies.

Our November meeting was held at the club house on the 18th. During the business session, our President Mrs. C. J. Leonard, gave a very fine report on the convention, which she attended in Chicago.

Mrs. C. Terry, chairman of the Good Cheer Committee, gave her report of the visits made on the sick in the hospital and in the homes. Flowers were sent to the sick during the month, also flowers for a funeral. The report of Mrs. T. C. Wurth, of Avery, was read. Mrs. P. Michaelson, chairman, reported on our membership. Our drive is on for renewals and we hope to add more new members.

Mrs. C. Shewnack, Ways and Means Chairman, reported on the dance. Mrs. O. L. Simms, treasurer, followed with her financial report. Mrs. E. Tobias was appointed temporary secretary, taking the place of Mrs. Marion Lewis, who left to spend the winter in California. The rest of the afternoon was devoted to cards. Hostesses were: Mrs. C. Terry, Mrs. O. L. Simms, Mrs. E. Tobias, and Mrs. P. Richardson. They were assisted in serving by Misses Mary Ethel Terry, Mary Elizabeth Shewnack and Wilma Simms.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Kansas City Chapter

Mrs. W. B. Jackson, Historian

ON December 7th the club met for the regular business meeting. After reports from the different chairmen the following officers were elected: president, Mrs. E. R. Morrison; first vice-president, Mrs. David R. Davis; second vice-president, Mrs. Frank Biesecker; recording secretary, Mrs. Bernard Le Bow; corresponding secretary, Mrs. Delmar Taylor; treasurer, Mrs. Shelby Coyle; historian, Mrs. W. B. Jackson.

Report of the annual meeting in Chicago was read by the president.

Our chapter will send a number of baskets of fruit to those who are unable to be with us.

The club will have a Christmas party on Monday eve, December 30th. There will be a tree and each person will bring a gift; and popcorn, candy and fruit will be presented to each child. A program of music and games is being planned. Refreshments will be served. Every employe of the Milwaukee Road is invited.

Mrs. Elizabeth Hackett is quite ill and being our oldest member, each one should try and send her a cheer card.

Our chapter has received one hundred plates and also one hundred cups from Chicago, for which we send our thanks.

On February 21st we plan to celebrate the 5th anniversary of our club. We urge every one to come and enjoy a social time together.

Spokane Chapter

Mrs. E. K. Stedman, Historian

SPOKANE CHAPTER met for the regular business meeting Tuesday, December 10th. There was a very good attendance.

At the November meeting the following officers were elected to serve during the ensuing year: president, Mrs. Albert Janosky; first vice-president, Mrs. Dorothy Shook; second vice-president, Mrs. Ed Whalen of Othello; recording secretary, Mrs. E. K. Stedman; corresponding secretary, Mrs. Watkins; treasurer, Mrs. Chas. Strong.

At the close of the business meeting installation of incoming officers was held. The retiring president, Mrs. Elizabeth Jones, presented each new officer with a beautiful rose. The club presented Mrs. Jones with a very lovely basket of flowers, and the board members gave her a necklace as a remembrance and token of a pleasant year's work together.

We are looking forward to the new year with many hopes and ambitions. Our happiest outlook is that affairs may evolve in such a way that we may be enabled to have permanent club rooms.

Wausau Chapter

Bertha Hoehn, Historian

THE annual business meeting and election of officers was held December 10 in the club house.

Twenty-eight members were present and were all very much pleased with the lovely new photograph of Mrs. Byram, which has been framed and hung.

A "book shower" will be given at the January meeting, each member to bring a book, and it is hoped to receive enough to fill the new shelves.

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Interesting reports of the year's work were given, including welfare-sunshine and ways and means.

The chapter voted to resume the charge of 15 cents at the monthly card parties, the proceeds to be added to the scholarship fund, other means of raising money to be decided later.

The following officers were elected:

President, Mrs. E. J. Czamske; First Vice-President, Mrs. Bert Nelson; Second Vice-President, Mrs. M. E. Donovan; Recording Secretary, Miss Mildred Conklin; Corresponding Secretary, Mrs. B. F. Hoehn; Treasurer, Mrs. M. M. Harrington; Historian, Mrs. Warren Essels.

After the Penny March refreshments were served by the following ladies: Mrs. Leo Ziebell, Mrs. R. P. Rawson, Mrs. August Krueger, Mrs. A. W. Warner, and Mrs. Hugo Vangnechter.

Extracts and jello were on sale, supervised by Mrs. Ziebell. Mrs. Harry Noremborg, of Tomahawk, and a new Wausau member, Mrs. E. S. Reynolds, were present.

Milwaukee Chapter

Miss Leona Schultz, Historian

THE splendid attendance at the November meeting would be an inspiration to any officers, there being about one hundred members present. The new Milwaukee song introduced at the Annual Get-Together Luncheon in Chicago, was sung by the chapter for the first time.

The club voted to grant the request of an injured employe for a loan of \$50 to assist him during the time he is unable to work.

After investigating the report of an employe in a small nearby town, being in need of assistance due to prolonged illness, it was decided to send him \$10 a month for six months.

Mrs. Pokorny, the sunshine chairman, reported having sent out thirteen cards of cheer and sympathy.

Mrs. Thurber and Miss Geraghty reported a net profit of \$41.00 from the sale of their brushes thus far.

The following officers were elected by unanimous ballot:

President, Mrs. Fanny Carey; First Vice-President, Mrs. Rose Wocrdehoff; Second Vice-President, Mrs. Ida Stauss; Recording Secretary, Mrs. Julia Dineen; Corresponding Secretary, Miss Alice Schmer; Treasurer, Mrs. Sarah Hinsey; Historian, Miss Leona Schultz.

The club was surprised and delighted with the lovely voice of Master Wilmer Walker, age thirteen, the son of one of our members, who entertained us with several songs, and we sincerely hope he will favor us again.

Mrs. Zimmerman served coffee and cake to all those present.

Des Moines Chapter

Maude French, Historian

THE October meeting of the Des Moines chapter of the Milwaukee Women's Club was held on Tuesday afternoon, October 29. This meeting was changed from the regular date on account of the Chicago general meeting.

The recent magazine drive brought in 800 pounds, which helped the club treasury to the extent of \$5.60.

The regular monthly meeting of the Des Moines Chapter of the Milwaukee Women's Club was held in the club rooms on the eve-

ning of November 29th. After the regular business meeting a social hour was enjoyed by all present.

The regular Christmas party will be held on the evening of December 21st, when Santa Claus and all his henchmen will be present to entertain and give presents to the kiddies.

The following members of the Des Moines Chapter attended the annual Get-Together Luncheon in Chicago on October 25th: Mrs. C. E. Elliott, Miss Marion Elliott, Mrs. C. H. Embick, Mrs. Clarence Moore, Mrs. F. W. Price, Mrs. W. L. Finnicum.

Mrs. C. A. Phares attended as a representative from Perry Chapter.

Every one reports a fine time and a very interesting meeting.



Mrs. Jennie Vandercook, Former President, Marion Chapter

Marion Chapter

Mrs. Keith, Historian

MARION CHAPTER held its regular meeting December 12. Mrs. D. S. Stewart reported a large number of calls made and cards sent. Much credit is due Mrs. Stewart for her efficient service in this work.

Mrs. Thomas Costello reported several Thanksgiving baskets sent to shut-ins and needy families.

Plans were made for the annual Christmas party. Mrs. John Smith was appointed in charge of the decorating committee; Mrs. George Hennessey and Mrs. Charles LeRoy on the purchasing committee; and all members to help in making this party a success.

The following officers were elected: President, Mrs. George Cessford; First Vice-President, Mrs. George Hennessey; Second Vice-President, Mrs. John Smith; Secretary, Mrs. Margaret Leming; Corresponding Secretary, Mrs. John Reardon; Treasurer, Mrs. E. J. Elder; Historian, Mrs. John Fosdick.

The next meeting being installation of officers, a pot-luck luncheon will precede the meeting. This being the fifth anniversary of our club, our president, Mrs. Jennie Vandercook, made a birthday cake and during the social hour she served cake and coffee to the members.

Our chapter wishes a Happy and Prosperous New Year to all club members and extends best wishes to our newly elected officers.

Tomah Chapter

Mrs. Herman Lanke, Historian

ONCE again we did it! Our Fall Festival float was a winner. With the advice and help of our contributing members we were able to make a success of the venture, after the men had erected a miniature club house, it was real easy for us to trim it; and how we did trim it! Flowers and vines, trees and potted plants, harmonized with each other and made a beautiful setting for the few who were privileged to ride on the club house veranda.

Forty women with colored caps and streamers followed, making, as we thought, a grand spectacle.

Whoopie! Hurrah! We're back from Chicago and did we have a good time? Just ask any one of the thirty who were present. We enjoyed every minute of the trip from the time we entered our special coach at Tomah until we returned. We extend our sincerest thanks to the management, who made it possible for us to enjoy this privilege.

The regular November meeting was opened with the club motto, followed by the singing of the song, "Let's Keep the Bells of Harmony a-Ringing." The reports of the different chairmen were given. The Sunshine chairman reported thirty calls, six donations and several cards sent.

Our president gave a very interesting talk on the Chicago convention. She touched on all the important questions discussed at the meeting. It was both profitable and entertaining.

The club gave a rising vote of thanks to the men for their help in building the float and for their splendid co-operation.

Two new members were added to our number.

Our ways and means chairman, Mrs. William Hovey, feels she has been asleep for the past few months due to the fact that she and her family took a trip to California and New Mexico. But nevertheless she has been lying awake nights trying to think up something different and new, so as to keep the club interesting instead of burdening to them when called upon for money. Her plan is to offer something in merchandise, useful, attractive, and a bargain to our people. A very active committee will be chosen who will stand by her in all undertakings. Many interesting plans are being made which will be published in our next magazine.

The program was arranged by the following committee: Mmes. Herb. Nietzel, Oscar Bowen, Emil Hovey, John Rinehr, Hugh Johnson and Otto Fredericks.

The first number was a dance-song by Beatrice Komisky, Marcella Wirth, Katherine Sullivan, Catherine Scheurick, Mary Denver, and Anna Stenmetz, accompanist.

Duet—Whispering Hope.....
...Mrs. Francis Brown, Mrs. Wm. Brown
Mrs. Toohy, Accompanist.

Playlet—Buying Eggs.....
....Mrs. Wm. Deering, Mrs. Melvin Jeerde, Miss Edna Deering.

Reading—It Isn't the Club, It's You.....
.....Mrs. Otto Fredericks
Thanksgiving Thanks....Mrs. Otto Fredericks
One hundred members were present.

Ladd Chapter

Dollie Hansen, Historian

REGULAR meeting of Ladd Chapter was held in Knauf Hall Wednesday afternoon, October 2, with President Mrs. Taggart presiding. Following routine business the five dollar goldpiece was awarded to Mr. Cain, roundhouse foreman. Later cards and hearts were enjoyed, prizes being won by Mrs. Dwyer and Mrs. Cass in cards; Mrs. Sabbatini and Mrs. Hansen in hearts. Committee in charge served lunch, enjoyed by all.

At the regular meeting, November 6, it was decided to hold Christmas exchange on Dec. 11. Committees were appointed to arrange a program and lunch, after which cards and hearts were enjoyed. Prizes were won in cards by Mrs. Keag, and in hearts by Mrs. Smith. Lunch was served by the committee in charge.

We have had very good attendance the last two meetings.

Mobridge Chapter

Dora Anderson, Historian

A SAFETY First meeting was held in our club room on Monday evening, October 28, with an attendance of about fifty people. The meeting was called to order by Superintendent Gillick, who gave an instructive talk along the lines of safety first, also stating the active co-operation given by the Milwaukee Women's Clubs to the safety first movement.

A pleasing incident of the meeting was the introduction by Safety First Supervisor Cunningham of his Dad, whom he introduced as an old-timer 75 years old and still all together. Mr. Cunningham gave a talk on his recent attendance of the Safety First Convention, where the railroads were in the minority, but every industry was represented, showing the vastness of the movement.

Short talks were given by Mr. Schlaven, our new freight claim agent; Roadmaster Ora Miller and others, including Mrs. H. M. Gillick, third vice president general of the Milwaukee Women's Clubs, who spoke on the matter of the service that could and would be rendered by the local clubs if the proper officers were notified, and asking the support of all. She then graciously invited all present to partake of a fine lunch prepared by the following ladies: Mrs. Harry Conger, Mrs. Stubbart, Mrs. Walsh and Mildred Richardson. The evening closed by all enjoying a pleasant social time.

Our regular monthly meeting for October was held on Monday evening, November 4, President Mabel Conger presiding. We were glad to have our past president, Mrs. H. M. Gillick of Miles City, with us at this meeting; also glad to know that she was again re-elected third vice president general of the Milwaukee Women's Clubs at the recent election held at Chicago. Being president, Mabel Conger was unable to attend the annual get-together luncheon in Chicago, so Mrs. W. P. Moran was sent as a delegate in her place. She gave a splendid report of the meeting. Others from here who attended the meeting were: Mrs. G. H. Twining, Mrs. J. P. Rothman, Mrs. Paul Nylan, Mrs. Ora Miller, who composed the prize Milwaukee song, "Bells of Harmony," her singer, Mrs. Wm. Rose, and the orchestra, consisting of Mildred Parker, Donald Gould and Clayton Sanger. Mrs. Miller's song was one of the outstanding features of the meeting and she was highly praised for her achievement.

Plans were made for our annual Thanksgiving dance to be given at the Masonic Temple on November 28th, Mrs. Ora Miller being chairman of this committee.

The following officers were elected for the year of 1930: Mrs. W. P. Moran, president; Mrs. Robert Scott, first vice president; Mrs. E. L. Cleveland, second vice president; Mrs. Wm. Rose, treasurer; Mrs. James Hopper, recording secretary; Mrs. Mertie Schiefelbein, corresponding secretary, and Dora Anderson, historian.

Refreshments were served by a committee composed of Mrs. Percy Sherman, Mrs. Harry Fritz, Mrs. A. Rogerson, Mrs. George Hand and Mrs. Al Crogan.

Cedar Rapids Chapter

Mary Kelly, Historian

CEDAR RAPIDS CHAPTER was represented at the annual meeting of the Governing Board at the Drake Hotel in Chicago, October 26th, by thirteen local women including Mmes. L. M. Luke, C. A. Hayner, W. W. Duncan, D. F. Harrington, F. E. Wiley, J. A. Kelly, A. M. Loftus, Augustus

Fink, Edna Mae Vosburgh, Arthur Fink, Ella Pettit, L. C. Bowdish and E. Pepmeyer. Mrs. Duncan, on behalf of the local chapter presented Mrs. Byram, the President-General, with a cane the handle of which was carved to represent an ear of corn, similar to the one presented to President Hoover at West Branch. The other members of the chapter who were present also carried these canes.

The every Friday night card parties are still in progress and are attended by a large crowd, at the last one there being thirteen tables. The Tuesday afternoon pinochle parties are also well attended.

We extend our wishes for a speedy recovery to one of our members who is very ill.

The chapter held a bake sale, which netted us \$10.95.

A picnic supper and entertainment was served on November 26th by Cedar Rapids Chapter for The Milwaukee Athletic Club members and their families. There was a large attendance and many compliments were received for the supper and entertainment. The feature of the entertainment was the performance of "The Strollers" which included musical numbers, both instrumental and vocal. Little Misses Francis Buchan, Twyla Huston, Mary Forest, Maxine Trimble and Emma Jane Stangle furnished several choice selections of vocal and instrumental music, and were cordially received.

Cedar Rapids Chapter is certainly entitled to great credit and many thanks for the splendid work it has done the past year wherever it has been needed, and should receive prompt and loyal support from the Milwaukee family of this locality.

Mason City Chapter

Fern Wolverton, Historian

OCTOBER was an eventful month for Mason City Chapter. With the coming of cooler weather it seems that women are more willing to stay indoors and sew, which was proven one afternoon the first of the month when about fifteen ladies gathered in the club rooms for a picnic-luncheon quilting bee. The quilts were made for the bazaar in November and we understand that they are very attractive.

One of the outstanding events for the year for our chapter is the annual dance held at the Mason City Armory. It is a big undertaking with lots of hard work involved. Last year the clerks had charge and put things over in great style, so of course this year the affair fell to no other than the clerks again. Grace Moran was in charge, a job loaded with responsibility, and the club certainly appreciates the fine manner in which the dance was handled. One hundred and fifty dollars was cleared—agreed by all, a wonderful profit. Whenever there is anything really big to do, we know who are the ones to do it—the clerks.



Anne Harvey, Daughter of Traveling Engineer C. H. McCrimm, Miles City, Montana

The regular monthly meeting held October 29 was a special meeting and party for the couples who had been married within the past five years. The regular routine of business was transacted first, followed by President Mrs. W. F. Ingraham giving us a very interesting account of her trip to the General Board Meeting in Chicago. It made us feel that next year nothing would keep us from going, too.

Our meeting was an especially large one, with about seventy-five members present, and we were glad to see so many contributing members and earnestly wish they would come more often. Our chapter now boasts 402 members, including both voting and contributing. We are growing steadily and surely. After the business meeting was ended we were entertained with a very clever mock wedding, quite in keeping with the occasion. The production was staged by the clerks, and from all appearances, brought back fond recollections to those within the five-year limit. Those taking part were:

Preacher.....Mae Quinn
 Bride.....Fay Stern
 Groom.....Stacia Harding
 Best Man.....Mabel Buchanan
 Maid of Honor.....Irma Wilhelm
 Bridesmaids
 { Mary Gen Braheny
 { Marion Schultz
 { Jerry Bradbury

An accordion number by Mr. Johnson followed the wedding and the program was concluded with several numbers by the Girls' Saxophone Six. The committee in charge of refreshments served hot dogs and coffee, after which the chairs were cleared and dancing filled the remainder of the evening. Thomas Gregory furnished the music.

Election of officers took place at the meeting held November 26th, as follows: president, Mrs. Guy Davis; first vice-president, Mrs. O. A. Beerman; second vice-president, Mrs. J. W. Connors; recording secretary, Mrs. Allen Patton; corresponding secretary, Mrs. Fay Stern; treasurer, Irma Wilson; historian, Mrs. M. M. Wolverton.

The chapter extends a vote of thanks and appreciation to the outgoing officers for the good and faithful service rendered by them during their two years of office.

At the conclusion of the business meeting, Mrs. J. E. McDonald spoke on her trip to Louisville to attend the American Legion Auxiliary Convention. Refreshments were served.

On November 21, the annual bazaar and supper was held, which proved a huge success, with Mrs. Wm. Johnston and her committee in charge. About \$135.00 was cleared.

Tacoma Chapter

Emma E. Loomis, Acting Historian

TACOMA CHAPTER has been active on a membership drive, consequently our last regular session, October 28 at Woman's Clubhouse on Broadway, brought out the largest attendance of the year. Mrs. R. V. Bement was luncheon chairman, assisted by Mmes. Charles M. Slightam, E. L. Swalley, M. A. Hodges, James Corbett and H. S. Phillips. In the absence of our president, Mrs. A. De Vere Browning, who was in Chicago attending the annual governing board meeting, Mrs. F. E. Devlin presided. Bud Palmer and Mrs. Robert Snafe were reported very ill in the hospital.

We were happy to welcome so many new members, also two guests, Mrs. Hagerty of Green Bay, Wis., and Mrs. Kerr of Chicago.

A rummage sale was planned, with Mrs. A. J. Kroha, chairman. Co-operating with her are the president, Mrs. A. De Vere Browning, Mmes. Devlin, Loomis, McMahon, Densmore, Pyette, Schmidt and Love. One of our outstanding events this year was the Safety First meeting, held jointly by that division of the

railway service and the Women's Club on October 30. The roof garden of Masonic Temple was filled to overflowing, Seattle chapter being our guests; also a number from the Harbor country. We are deeply grateful to the men for their assistance in making the evening such a success. For the attractive stage detail we are indebted to Mrs. Homer Williams. The meeting opened with three piano selections given by Mary Casenerr. Mrs. F. E. Devlin presided and announced the first speaker of the evening, Mrs. H. E. Bryan, who needed no introduction to club members; and in her usual charming manner she gave us another of her inspiring talks, explaining the hopes and aims of the Woman's Club, especially to employees present who are not sufficiently informed; also a brief resume of the wonderful annual meeting held in Chicago. M. J. Flanigan, head of Safety First, was next introduced by Supt. F. E. Devlin. He spoke to us in a very convincing manner regarding safety first work, relating incidents, and told us how the Women's Club could assist them. Mr. H. E. Bryan gave us the management's viewpoint regarding the work. Mr. Geiger, superintendent of Tacoma schools, related safety experiences in connection with school work. C. H. Buford addressed us in regard to same briefly, but to the point in a few well-chosen words.

The program was concluded with a Japanese operetta given by Mrs. J. Spencer Eccles and daughter, Miss Ardis, assisted at piano and reading of sketch by Miss Alberta Edtl. Following the program we retired to the dining room on the lower floor for refreshments in the way of coffee and doughnuts served us by Mrs. F. W. Rasmussen, chairman, with her committee of able assistants, from a very attractive table service.

We are indebted to Mrs. W. F. Washburn, a new member, for the good coffee. Making coffee for a gathering of 400 requires real ability and we are happy to welcome such a helpful member—one who serves with a smile.

After our refreshments we returned to the roof garden to dance until midnight. We are sure everyone present voted this as one of our most enjoyable evenings.

Our president, Mrs. A. De Vere Browning, returned from the annual meeting with a lot of new ideas and ambition to put into effect in our future work, also reporting the annual get-together meeting a huge success. Tacoma Chapter increased its membership 93 members in October.

Sioux City Chapter

Mrs. Robert L. Robson, Historian

TUESDAY, October 15, the board enjoyed a social and business meeting in the home of Mrs. F. R. Doud, Mmes. Beuchler, Landon, Rabun, Stuben and Robson assisting. Fourteen members were present.

After luncheon Mrs. Beuchler presided at the business meeting. After discussing the possibilities of a clubhouse, it seemed advisable to rent a hall for the winter months.

An invitation was also accepted to meet in Riverside at the Sacred Heart church.

In the evening the board served lunch for the safety first meeting given in the depot.

October 21 the regular meeting was held in Riverside. A pot luck supper preceded the business meeting. The meeting was called to order by the president, Mrs. Beuchler. After the short business meeting bridge and 500 were played. Everyone enjoyed the visit to Riverside and hope to go again soon.

A bridge tournament is in progress at the present time. Twenty-one tables are engaged in this tournament, which is held in the depot on Monday evenings during the month of

November. Mrs. Homer Snow is in charge of arrangements.

We are enjoying a membership of over 500 voting and contributing members, and are still striving to get to 1,000.

Dubuque Chapter

Tillie Doolittle, Historian

A VERY interesting meeting of the Dubuque Chapter was held at the Eagles' Hall, Thursday evening, November 7th. There were 45 members and several guests present.

The chairman of the Welfare committee, Lillian Grise, reported that there has been much sickness during the past month and many calls have been made, also many cards of sympathy and good cheer have been sent out.

Plans were made for our annual bazaar and supper to be held at the Eagles' Hall, December 19th.

Our family Christmas party will be given the first Thursday evening in December. Miss Lucille Millar will put on a surprise program and we all know that when Lucille has charge of an entertainment it will be something out of the ordinary. There will be cards and refreshments, with Mrs. Alfred Bensch, our very efficient chairman of the social committee, in charge.

Our president, Mrs. F. E. Leonard, gave a very concise and comprehensive report of the Annual Get-Together Meeting in Chicago. About 20 members of the Dubuque Chapter attended the luncheon. They appreciated the sleeper which was put on at Dubuque for their accommodation.

A social hour was spent playing 500 with Mrs. Otto Willman in charge.

Delicious refreshments served by Mrs. A. Bensch and her committee concluded a very enjoyable evening.

Mitchell Chapter

Mrs. T. McComish, Historian

A LARGE crowd attended the Whoopee Hallow'en party held at K. C. Hall October 21st, to raise money for the club work.

We are now planning a Christmas party for December 23rd, and also a dance.

Mrs. A. Peterson and her committee were busy the past month. They made twelve donations, gave fourteen bouquets, made fifteen sick calls, sent four cards, spent \$19.00 in relief work, paid six relief calls and sent ten plants to shut-ins.

Council Bluffs Chapter

Olga M. Rooney, Historian

COUNCIL BLUFFS CHAPTER held a picnic on July 10th at the Fish and Game Club, Lake Manawa.

On August 1st a very successful ice cream social was held on the lawn at the M. P. Schmidt home. The chapter appreciates Mr. Schmidt's kindness in offering his lawn each year for this event.

Over twenty dollars was realized at a bake sale September 21st. The women donated home cooking which was sold at a down-town store.

The September regular meeting was in the form of a pot luck luncheon with a business session following.

Death has recently called a number of old Milwaukee employes: Thomas Christeneen, Nels Anderson, Richard Jesson and Michael Rooney. Mrs. C. R. Cornelius and Mrs. John Peterson, wives of veteran employes and Miss Elsie Eisenberg, daughter of Mr. and Mrs. Fred Eisenberg, also passed away during the summer months. Sympathy is extended to the bereaved families.

Our chapter now boasts two hundred and nine members, which is almost a hundred more than last year. We are looking forward to a very busy and successful winter.

Terre Haute Chapter

Alice M. Church, Historian

OUR usual monthly meeting was held at the club rooms, Thursday evening, October 17, with a nice crowd in attendance. After the business was transacted refreshments were served.

Although it was a very bad night, about sixty-five members and their families had a very delightful time at our Hallowe'en Party at the club rooms, October 22nd. The fortune telling booth was a place of fun for both old and young, as everybody wanted to see the old witch. Stunts, games and contests were enjoyed, and prizes for the best and funniest costumes were given Mr. Notley and Mrs. Bently. The prize for the best child's costume was won by little Claire Marie Blackwell. Refreshments of popcorn balls, doughnuts and coffee were served. The club rooms were beautifully decorated with cornstalks, pumpkin faces, black cats and witches, and orange and black streamers.

Our president, Mrs. Blackwell, attended the General Governing Board meeting in Chicago, Friday, October 25th, and eighteen of our members, and two contributing members, attended the luncheon on Saturday, October 26th. Our chapter put on a stunt and song, which were well received.

On November 8th the Ways and Means committee conducted a rummage sale and quite a sum of money was added to our treasury. Our club has been very active the past month in mutual benefit work and help has been rendered in several instances.

On Monday night, November 18th, a joint Safety First and Women's Club meeting will be held at St. Bernice, and the purpose and aim of the Women's Club will be explained to employees and their wives at West Clinton.

A large number of tickets have already been sold for our Thanksgiving Dance, which will be held at the Trianon Dance Hall, November 26th.

A large increase has been made in the past month in our membership, both voting and contributing. Our club has been doing a lot of benefit work recently and all cases of need should be brought to the attention of the Mutual Benefit Committee.

A large number from our Terre Haute Chapter attended the joint Safety First and Women's Club Meeting at St. Bernice, on November 18, and several of the ladies became members of our club—also a large number of contributing members were added to our roll. Little Jackie York, son of Fireman York, and Amy Ann Monninger entertained with several songs and dance numbers, which were enjoyed very much.

Our Thanksgiving Dance, which was held at the Trianon Dance Hall, November 26th, was a success in every way and a large crowd was in attendance. Approximately two hundred dollars was added to our treasury. We very much appreciate the efforts of the division officers in helping to make this a success.

The Purpose of The Milwaukee Railroad Women's Club

Mrs. E. B. Walters, Wife of Engineer, Miles City, Montana

THIS organization, composed of fifty-one chapters and the general governing board, with over eleven thousand members, both men and women, has but one object, and that is service.

Did you ever stop and consider how much that one word can mean, how great its scope is in every-day life, how it influences the community, how it ranks in the social and religious phases of our lives, what it signifies in the business world?

This great railroad company, and by company we must think of the men who have made this Milwaukee Railroad what it is today, the men with broad minds, keen intellects, courage, and executive ability. They have not organized and worked for this railroad merely for money, but for the satisfaction of being successful in a great undertaking.

What is this railroad for? Isn't it for service, the very highest standard of service to the public, that this railroad achieves success? Do these men want their road to fail? I think not. No one wishes to admit failure.

How, then, can this road be a success and second to none? Isn't it by rendering the best of service? We do not patronize merchants who give poor service. Neither does the public patronize a railroad that gives inferior service. The road can give the best service only when everyone of its 60,000 employees gives his best work, and gives it cheerfully.

This company does not ask men to work for them. The men apply and are accepted. Then doesn't the responsibility of rendering efficient work and co-operation rest with the employe?

But all too often we hear grumbling and dissatisfaction on the part of employes, who seem to think they are doing the company a favor to allow their names to be on the payroll. Is there anyone of us who does not serve or work for someone? Is there any disgrace in honest service?

Now how can we, as Milwaukee women, help in this work of service? We have all heard of Safety First. But have we all given it the thought that we should? Just say the two words and accent the last, and you will get some idea of its significance.

You all know how these Safety First meetings are held regularly and the men requested

to attend. But some stubbornly refuse to do so. The Bureau of Safety First has many men enlisted in this work, under the able leadership of Mr. Flanigan. These men are paid good salaries. Then Safety First must mean something to a railroad. Mr. Flanigan tells you all how all accidents and injuries must be reported to the Interstate Commerce Commission. All companies must send in reports. According to his records this railroad did not hold the place in comparison with other roads that the company could feel any pride in their achievement.

So when our railroad ranks nearer the bottom than the top, it is to our discredit, to the discredit of everyone of our 60,000 employes and to their families. It is something for us to think about. So can't you see we, as the Milwaukee Railroad Women's Club, must work hand in hand with our men? Our men must work hand in hand with their superintendents. It does not matter in what department, nor how large or how small the salary, each employe must render efficient work and be careful, then the benefit will be far-reaching.

So let us as railroad women when we come to this clubhouse, if we have any petty jealousies or little personal dislikes, just check them on the porch and when you enter this room be just a woman, ready and willing to aid in this work.

So we come back again to service. Good service must insure Safety First. Good service will bring success. So Milwaukee women, come forward. Remember, a woman was the first president of the Red Cross Societies of the United States; a book, written by a woman, roused the United States to the fact that slavery must go; a woman helped us to get equal suffrage. Always you find women aiding and promoting good works. And we as women in this great organization can help our members, our families and our railroad.

Christ came on earth to serve. He served humanity gladly and willingly. Can we do less than follow his example and serve our fellow men? Keep in mind His words, "Be Ye Kind, One to Another."



Carol Marie, Daughter of Operator C. M. Oleson, Lemmon, S. D.



Paul, Son of Store Department Chief Clerk C. A. Capon, Miles City



William Henry, Son of Division Engineer W. E. Ring, Miles City



Sally Jean, Daughter of Mechanical Department Clerk, Barney Hubbard, Miles City



Patricia, Daughter of Division Accountant John Price, Miles City

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.

6702. Girls' Dress. Cut in 5 sizes: 1, 2, 3, 4 and 5 years. A 4 year size with sleeves requires $2\frac{1}{4}$ yards of 35 inch material. Without sleeves $1\frac{1}{2}$ yard is required. For yoke and hem facings and band cuffs of contrasting material $\frac{3}{8}$ yard 35 inches wide is required, cut crosswise. Price 12c.

6682. Ladies' Dress. Cut in 8 sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 46 inch size requires $4\frac{1}{2}$ yards of 39 inch material. The jabot of lace or chiffon, will require $\frac{1}{2}$ yard 10 inches wide. The width of the dress at the lower edge is $2\frac{3}{4}$ yards. Price 12c.

6407. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18 year size requires $4\frac{3}{4}$ yards of 40 inch material. The collar and sash of contrasting material requires $\frac{1}{2}$ yard 40 inches wide. A sash of ribbon as illustrated requires $2\frac{1}{4}$ yards. The width of the dress at the lower edge with fullness extended is 3 yards. Price 12c.

6685. Ladies' Dress. Cut in 5 sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38 inch size requires 5 yards of 39 inch material. For collar and belt of contrasting material $\frac{5}{8}$ yard is required 39 inches wide, cut crosswise. The width of the dress at the lower edge with plait fullness extended is $2\frac{3}{4}$ yards. Price 12c.

6699. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires $2\frac{1}{2}$ yards of 35 inch material. To trim with plaiting will require $\frac{1}{4}$ yard of material 35 inches wide cut in strips $1\frac{1}{2}$ inch wide and hemmed or hemstitched. Price 12c.

4579. A New Doll and Garment Outfit. Cut in 3 sizes for dolls: 12, 16, and 20 inches in length. To make the doll in a 16 inch size requires $\frac{1}{2}$ yard of 36 inch material. The dress and cap require $\frac{3}{8}$ yard. The cap alone requires $\frac{1}{4}$ yard. Price 12c.

6691. Ladies' Morning Frock. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires $3\frac{1}{2}$ yards of 35 inch material. For collar, belt and sleeve facings of contrasting material $\frac{5}{8}$ yard 35 inches wide is required (cut crosswise). The width of the dress at the lower edge with plaits extended is 2 yards. Price 12c.

6707. Jacket for Junior and Miss. Cut in 4 sizes: 14, 16, 18 and 20 years. A 16 year size requires $1\frac{1}{2}$ yard of 54 inch material. To line the jacket requires $2\frac{1}{4}$ yards 35 inches wide. For interlining on collar, facings and cuffs $\frac{3}{4}$ yard is required cut crosswise. Price 12c.

6709. Ladies' Skirt. Cut in 7 sizes: 25, 27, 29, 31, 33, 35 and 37 inches waist measure. A 31 inch size requires $1\frac{1}{2}$ yard 35 inches wide. $1\frac{1}{4}$ yard of belting is required for a 35 inch size, for an inside waist band. The width of the skirt at the lower edge with plaits extended is $2\frac{1}{2}$ yards. Price 12c.

Good Things to Eat

Meat Balls. One pound of beef cut from the lower part of the round. Chop or grind finely. Will make about two cups. Add one half cup stale bread crumbs and one egg slightly beaten. Season with salt, pepper and a few grains of nutmeg. Shape into balls using as little pressure as possible. Cover and let stand for one hour. Two slices of salt pork, fried until crisp. Place the meat balls in the pork fat and fry until brown. Make a gravy of two tablespoons

of butter, two tablespoons of flour, stirring this constantly over the fire until well blended. Add brown stock to make the gravy the required consistency, about a cup and three-fourths. Bring to the boil and season with salt and pepper. Add the meat balls, cover and let simmer an hour and a half. These may be served with dumplings, if desired.

Fillet of Lamb. Two pounds of lamb cut from the fore quarter. Remove bones and cut the meat in strips one inch thick. Flatten with a cleaver. Arrange on a platter and marinate with three tablespoons of olive oil, three tablespoons of vinegar, two-thirds teaspoon salt, one-half onion and one tablespoon parsley, finely chopped. Pour this mixture over the meat and let stand for several hours. Remove the pieces of onion and parsley and fry in a hot frying pan, using as little other fat as possible.

Escalloped Corn. One small green pepper, one-half onion finely chopped, one teaspoon salt, one-fourth teaspoon paprika, one-fourth teaspoon mustard, dash of cayenne. One cup canned

corn, yolk of one egg, one-half cup dried bread, two tablespoons flour, three tablespoons of butter, two-thirds cup buttered cracker crumbs. Cut pepper in halves lengthwise and remove the seeds; then cut in smaller pieces. Cook pepper, onion and two tablespoons of butter five minutes, stirring constantly. Add the flour mixed with the seasonings, then pour on gradually, while stirring, one-half cup milk. Bring to the boil and add the corn, egg yolk and one-half cup stale bread broken in small pieces and cooked with one tablespoon of butter until brown. Turn into buttered baking dish, cover with buttered cracker crumbs and bake in hot oven until the top is brown.

Richmond Corn Cakes. To three-fourths of a cup of canned corn, add one-half cup of milk, one-half tablespoon of sugar and two eggs, well beaten. Mix and sift a scant cup of flour with one tablespoon baking powder and one-half teaspoon salt. Combine the mixtures and drop by tablespoons in buttered muffin or gem pans and bake in a moderate oven. Nice with roast beef.



SPECIAL COMMENDATION

Those of Us Who Do G. P. F.

CHIEF RATE CLERK J. P. DICKEY at Galewood, is a consistent performer in securing business. During the month of September Mr. Dickey secured one long-haul carload, plus twelve long-haul L. C. L. shipment, with a total weight of over 15,000 pounds.

Routing Clerk H. F. Boeck at Galewood, secured a nice L. C. L. shipment to Rockford in the month of September.

Rate Clerk J. J. Connolly at Galewood, during the month of September, secured nineteen L. C. L. shipments, most of which were long-haul and many of the consignments routed over the Terre Haute Division, and the total weight was over 80,000 pounds.

During the month of September employes at Union Street secured the following business:

Receiving Clerk R. Detuno	.... 2 Shipments
Receiving Clerk A. Browder	.... 2 Shipments
Receiving Clerk R. Norcross	.... 21 Shipments
Receiving Clerk J. Harvatt	.... 9 Shipments
Receiving Clerk A. Keenley	.... 8 Shipments
Receiving Clerk R. Reiner	.... 4 Shipments
Receiving Clerk G. Priebe	.... 6 Shipments
Receiving Clerk L. Murphy	.... 1 Shipment
Asst. Rec. Clerk T. McGrath	.... 4 Carloads
Asst. Rec. Clerk J. Latkowski	.... 2 Carloads
Asst. Rec. Clerk F. Kalebich	.... 1 Carload

In addition to the above, Messrs. Peterson and Seiler in Agent McPherson's office, reported to the general agent's office on thirty-four carloads on which short-haul routing came to them so that General Agent Casey was able to secure the long-haul on everyone of the cars.

Car Foreman T. Sand at Butte, was across the Atlantic to Norway during the summer; returning he made several acquaintances, learned their destinations and influenced the use of the Milwaukee Road. This business comprised five passengers for Seattle and one for Spokane. Mr. Sand has maintained touch with his friends, and all of them inform him they were well-pleased with the service and accommodations on our road.

During the month of November employes at Galewood Transfer secured business as follows:

Mr. J. P. Dickey, nine L. C. L. lots with a total weight of over 18,000 pounds, as well as three long-haul carloads.

Mr. John Connolly, ten L. C. L. lots with a total weight of over 32,000 pounds, and all long-haul.

Mr. J. W. Slattery, a carload to Boston via the Terre Haute Division.

Mr. H. Doornbosch, a carload to West Virginia via the Terre Haute Division.

Mrs. W. F. Grant, wife of boilermaker at Ottumwa, secured two passengers, Ottumwa to Chicago and return.

Conductor John Centen on the Superior Division turned in information that resulted in routing our way two cars of salmon from the Pacific Coast.

During the month of November, Yard Clerk Harry Sideman, at Kinzie Street, Chicago, secured one passenger to St. Paul. Mr. Sideman also prevailed upon friends to divert to us from a competing line a regular movement of four carloads per week from Chicago to points in the Fox River Valley of Wisconsin.

Yard Foreman F. F. Bauerfield of St. Paul prevailed upon eleven friends who attended a funeral at a point in Wisconsin to use our railroad, this after the people had already lined up to use a competing line.

General Southwestern Agent Adsit at Kansas City commends Machinist Teatz, employed in the roundhouse at Coburg. Mr. Adsit advises that Mr. Teatz in making furniture purchases at Kansas City solicited the merchant to favor the Milwaukee Road with his freight and the business has been promised to us.

Through the careful inspection of Brakeman Ed Beauperlant, he discovered that a cow had been loaded into a stock car in a very weakened condition. When the car was returned to the chute and the agent notified the cow had died. His action in this regard saved the company from paying for one head of cattle.

Mrs. W. C. Williams of Merrill submitted to an operation at St. Mary's Hospital. We hope she will improve rapidly and soon be able to return to her home.

Roadmaster Whalen Makes Record

The following are self-explanatory:
November 26, 1929.

Mr. John Whalen,
Roadmaster, Prairie du Chien, Wis.

Dear Mr. Whalen:

I have just seen Superintendent Valentine's report to Mr. Flanigan, in which it is stated that an extra gang under your direction relaid 34 miles of rail and ballasted 32 miles of track

between August 8, 1929, and November 21, 1929, and that during the entire period there was not a single reportable or lost time injury.

This is one of the finest records of which I have ever heard, and I am proud that it was made on the Milwaukee Road. It is a great thing to bring so many men through a difficult job like this without an accident. The record should also be a spur and incentive to everybody on our railroad, and so we all owe you a vote of thanks, to which I add my heartiest congratulations.

Very truly yours,

(Signed) H. A. SCANDRETT.

November 26, 1929.

Mr. John Whalen,
Roadmaster, Prairie du Chien, Wis.
Dear John:

I attach copy of Mr. Valentine's letter to Mr. Flanigan.

While I was proud of the record you made laying the steel on the LaCrosse Division and the work that you did on the Superior Division, I was more pleased to see the Safety Record you made on the Superior Division than any other one thing that has happened this year. I am sure you have demonstrated that a large extra gang can be operated on our railroad with safety. You ought to be proud of that record.

Yours very truly,

(Signed) J. T. GILLYCK.



Station Park at Platte, S. D.

ABOVE is a late photograph of the well-cared-for grounds and station of this railroad at Platte, S. D. The triangle of ground between the station and the paving on the main street has been planted to shrubs and trees and bordered with petunias, making an appropriate setting, and also leaving a good impression with the incoming traveler. A mile of paving intersects this lively little business town with a population of about 1600 and provides parking space for the hundreds of automobiles which may be found on the street

on Wednesday and Saturday evenings when the stores are open.

A real, live Community Club which numbers among its members both the townspeople and farmers is active in supporting any project which seems to be for the good of the community. An excellent crop of small grain this season, with yields running as high as 40 bushels per acre of spring wheat and promise of a good corn crop, has given the community a very optimistic feeling and many improvements may be noted around the country and town. There are still openings for both business and farm projects and any worth while enterprise will be well received and encouraged.

ON THE STEEL TRAIL

Notes from the Local Freight Office, Tacoma

R. R. T.

THERE has been some little change in the appearance of this office since our last notes, due to our energetic assistant agent, Mr. Ralph Bement, having transferred his base of operations to the Yard office, where he may now be found at all hours of the day or night. We certainly miss his cheerful presence over here and congratulate the boys at the Yard office on their gain.

Mr. W. S. Burroughs is now also discharging the duties of chief clerk in addition to those of his own position as cashier. We offer our congratulations on his well-deserved new dignity.

Ray Fink of the Yard office, who was formerly at this office, decided to transfer his presence back to the local office and is now acting as industry checker in the Commerce Street and Puyallup Avenue districts and in the 64th Street Yard; also handling the interchanges. We are very glad to have Ray back with us and hope he will stay a long time. He took the position vacated by our friend Bill Court, who decided to bump Malcolm Wood on the interchange job in the Seattle Yard. Residents along the new highway between Tacoma and Seattle, now have the pleasure twice a day of seeing a blue streak going by, too fast to see distinctly, and with a noise like a machine gun in action—this is none other than Bill Court, traveling to and from his work. Not even the dense fogs which we have, had recently can keep down his speed. Just when he sleeps we cannot say, unless it is on the job—but far be it from us to suggest anything like that. Malcolm came back to our Yard office for the time being.

Kent Langabeer, messenger at this office, was off for a week just now, taking a trip to Portland and Eugene, Oregon, visiting friends and basking in the sunshine. His place was filled in the meanwhile by Harold Bischoff.

Thanksgiving Day was doubly significant to "Billy" Alleman, warehouse foreman, for on this day a little daughter was added to his family circle, the little lady being promptly named Billy Davine, however that may be. Mother and child are reported doing well and Billy, senior, showed up here the day after with a wide and genial smile, but nothing else. Upon our inquiries as to the usual requisites for a celebration as passed around by proud fathers, Billy pulled a long face and replied: "For the first one, one passes cigars; for the second one, candy; for the third one, the hat." And so we got nothing, but we offer our congratulations and good wishes just the same.

Tom Dolle, our efficient chief bill clerk, was on his way home after work the other evening, accompanied by Miss Willa Lindsey, assistant bill clerk, who lives near the Dolle country estate. The evening was darkened by a typical Puget Sound fog, but the old reliable Dolle flivver was rambling right along and its occupants were congratulating themselves on doing so well in spite of the fog, when suddenly there was a lurch, a crash, a dead stop, and Tom and Willa found the flivver and themselves stranded on top of a big cedar stump. Tom

had missed a turn in the road and had kept right on, with the aforesaid result. Our friends finally reached home; the flivver was later towed in and has been confined to the garage most of the time since.

Talk about advertising, a letter was recently received at this office from a Catholic priest, a missionary in the interior of China, who had seen a last year's Milwaukee calendar and forthwith wrote to make sure of receiving one for the coming year, stating that it was by far the handsomest calendar he yet had seen, and that he would surely take the Milwaukee if he ever came back home. Needless to say that Miss Marty has mailed him two copies for luck, hoping that he will pass one of them on and thus make still another friend for the Milwaukee.

We had a pleasant visit last month from Mr. Arthur Needham, formerly assistant editor of this invaluable household magazine and fire-side companion. We understood that there was a possibility of his locating on the coast, in which case we bid him a cordial welcome. Come again when you can stay longer.

General Office, Chicago

Vila

MRS. CATHERINE PETERSON entertained twelve girls from Mr. Barry's office at a luncheon and bridge, Saturday afternoon, November 30th. Nice prizes and delicious food!

The comptroller's office wishes to welcome two new members, Miss Louise Mackh from Mr. Kruckstein's office, also Miss Catherine O'Hara, formerly of Scranton, Pa.

The Accounting Department girls held their annual Christmas party Monday, December 23 at noon, in the club room, where the Christmas tree, decorations, eats, and grab bag were thoroughly enjoyed.

"What the well-dressed draftsman is wearing," should be the title for the picture now on display in the drafting room of the Engineering Department. Perhaps you, too, innocently, and with a trusting heart, walked into the drafting room on December 20 to be greeted by the sight of five budding engineers dogged out in egg-shell smocks. (Giving the men the benefit of the doubt, maybe they didn't know they were egg-shell.)

The surprise was a little unwarranted, for we had had a forerunner of the fashion two weeks before. The brave soul who spring the first smock suffered torments. He was called in turn, a butcher, a bootlegger, a dentist and a wet smack, but four of his little playmates succumbed, and now the men are strong in their praise. The loyal supporters of the new order mention the practicability of the garment as their main talking point, but we know darn well that it's the stream lines and the slight fitting at the waist that weakened their resistance.

Best Wishes for the New Year to All

Mrs. Dorothy Lehnert of the comptroller's office, is leaving the service the first of the year. Dorothy has many friends here who will miss her greatly, especially the library committee, and I wonder how this column is going to fare; she has been a very willing "contrib" and we take this opportunity to thank her for all she has done.

Our sincerest sympathy is extended to Mrs. Florence Anderson MacNeal and relatives in the loss of her mother, who passed away very suddenly Thanksgiving Day.

We are happy to report that Mrs. Peterson's father, Mr. B. H. McNaney, chief train rule examiner, who was seriously ill is able to be about again.



Five Little Granddaughters of Mrs. Grant Williams, Secretary of The Veteran Employees' Association

Miss Hazel M. Merrill spent the Christmas holidays in Canton, Ohio, with her sister, Mrs. D. C. Walter and family.

Miss Anna Sima spent Christmas with her folks at Prairie du Chien.

You don't suppose Mr. Mathew Lewis is keeping any good news from his friends in the Engineering Department, do you?

A Christmas party was given by the Transportation Department girls Monday, December 16th, in the club room, where dinner was served. Games, grab bag, music and dancing completed a successful evening.

We hope to be able to announce the receivers of "sparklers" in the next issue. What do you say, Don? Also Marge Brandt, Lora and Sally.

What an oversight! Last summer Ray Hansen took bag and baggage and made his abode in Elgin. Later a beautiful nurse appeared. They were married October 19, 1929. Mrs. Hansen was formerly Betty Dellibac of Elgin, but they are now residing in Chicago. You must come over!

Kansas City Division

C. M. G.

IT is hoped that the year of 1930 will be a most happy and prosperous one for all of the Kansas City Division employes, and that the spirit of faithfulness and loyalty will continue to prevail among us. With watchfulness and the persevering effort of each employe, conditions should continue to improve as they did during the past year.

The "No smoking ordinance" is again in effect in the office of the superintendent. Since December 1 there have been no smoke screens to obscure the view.

Mrs. Tom Kemp visited with friends in Chillicothe, Mo., on November 9, and returned home with a supply of choice dahlia bulbs. Mrs. Kemp's garden, during last summer, contained many beautiful flowers, among them a large variety of dahlias.

Conductor W. G. Dingeman was out of the service for five weeks because of a broken rail. Mr. and Mrs. Dingeman spent a week with

relatives in Kansas City prior to his returning to work.

Safety First meeting was held on November 15 in Ottumwa at the K. of C. Hall, with an attendance of 118 Milwaukee employees. After the business session coffee and pie were served by several members of the Milwaukee Women's club, assisted by the young ladies of the superintendent's office. The committee in charge of serving the refreshments consisted of Mrs. H. F. Gibson, chairman; Mesdames Mike Reynolds, Tom Kemp, Vernon Lawson and W. G. Dingeman.

Chief Carpenter Jno. Evans, now grandfather Evans, took great pride and pleasure in announcing the arrival of a daughter in the home of his son, Raymond, in Amarillo, Texas. November 15 was the day of this event. Since then Mr. Evans has been counting the days until Christmas, as he is planning to go to Amarillo for the holidays and make the acquaintance of little Margaret.

Mr. and Mrs. R. O. Clapp were in Minneapolis for several days during November visiting with their granddaughter, Mrs. George O'Gar.

Mr. and Mrs. H. F. Gibson spent Thanksgiving Day in Aberdeen, S. D.

Mildred Hagerty, daughter of Conductor Ed Hagerty, has been connected with "The Lend a Hand Club" in Davenport, Iowa, since September, as dancing instructor. Miss Hagerty also has several classes of private pupils in dancing.

Mr. and Mrs. Clifford Riley visited at the home of Mr. and Mrs. Walter Riley in Kansas City during the Thanksgiving holidays.

If there is ANYTHING you wish to know, Any word, or book, or show, Just ask "Iver"; he can tell you, And you know it is ALWAYS so.

Mrs. Wm. Pumphrey, wife of section foreman, was stricken with apoplexy at her home on November 14, her death taking place on the following day. The funeral services were held at Agency in the Methodist Church and interment in the Agency cemetery. Mr. Pumphrey has the sympathy of everyone in the loss of his wife.

Mrs. F. M. Barnoske spent a week in St. Louis visiting with her daughter, Mrs. Wade C. Smith.

Roadmaster P. J. Weiland, Mrs. Weiland and Pete, Jr., are in Bridgewater, S. D., for a two weeks' vacation.

On November 21, B. & B. foreman, L. Koehley, became suddenly ill with appendicitis, while on duty, and was hurried to the hospital where an operation was performed and the appendix removed. Mr. Koehley is improving and it is hoped that he will soon be able to return to his work.

During the month of November and early December, had several visitors on the Kansas City Division.

E. Buetell, coal supervisor, was in Ottumwa for several days making a careful inspection. His inspection developed "no worms in the boilers." E. Hermanzader, supervisor of Lubrication, also paid us a visit. E. B. Whelan, inventor of the Whelan By Pass Valve, called on our traveling engineer. We have about 37 locomotives equipped with this valve. Car Foreman J. T. Clark of Coburg, Mo., made a business visit to our city.

John Meagher, Jordan Ditcher operator, who finished his season's work on November 29, has returned to his home in Ottumwa and called at the office of the former superintendent and division engineer to greet his former fellow workers. Before returning to his home he spent several days with his sister in Columbus, Ind.

Hunting in the vicinity of Pattonsburg, Mo., occupied most of the time of Statistical Clerk

He may be the envy of small boys,



but...

It's no fun if you get your feet wet, says Mr. Luciano Leonardi.

And he should know! Mr. Leonardi is an Engine Hostler in the 26th Street Yards of the Illinois Central Railroad. His feet have to be warm, dry and comfortable.

So he wears "U. S." Blue Ribbon Ebony Walruses. They are an all-rubber overshoe of the same weight rubber as a boot. Like the "U. S." Boot, so popular with bridge gangs, the "U. S." Ebony Walrus has a ribbed vamp that prevents pressure on those sensitive instep veins of your foot.

Look for the "U. S." Blue Ribbon bind on the top of both the boots and the walruses—it's a sign of a genuine "U. S." Blue Ribbon product.

MADE BY
United States Rubber Company
The World's Largest Producer of Rubber



Every Blue Ribbon Boot is designed to give full protection and comfort. Note, for one thing, the gum reinforcement at the ankle to stop rubbing. Note, too, the heavy sole and sturdy heel. Give 'em a try, you'll like 'em.

The "U. S." Blue Ribbon Walruses have over-size outsoles and extension heels that defy hard wear. We show a red Blue Ribbon Walrus with gray sole. It has no ribbed vamp.



"U.S." BLUE RIBBON heavy footwear



Jno. Mooney, while on his vacation in November.

C. L. Ward, bill and voucher clerk, was the winner in the annual turkey raffle held this year. This is the second time that Clyde has carried home the turkey.

"Ye ole time jigger" is the title recently awarded to Hubert L. Webber. Just how many contested for this title we do not know, anyway H. L. W. showed the boys how to do it.

At the annual meeting of the Milwaukee Women's Club held in Chicago in November, Mrs. W. C. Givens was appointed as a member of the board of directors. We feel quite honored that Ottumwa has been given this recognition. Mrs. Givens has served untiringly for three years as the president of the Ottumwa Chapter, and is most deserving and worthy of all honor conferred upon her.

During the last visit of Coal Supervisor Buetell, Roundhouse Foreman MacCaughy endeavored to wash his soiled face, but he discovered his sample soap had been spirited away by someone with sticky fingers and so he continued on his way without going through the cleansing process. Lack of soap is a good excuse for a dirty face and maybe this is the reason why Ma's face is so often in a soiled condition. Soda ash might make a good substitute for soap.

Someone wants to know just why H. R. H. seemed so anxious to go to Davenport on the night of December 4!

A cooperative dinner was held on Saturday evening, December 7, by the young ladies of the office of the superintendent, in the home of Mrs. Leona Wittenmeyer. Miniature Christmas trees, attractively decorated, were used in the dining room. Mrs. Wittenmeyer was formerly employed in the superintendent's office.

Drafts from the Drafting Room C. R. O.

WANTED: A pair of bowling shoes—one for each foot.—H. W. C.

The Pattern Department extend their sympathy to Peter Lannert, pattern maker helper, in his recent bereavement. Mr. Lannert's wife died December 2.

Some unprincipled fellow has had the audacity to help himself to "Comrad Terre Hoot" Lentz' motometer.

Has anybody seen Art Hampel lately? From all appearance he has joined the Derby Club. (We bet he thinks the Kentucky Derby is a hat). Here's hoping Santa Claus brings him a pair of spats. Better write him a letter, Art.

We understand Ted Raschke from the Pattern Shop is carrying around a precious stone in his pocket. No one has told us, but the odds are that Teddy expects to decorate the left hand of his lady fair under the mistletoe. We all wish you luck, Teddy, but we will not be responsible for the consequences as we gave you fair warning.

If anybody knows anybody who knows the villain who stole Hoot's motometer and he will just tell Hoot who it was, why Hoot will—oh, what's the use.

The Old Star Bowling Club reports a great rout in the bowling contest. The vociferous gang consists of Lagried, Lentz, Hooks Erdmann, Schultz and Uecker. The Sorrowful Silents are Monty, Sjogren, Reichart, Haas and Matter. The boys had a little difficulty in deciding where the contest was to be held. They finally decided in favor of the more delicate troupers and bowled at 44th and North.

That Irish potato doesn't make a very good substitute for Hoot's motometer. Anyway it wasn't a regular motometer, just one of those windmill affairs with a light in it, probably to keep that high powered motor cool. Personally we think his car looks much better without it, but people have different tastes and opinions.

Comrad Nelson reports a lack of egg production in his hen house, but it won't be long now.

Prof. Wellnitz, the "Eminent Magician" gave a performance at one of the nearby churches recently. Big success. He gives another at West Allis next Saturday, but we doubt if it will be very good, as the cat has eaten one of the pigeons (the poor cat had to have a Thanksgiving dinner) and the boys are getting wise to his tricks.

The sad news of the death of Mr. H. W. Griggs has just reached us. Mr. Griggs had been ill since last March. We extend our deepest sympathy to Mrs. Griggs, his widow, and his son Ray who survive him. Mr. Griggs wrote for the Milwaukee Magazine up to the time of his illness.

The sympathy of the entire Test Department is extended to Mr. John Macht, in his recent bereavement brought about by the loss of his wife, Mrs. Leona Macht, who had been ill since September. Mrs. Macht was buried on Saturday, November 23, the services being conducted in their home and at the Holy Cross cemetery.

Wm. Kilimann, formerly of Tacoma, has joined the Test Department ranks. Bill is no stranger since he took part in the test of the Lima No. 1. "Wild" Bill brought his wife, two children, and the piano with him.

Mr. Edwin L. Broderick better known as "Cannonball" since he made a trip from Milwaukee to Fond du Lac, Wis., in a Ford coupe in one hour and six minutes. Wait 'til Henry hears about that, bet he gets a rebate on that fivver. For further information see Cannonball about driving a fivver.

Hoot's motometer is still missing.

One of the messages that came over the wires is that Irvin Hanson was tried and convicted of a long courtship and sentenced to Matrimony for the remainder of his life. We understand the trial took place in Mason City, Iowa, on November 10, and the Plaintiff was Miss Gladys O'Neill also of Mason City, their home town. Irv swooned when sentence was pronounced but regained his bearing when he saw his bride smile at him. They made a trip to Milwaukee but no one saw them. Suppose the new Mrs. didn't dare let Irv out after she found out the list of broken hearts that were left behind. Next time you get married Irv, please let a guy know about it, so we can at least offer our congratulations. Anyway the Test Department and Mechanical Engineer's office both join in their best wishes for a long and happy married life.

Hot Shots from the West T. M. Branding Iron

Helen Kirwan

GREETINGS! New Year's Greetings to all Concerned!

Barney Hubbard told me to announce that the C. M. St. P. & P. Ball Club had won the Twilight League series and that they had just received the bronze trophy for same. 'Rah for our side! No, folks, this doesn't mean that these boys got the wooden medal for staying out the latest every night this summer—who'd suspicion a nice bunch of fellers like these of anything like that? Believe it or not—they were down in the park playing baseball. They worked hard for the trophy and deserve a great deal of credit for winning it in the face of all odds.

Francis McGourty, special apprentice from Milwaukee, enjoyed a visit with his mother and sister, Miss Kittie, who came out to spend a few days with him recently. If you haven't met Francis you've missed something. His wavy red-hair and his winning Irish smile are certainly worth honorable mention, Eh, girls?

Delores Wagner accompanied her sister Mrs. Harry Kelly to Chicago, and will remain two weeks for a vacation. By this time we will know whether Santa C. hung her on somebody's Christmas tree or not, or whether she still believes in him—I mean Santy Claus.

A number of the Moberidge folks returned home for the Turkey Day and Christmas celebrations, among them, Superintendent and Mrs. Gillick, Edwin Carlson, Geo. Hilton and Harold Fuller.

PREVENT CLAIMS

REFRIGERATOR CARS furnished under contract to the C. M. St. P. & P. R. R. Company are all equipped with ice pans and drains easily accessible for cleaning.

Straw and other refuse can readily be removed from around the drains through the opening at the bottom of the bulkhead, and drain pipes can easily be cleaned from the outside of the car.

CLEAN PANS and OPEN DRAIN PIPES allow free passage of water to outside of car, preventing flooded floors, and reducing the hazard of spoilage with resultant claims.

UNION REFRIGERATOR TRANSIT CO.

Did anyone find out What is Jack's Price— or Why is Arnold Running?

Margaret Gilbert returned from the ceremony in the Twin Cities and all athrill. Evidently she hasn't forgotten one word of those promises she heard—because she has been heard to murmur very earnestly: "I Will"—even when the boss says: "Take some letters!"

Dispatcher Phil Kearney journeyed to Great Falls to accompany his charming daughter, Miss Sarah, home from the Mt. Angela Academy in that city where she attends school.

Charles Peterson, of the Engineering Department, visited friends (just singular, isn't it, Pete?). Um hum—down in Long Beach, California, and we know, judging from his smile, that he enjoyed his trip—heaps.

Mrs. E. J. Frawley expects to spend the holidays with her parents in Long Beach, Calif., and I imagine about the time this is in print Ed will be "a lonely figure with a face of care."

Helen Bugby and Helen Kirwan are thinking of changing their names—just their first ones—for the present—and use their seconds. Helen B's is Josephine—try that on your—. Well, the long and short of it is, that they think there is too much "Hel'en" around the office for the benefit of all concerned. I'm for you, Helen, only my second is Patricia—can you tie that?

Leslie Howe, formerly of the Engineering Department, dropped in at the office to say "hello" to the gang, while visiting in Miles City. Les is attending the university in Seattle.

Arnold Running spent a few days in Moberg and a few more in Minneapolis doing his Christmas shopping, before the holidays. At least that was what he said.

C. H. Ordas, supervisor of motor cars, was in Miles City looking over the motor car situation in December.

Mr. Bob Chamberlain, of Tacoma, is the new clerk in the Store Department. I don't know Bob well enough yet to spring any jokes about his dark hair and to tell the truth I haven't been close enough to see what color eyes he has—so you'll just have to wait for more news, girls.

H. M. Geelhart, roadmaster from Roundup, dropped in at the office and blowed a little smoke in our faces recently from that big cigar he is always smoking.

The Milwaukee Women's Club is sponsoring a big out-door Christmas tree this year and it is a beautiful sight—a veritable "blaze of glory" with its twinkling lights and sparkling ornaments. Much credit is due the ladies for their enthusiasm and the interest they are taking to make the event a greater success each year—already the stockings are being filled for hundreds of the city's boys and girls, from Milwaukee families.

You know the next time I start asking folks for pictures of their babies I'm going to be more tactful and use the pronoun "It" so I won't incur any fatherly scorn by calling their boys girls or vice versa. You know I asked Mr. Ring for a picture of his youngster (that's a good word), and when he brought it I says: "What is her name?" And—oh, that look—and he says—in a deep voice: "It's a HIM—Wm. Henry!" Can you imagine my chagrin?

Highways are Happy Ways—If you watch the crossings!

Joe Peschl has caused more anxiety and speculation among the members of the fairer sex than anything that has come up for some time. More bets put up on him than the football games. Is he or isn't he going to make any promises to love, honor and endorse his check? What makes this news so especially interesting is the fact that Joe is a well known member of the Never Never Club.

Lots of Miles City folks attended the big football game in Butte—Miles City vs. Butte. In spite of the boosters the game was lost. The boys held the Butte lads down to a score of 6-0 and were good losers. Those on the payroll who took in the game were "rebarressed" on returning Friday morning on No. 18 when it was late. Overtime is a good way to pay the fiddler, but it was worth it no doubt.

Sympathy is expressed to the Everett Holter family in the loss of their little son, who passed away recently.

John Shields, son of B. P., visited with his Dad over the holidays. John is attending school in New England, S. D.

The Milwaukee Women's Club served lunch to the men folks who attended the Safety First meeting last month and many flattering remarks have been heard about the wonderful feed.

Mr. C. H. McCrum, traveling engineer, has been ill for over a month. He is expecting to be up and around before this gets into print.

Mr. and Mrs. Frank Merrifield, engineer on this division, also Engineer John Oster and family, and Charles Boeckman and wife of Kinsey, are among the lucky mortals who expect to sojourn in sunny California for the winter months.

A. J. Frawley and sons, John and Jerry, visited Grandma Frawley in Milwaukee for two weeks just before the holidays and report a wonderful time.

Just want to pass a holiday greeting to our old friends who have left this division and for whom we entertain a great deal of regard. First, Mr. Edw. Murray in Madison (first because he's first in my affections, of course); Mr. D. B. Rivers in Minneapolis (we had a lot of fun with him in this column); Mr. Bowen in Lewistown and Mr. Grothe and Mr. Falck, who are way back east. Best wishes for a happy and

prosperous new year. If we've left anyone out whom we should have remembered—here's another greeting 'specially for you.

Iowa (East) Division and Calmar Line News

J. T. Raymond

L. C. RAWSON, agent, Fayette, is receiving treatment at hospital at Iowa City, F. E. Sorg relieving.

Born to Agent and Mrs. L. A. Losey of Teeds Grove, November 10th, twin girls.

Born to Agent and Mrs. F. M. Snyder at Strawberry Point, a daughter. Congratulations.

Mrs. L. M. Halsted of Preston, passed away November 14th after a long illness. The funeral services were held at Preston. Agent Halsted and family have the sympathy of many friends on the division in their bereavement.

Mrs. Roy Hummel, wife of Engineer Roy Hummel, passed away at her home at Savanna November 23rd. Mr. Hummel and family have the sympathy of many friends on the division in their bereavement.

M. S. Bowker has been appointed traveling inspector with headquarters at Marion.

Frank Higgins of Marion, who underwent an operation at Cedar Rapids hospital, has returned home and is convalescing satisfactorily.

Fiske Marshall has accepted an executive position with the United States Department of Commerce, Aeronautics Branch. He will be stationed at Roosevelt Field, L. I., later going to Washington, D. C.

Mr. and Mrs. J. F. Anderson of Kansas City, visited Marion friends November 19th and 20th. They resided at Marion some years ago when J. F. A. was chief dispatcher on this division. They were given a hearty welcome as they have many warm friends in this vicinity.

Everyone Should Have a Bank Account

Commercial Investment
Savings Safe Deposit
An Authorized Trust Company

We solicit the patronage of
MILWAUKEE EMPLOYES
Open a Savings Account Here
and Add a Little Each Pay Day
GET THE SAVING HABIT

Mercantile Trust & Savings Bank OF CHICAGO

Opposite the Union Station
Jackson Boulevard and Clinton Street
CHICAGO

A Clearing House Bank

John Maloney, agent, Sabula, was laid up on account of illness for several days, T. J. Allen relieving.

The new steel is being distributed between Sabula and Olin under the direction of Foreman J. P. Loftus. The laying of the steel will begin early in the spring.

Passenger Brakeman L. R. Curtis has taken a 90-day leave of absence and with his wife has gone to Huntington Park, Calif., for the winter.

Passenger Brakeman Wm. E. Webster, after 52 years of service with the Milwaukee in various capacities, has retired and taken the pension, and with his family has moved to Cedar Rapids where they will make their home.

Brakeman B. F. Pulley has been off duty since the latter part of November on account of ill health. Brakeman Wm. Schwartz is relieving on the Maquoketa-Davenport mixed run.

Conductor Andy Schader, who has been off duty for several weeks on account of an infected leg, has resumed work on Nos. 10 and 31 between Cedar Rapids and Savanna. F. S. Craig relieved on this run during Mr. Schader's absence.

Brakeman M. D. Smith, who has been in freight service out of Perry, has taken the baggage car on Nos. 38 and 39 between Davenport and Milwaukee relieving Baggageman C. V. Freeman.

Passenger Brakeman R. C. Seager was called to Chicago December 10th on business connected with the B. of R. T. Brakeman J. G. Larkin relieved on Nos. 7 and 20 between Marion and Omaha.

Prize Winners

Section Foremen P. S. Weaver of Anamosa, B. A. Jenkins of Springville and Ira L. White of Delhi, won the prizes for the best section work during the year on the East Iowa Division Branch Lines and they and their wives ate turkey dinner as guests of Superintendent Elder on Car 5807. Roadmaster VanBockern and Division Engineer Christianson were there also. The car went to Jackson Junction on No. 22 and returned on No. 25 so the prize winners got a chance to see the most of the Calmar Line. When supper time came George Robinson had a goose ready for that meal.

Section Foremen A. C. Switzer of Paralta, W. H. Cruise of Hale, W. W. Switzer of Olin, Chris Pauli of Delmar and Henry Miller of Sabula, and their wives, enjoyed turkey dinner with Superintendent Elder on car 5807 at Savanna, December 5th, together with Roadmaster Barnoske and Division Engineer Christianson. These men won the awards for the best section work on the East Iowa Division during the past year. The party went to Savanna on No. 10 and returned on No. 31. It was a very happy occasion.

La Crosse Division Items

Eileen

A GOOD coat of paint has been administered to the interior of the depot building at Portage by way of improvement. The walls in the office are cream color with light brown trimming. The furniture has been varnished and the floors thoroughly scrubbed and cleaned and all of these things have made it very much nicer than before.

R. C. F. made several trips around La Crosse to look for a hat or a cap. One of the right size, shape and description was found at the LaCrosse Tent and Awning Works, though I don't know that it was purchased.

Francis Keaveney, formerly employed as switchman, in LaCrosse yard, passed away November 4. He will be missed by his fellow employes and many friends.

In order to adequately take care of the Christmas rush there were six crews operating exclusive express and mail trains from the 18th of December to the 24th, in addition to the assignment of helper baggagemen on the several other trains.

Mr. F. A. Learmonth, for years operator at Kilbourn, has been appointed agent at Columbus, vice Mr. H. A. Long, deceased.

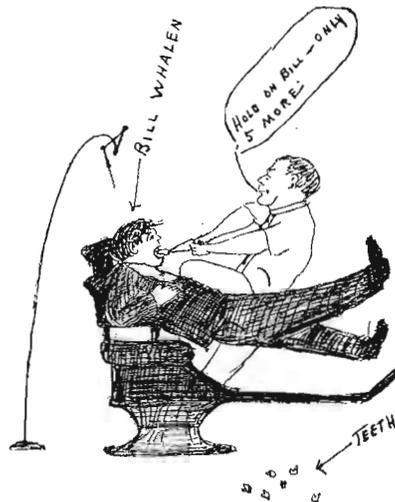
Agent J. P. Gibson, of New Lisbon, has been laid up at his home on account of illness and we hope that he will soon be about the office as usual.

On the 5th of November, Ray Long returned from an extended hunting trip through Washington and Oregon. Somebody stole Ray's shoes. Finder please return to Ray Long at LaCrosse. For further information inquire of W. A. Colgan. (Hear there is a big reward out for these shoes.)

Not long ago, the Milwaukee Journal, Sunday edition, carried a picture of Fred J. Haker seated before his desk in the depot at Tomah. Mr. Haker has spent 42 years in the service of the company and 39 of these were at Tomah. He holds the position of first trick operator.

Don Senogles and Miss Gertrude Rusch, of Horicon, were married on November 16 and are now making their home in Rio where Mr. Senogles is employed as operator. Their many friends wish them success and happiness.

Hoadley A. Long, agent at Columbus, passed away on November 20, 1929. He was born in 1856 and began his railroad career in 1887. Eleven years later, in 1908, he was appointed to the agency at Columbus, which position he held at the time of his death, a period of 29 years. Mr. Long had a host of friends who mourn his passing.



A good time was had by all when Sam Cadman celebrated his 64th birthday on November 20th. Same entertained about ten of his friends at a goose supper. It was a most enjoyable affair and in fact they all said they hoped they would be asked again.

"The Womanless Wedding," a home talent play, in which all the characters were portrayed by men, was presented in the Brins Portage Theater recently. The cast was selected from men in various walks of life and our railroad was represented too. Capron did some good work as the reticent, but amusing, Country Cousin. Erick was cast as Henry Ford. Thought he would have made a better Abe Lincoln, but he was good as Henry himself. Believe Bill's roadster would have made his outfit more complete. Ember said and did the right things at the right time as the usher in the wedding scene. Acted as though it were an

every day occurrence. All in all, the play was very entertaining.

Cliff says he was sorry he wasn't twins on Christmas day, but the day after, he thought it bad enough to be just one. All the fellows seem to be a little envious.

A sprinkling system has been installed in the roundhouse at Portage which leads from the roundhouse. About 1,500 feet of pipe was used, 6 inches to 1 1/4 inch.

F. P. M. has been ousted from his seat as leader of the 100 per cent cult. At a Safety First meeting held at Portage recently, Jim Garrity stated his department was functioning 110 per cent, and Frank Linscott says everything is 100 per cent in his territory, too.

Chicago Terminals

Guy E. Sampson

WHEN these lines reach our readers the holiday season will have passed and we will all have made our New Year's resolutions. but we hope that none of them will have been broken that soon. In view of the fact that our railroad is striving to finish the year of 1930 with a greater reduction in accidents than has ever been made before, let us each and every one resolve that we are not only going to put forth every effort to bring about that condition, but also resolve that we will let no opportunity pass where we can attend a Safety First meeting, no matter when and where it may be held. In that way we will be on the lookout for gatherings of that nature and keep SAFETY in our minds. We all realize that no man is ever too old to learn and there is no subject we know of that will benefit more people than a sincere study of Accident Prevention. Not only on the job but at home, on the street, either walking or driving, in fact every place we go. Make it one of our main subjects of conversation and let every one get the benefit of the other fellow's ideas and what a grand showing we will be able to make this year. Let's do it by beginning at the first of the year and continuing throughout the entire year.

Ed Franzen, an employe at Galewood Car Department, and his good wife celebrated their silver wedding at Franzen's Hall at Bensenville, their home town, on Saturday, December 7th. Their daughter, Miss Laura, who is employed in the office of J. L. Brown, general superintendent of transportation, and their son Vernon, were their able assistants and the 150 invited guests sure enjoyed the evening. Many beautiful presents, were received by the happy couple.

On December 7th Switchtender Albert Nevison, a veteran employe, suffered a paralytic stroke from which he never recovered but passed away the following morning. Mr. Nevison lost an arm while switching in the coach yards at Western Avenue a number of years ago and after recovering from that shock took employment as a switch tender. He was well known to almost every employe in the terminal and the sympathy of every employe is extended to his bereaved family.

On Wednesday evening, December 4th, the committee of three appointed by Superintendent Whiting to arrange for a rousing Safety First meeting in the Women's Club house at Bensenville, had everything in readiness and at 7:30 the crowd began to arrive. The committee consisted of Assistant Superintendent C. E. Elliott, District Safety Inspector; Mr. Thompson and Train Director G. E. Sampson. The committee notified the members of the Milwaukee Women's Club, No. 3, that it was their desire that as many of the wives and daughters as could, accompany their husbands and brothers to this meeting. The program

consisted of two splendid readings given by Mrs. C. H. Meyer, wife of our local jeweler at Bensenville, a short talk by Superintendent Whiting, who mentioned the importance of the ladies taking an active part in the safety work now being carried on so strenuously among the men on the railroad. The main speaker of the evening was Mr. M. J. Flanigan, who as head of the Accident Prevention Department on the Milwaukee Ry., is doing a wonderful work.

At the close of Mr. Flanigan's talk the chairman invited Mr. Elliott to a seat at the piano and the ladies all sang their song "Boost The Milwaukee" to the tune of "On Wisconsin" and the very walls of the club house rang with their voices. A lunch was then served by the club members and all departed realizing more than ever the great importance of every employe and every member of his family, living, preaching, practicing Safety First every minute of the twenty-four hours that goes to make up a three-shift day on our railroad.

Miss Florence Sartwell and Miss Bessie Wiltzie, daughters of two of our terminal switchmen, were tendered a surprise party November 30th at the Wiltzie home. All had an enjoyable time.

Yardmaster LaVern Smethurst had the misfortune to trip and fall over a low switch stand the first of the month and was rushed to the hospital. It was found, however, upon examination that he had only obtained a badly sprained ankle. He was laid up for two weeks and was then able to return to his duties. But it was a reportable accident which the yard in which he is working regretted very much, both for his sake as well as being another mark against their "No Accident" record.

Engineer A. H. Pierron was on the sick list a few days the first of the month.

If one couple out of ten gets a divorce, one out of every four gets an auto, and four out of every five get pyorrhea, Yardmaster Harry Stockwell wants to know what the rest of us get.

Chicago Terminal Car Department News

H. H.

Hello, everybody! When you read these little items the holiday season will be over—Thanksgiving, Christmas and New Year; we surely hope you all enjoyed them and the spirit (not spirits) they denoted and brought forth. You know, these holidays, especially the Christmas holidays, always make a person think less of his own troubles and a little more of the other fellow's, consequently he realizes how well off he is. Below are a few lines which would be appropriate for this time of the year.

1. A moment of thankfulness—for blessings enjoyed.
2. A good deed not left undone.
3. A kindly smile where it may brighten another.
4. A snatch of a song or a hum of a tune.

We hope you will give the above few lines a little thought and we are sure you will feel just a little better than before.

What do you think of the Perlbergs, Charles, Sr., and Jr., both employed on the Bensenville repair track, quiet, well liked and conservative in their endeavors, driving down to the Rip one morning over the new Bensenville Rip Road in a brand new Pontiac sedan. Charles, Sr., says, "It's the only car fellows, nothing like them." Charles, Jr., says, "Had a pretty hard job getting dad to loosen up and get a car but finally did it."

Charles Glanz, Bensenville Rip air man, treated us to a nice sight in driving to work in a new Marquette.

Carman Helper Ed Broker of Bensenville, is still off on account of a recent appendicitis operation, but is getting along very nicely and paid us a visit and stated he would be back to work within three or four weeks. Stormy Paul, no doubt, will appreciate Ed's return.

Night Assistant Car Foreman Bennett and two Bensenville car inspectors, Sawyer and Ludwig, did a little pheasant hunting on the opening day of the season, November 10th. Did they get any pheasants? Sure, they got two rabbits.

Talking of pheasant hunting trips on November 10th, I wish I could tell you of a hunting trip Car Foreman Buckholtz and Assistant Car Foreman E. W. Berndt and O. C. Heckart made, but I promised not to, no, they did not get any pheasants, they didn't want any anyway, Oh no, not MUCH. They did get some rabbits though.

Jim Lyons and H. H. have decided to stick to eel hunting, up to this writing the annual eel hunt must again be postponed until a later date, now that they have found the necessary bait someone came along and stole the ball bats and gunny sacks, which are so necessary for a successful eel hunt. Jim Lyons stated he has a hunch that a certain Wheel Shop foreman from Du Bu Q will bear watching.

When we mentioned that a game of follow-the-leader was being played at Galewood Yard No. 1 we sure told the truth. S. Sipior, lead carman (and pattern maker), informed us just recently that his family has been increased with the arrival of a 10½-pound baby girl. Congratulations, Pete.

Night Foreman Bennett and Car Foreman H. Hewing of Bensenville, conducted a very interesting Safety First meeting at the Bensenville Car Inspector's building the night of November 1st, for the benefit of night car inspectors and oilers. They realized it was quite hard for night men to attend regular Safety First meetings, therefore the proper thing was done and the Safety First meeting was brought to them. This meeting was arranged for 10:30 p. m., in order to get all 2nd and 3rd shift men and a very good meeting resulted. The care foreman, H. Hewing at Bensenville, through this column, wishes to comment on the good work and individual interest in Safety First which all the employes on the Bensenville repair track and in the Bensenville train yard are taking, and is also pleased with the work done by the Bensenville and Mannheim Safety First committee, which committee has been selected by the Car Department employes themselves, and is as follows: Apprentice Harold J. Gliddon, Safety First committeeman for the repair track at Bensenville; and Inspectors Andrew L. Ruff, Crad Williams, and Owen Sawyer, all of Bensenville Yard; and A. Karner, committeeman for Mannheim repair track; K. Musik, W. Jones and S. Bogut, Mannheim Yards. Henry Hewing was elected as chairman with the able assistance of Mr. William Bennett.

Illinois Division

M. J. S.

"Cross Crossings Cautiously" Safety First

WE were all much shocked and grieved to hear of the death of Engineer Jerry P. Sullivan, which occurred at the Savanna Hospital at 12:30 a. m., October 2, 1929, due to heart trouble. Mr. Sullivan had been employed as an engineer on the C. M. St. P. & P for the past thirty years, and on October 1st left Chicago on his usual run between Chicago and Nahant, but was taken sick en route and was taken off his engine at Ashdale, where his train crew hailed an automobile which took him to Mt. Carroll,

"Please make Father change his smoking tobacco"



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

How to Take Care of Your Pipe

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



SIR WALTER RALEIGH

Smoking It's Tobacco milder



and was placed under the care of a doctor who took him to Savanna Hospital. His family was immediately notified of his critical illness and they arrived at Savanna on No. 7 about 10:00 p. m. that evening. Engineer Sullivan passed away at 12:30 a. m. The body was removed to his home in Chicago, from which the funeral was held, Thursday, October 4th, and which was largely attended by the Milwaukee family. Sympathy is extended to his family from his many friends on the Illinois Division.

Conductor H. E. Wheat and wife have returned from their delightful vacation spent in connection with Veteran's get-together at Seattle, going to Portland, San Francisco, Los Angeles, Grand Canyon, Denver and Colorado Springs. At Santa Monica, California, they visited with former Conductor A. F. Eberling and family; also visited with former employes, Brakeman V. B. Hovey, Frank Aves, J. E. O'Donnell and Jim Hoye. All send greetings to the Milwaukee family "back home."

Miss Delia Cush, track timekeeper, superintendent's office, spent her vacation in Wausau, Wisconsin, at the home of Rev. G. J. Fischer and family, formerly of Savanna, and reports a most enjoyable time.

Belated congratulations are extended to Brakeman and Mrs. Olin on their marriage of a few months ago at Chicago. Mrs. Olin was formerly Miss Wilma Sein of Arcola, Ill.

Heartiest congratulations are extended to C. M. & G. Accountant, superintendent's office, J. R. Cassell and wife on the arrival of a little daughter to their home September 10th. She will answer to the name of Mary Grace. Joe passed around the cigars and candy on the eventful day.

Mr. and Mrs. Marvin Durrenberger of Elgin, Ill., are the proud parents of a son born to them the latter part of August. Marvin, Junior, is the name of the little stranger, and his grandparents are Conductor and Mrs. Frank L. Danferd of Elgin. Congratulations are extended.

Operator H. E. Coyle of Elgin, who is recuperating at the Edward Hines, Jr., Hospital at Maywood, Ill., is improving but not able as yet to return to duty. His address is c/o Edward Hines, Jr., Hospital, Ward A-2.

Former Trainmen's Timekeeper T. N. Bawell has been awarded the new A. F. E. and material clerk at Savanna superintendent's office. Former Chief Carpenter's Clerk R. R. Duhigg has accepted the trainmen's timekeeper position and Richard Lincoln, former yard clerk, has taken the vacancy as chief carpenter's clerk at Savanna.

Deepest sympathy is extended to Engineer Christ W. Wolf, account the recent death of his wife which occurred at Bensenville, Ill. The husband and two sons, Harold and Wilfred, survive.

Conductor F. A. Sowers and wife returned recently from a delightful motor vacation to New York and Niagara Falls. They report a wonderful trip. Conductor Guy Danford and wife enjoyed a like motor trip a short time ago, going to Niagara Falls and to Toronto, Canada.

Safety—First, Last and Always Tri-City Gossip

Cross Crossings Cautiously

Well, folks, here we are, back in the magazine again, been away for a long time. Tri-City folks are a very quiet sort of people and don't like to have the rest of the world know what they are doing, but once in a while we have to let the big Milwaukee family know that we are still alive and what is going on here in the Tri-Cities. We are making the bold statement that 1930 is going to be bigger, better than ever in the Tri-Cities. The new

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yard at Nahant was completed last October at a cost of \$80,000 and it now has room for 500 more cars, more power to you, Nahant. Night Yardmaster Louisfield has been appointed day yardmaster and Charles, "Pete" Nicholas is the new night yardmaster at Nahant. Car foreman F. Schouly and wife spent the first part of November in Milwaukee visiting trainmaster Edward Kissell and family. Section Foreman J. C. Merrill is taking a well earned rest visiting relatives down in Kansas. C. F. O'Brien, switch foreman in Davenport, has got the car fever this fall and has gotten himself a new Chrysler "77" sedan and doesn't know very much about it so is keeping it covered up in his garage till warmer weather. J. J. Flanagan has been pretty busy working nights at Nahant yards seeing that the new time freight schedule is working out the proper way. He had a birthday December 3rd; too bad a little bird couldn't have whispered same to us a few days previous.

Wake of the News from the Store Department

"Season's Greetings" to All Store Department
Employes

Mr. C. C. Smola, division storekeeper on the Illinois Division, attended the Purchase and Store Department Staff Meeting held in Milwaukee October 23rd, 24th and 25th. Mr. Smola reports a very interesting and instructive meeting.

Assistant Supply Car Storekeeper Delp and Mrs. Delp departed October 29th for Los Angeles and other points in California, where they are enjoying a vacation. Mr. Delp's position as assistant supply car storekeeper is being filled by Peter Schroeder.

Leroy Cronin spent the week-end of November 9th in Champaign with Donald Cook, a freshman at the University of Illinois, and attended the Illinois-Army football game.

Sectional Stockman Dunham and wife and daughter, Jacqueline, spent a few days the latter part of October visiting in Mason City. While there Maynard spent his time pheasant hunting, and from reports he had very good luck.

Every time the weather turns a little cold Frank Schradeya, the renowned duck hunter of the Store Department, takes a few days on his vacation, but he has yet to prove to the office force that the ducks are not flying down the Missouri River.



Picture above is our Store Department's new 1½ ton Ford truck of which they are quite proud. Trying to keep it clean and presentable is quite a task for Frank.

Nahant Roundhouse

Mr. McDonald, district storekeeper, was a visitor at Nahant this month, also former Storekeeper Cecil Sellens paid us a visit.

Blacksmith Ferris, Boilermaker Hodges and Machinist Helper Van Fossen took a Sunday off to show us their prowess as hunters. They got 74 rabbits for the day's effort, also stating they lost about 25.

R. H. F., J. H. Lord and family spent Thanksgiving with Mr. Lord's parents at Minneapolis.

We lost a familiar face around the roundhouse when Machinist Helper Ira Philleo went to Savanna to serve his time as a machinist apprentice. The gang will miss you, Ira, but wish you luck and happiness in your new adventure.

We are all glad to see the familiar face of Jim Cunningham resuming his duties as section foreman in Nahant Yards.

The American Steel Lock Co. should send a representative along to assemble their lockers. Engineer Yoeman and Machinist Chilson spent a half day trying to assemble one of their locks and then called for help to finish the job. Suggestions were plentiful from all sources.

Savanna Car Department News Items Happy New Year!

Cornelius McGrath, car inspector, was awarded a service button indicating 50 years' continuous service with the Milwaukee Road. His record is one he can be proud of.

Mrs. Hugh James, who has been in ill health for the past several weeks was taken to the hospital at Freeport for examination.

Edward Walsh has resumed duties after several days' absence, having taken a business trip to points in Wisconsin.

Mr. W. Snell, D. M. C. B., paid us a visit recently in interests of the Car Department.

James Lahre, car inspector, is at present at the sanitarium at Savannah, Missouri, for further treatment.

Louis Gezlich is convalescing nicely from an operation for appendicitis.

News Items from Elgin Station Always Alert Makes You a Safety Expert

Fred B. Wheeler, the genial and accommodating conductor on the Southwest Limited, accompanied by his wife are leaving December 17th, for an extended vacation in California. Mr. Wheeler owns a home in Pasadena, and is putting it in shape for his future home.

The engine house at Elgin has been torn down. This was erected by the old Chicago & Pacific Ry. a great many years ago. It would not accommodate the locomotives we have in service now, and therefore the space it occupied was more valuable than the building.

Donald (Kid) Ikert and Frederick (Fritz) Collins, from the freight house force, were in the Windy City (Chicago), Sunday, December 8th. We have learned that the purpose of the trip was shopping in Maxwell Street Market, and some very excellent purchases were made. Both of them mastered the art of talking with their hands.

The new Fox River Tower is now in operation. The old Tower, you know, was demolished by the derailment of September 30th. By the way, the boys in the tower seem to be all swelled up over their new home.

Chas Decker, roundhouse foreman, who has been ill for the past two weeks, is getting along nicely and will soon resume work.

Davenport Yard News

Best Wishes for The New Year

The sympathy of the entire force at Nahant is extended to Coal Shed Foreman Bob Carlin on account of the death of his son, a fireman on the R. & S. W. Division, who dropped dead at Rockford, October 22, 1929.

Sympathy is extended Fire Builder Bill Gippert on account of the death of his sister, which occurred at Laredo, Mo., November 2, 1929.

On November 1 the stone train on the west end was discontinued and the familiar faces of that crew are missed around the roundhouse.

Improvements of a major and minor nature have been made around the roundhouse, changing the appearance (for the better) of things, considerably.

John Wyatt, first trick stationary fireman, is on the sick list. We hope to see you back on the job in the near future, John.

Former Night Foreman Louie Rabun, of Sioux City, paid us a short visit the other day. Drop in again, Louie.

SAFETY FIRST, LAST AND ALWAYS

Wish someone would order some sunshine for us. We haven't seen Mr. Sunshine for over a week now, and I for one would surely be glad to see him again.

A. R. A. Inspectors H. R. Hess and Harry Belond paid Nahant a visit on November 15 and 16.

Car Inspector Emil Paulsen's daughter met with an accident last month, but we are glad to hear she is up and able to be at school again.

Nahant Car Department is keeping up the good work of Safety First and has at this writing gone 346 days without a "LOST TIME" injury.

A Safety First meeting was held at Nahant last week, with Trainmaster J. W. Blossingham of the Illinois Division presiding. It is felt in all departments that much good is being derived from the Safety First meetings.

The Milwaukee Railroad is represented in the Manufacturer's League of Davenport and is composed of: Carl Ferris, C. Wyllie, Jimmie McDermott, Elmer Prignitz and F. A. Shoulty. Due to this fact, four cars of business was secured for the Milwaukee from Muskegon, Michigan to Davenport, Iowa.

Twin City Mechanical, Store and Car Departments

N. A. H.

"WHEN hurry interferes with Safety, cut out the hurry."

Safety First meetings at St. Paul are always good education to us all and the last meeting especially, which was held December 6, at which we were privileged to hear Mr. M. J. Flanigan, who heads the Safety First Department. His talk was very instructive as well as interesting.

Night Roundhouse Foreman Robt. Cadden at St. Paul, is back to work again after a period of illness and an operation, and we are all glad to see him looking so well.

C. M. St. P. & P. emblem has recently been painted on the water supply tank at St. Paul and represents a very attractive advertisement to those riding the several railroad lines that pass through this terminal.

Consistent rumors are that the first shift caller at St. Paul has lately fallen for one of the fair sex. There are many window shopping tours of glittering gems and it is evident that he is in the market for a high-priced jewel, a nice Christmas present for any girl—nothing could be more acceptable, Russell.

Mr. John Turney and Roundhouse Foreman Chas. Lundburg attended a meeting in Milwaukee during the month of November.

Mr. A. Z. Cowles, former traveling engineer, is in ill health, having been laid up at home for some time. We hope he improves rapidly and adds another score to his 80 some years.

Mr. Arthur Sandy made a quick get-away after the Thanksgiving holiday, but the cold long winter staring us in the face didn't scare Mrs. Sandy and she insists that she will stay in Minnesota until after the Christmas holidays and then depart to join her husband at Long Beach where they will finish the winter season.

The Engineers' organization gave an old-time dance, November 23, at which dance, Mr. Arthur Sandy's dancing was the outstanding feature, he dancing the clog dance besides considerable jigging. In order that everybody can appreciate what Mr. Sandy did, I believe we

will have to give him away as to age—past 70 years and good for many many more stunts in jigging, etc.

Mr. J. W. Tiffany, River Division Passenger Engineer, is laid up at his home at present and has been for several months and we all wish him back on the rails and enjoying the best of health.

Engine Watchman Peter Everote from Farmington was a pleasant caller at South Minneapolis.

Al Down, timekeeper for Minneapolis roundhouse, met with a bad accident by automobile and presented a very questionable appearance for a couple of weeks. That automobile story might go with some and again it might not. But, however, Al carried a very bad looking eye for several weeks, the car he was riding in turning into a ditch to avoid colliding with another car on the wrong side of the road.

Mrs. L. Muir, a former clerk in the Store Department and wife of an employe there, has been in the hospital and underwent an operation. Our last report is that she is doing fine and our best wishes are with her and Lewie.

Engineer Seyfried's wife also has been an inmate of a hospital and last report is she is doing well and hope she continues to gain her health back.

"NOTICE." The "Janes" in the master mechanic's office at Minneapolis are capable of taking care of anything that comes their way. Thanks.

We were glad to see Fuel Supervisor Mr. Johnson, off the La Crosse Division again back in Minneapolis. He says, "A bad penny always returns," but we don't believe in that old saying, as his predecessor is numbered

among the unknown as far as Minneapolis is concerned, not a scratch of a pen and a wager lost due to his negligence in answering correspondence. What's the matter, Mr. Traveling Engineer on the Kansas City Division? Are they short of stenographers?

Traveling Engineer Blase has been laid up with the grip but back again on the job as good as ever.

We read in the December Magazine where Mr. John Harts, formerly of the Store Department at Minneapolis, but now storekeeper at Mason City, took unto himself a bride. You have our best wishes too.

Mr. John Turney, master mechanic, is attending a meeting in Milwaukee in connection with the new engines the River Division is to receive.

Roundhouse Foreman J. L. Brossard manages to get over to Minneapolis once in a great while.

Red Hot Coals from the Racine and South Western Division

By Leonard

YOU should have seen Porter Gus this morning coming down to his labor. He approached the station very cautiously account of the icy condition of the streets. Gus had a burlap sack wrapped around each foot, and a long stick with a nail in it to give him pulling power. Gus says, "Oh, gee whizz, I am tired."

Mr. Cioni is contemplating joining the professional bowlers as he recently made five strikes in a row at one of our local alleys. Investigation brought the fact that the alley had a groove in it.



Handy Light

LIGHT

WHEN and WHERE YOU NEED IT

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

Greater Candle Power

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

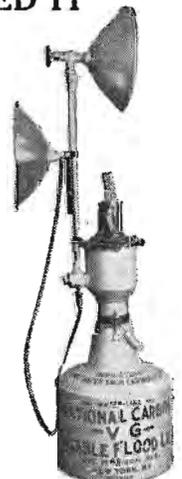


"Carbide Lantern" With or without rear light

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

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

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



National Carbide V G Light

MAIL THIS COUPON TODAY

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

Please send me complete information about your lights shown above.

I am a on the
(Occupation)

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

Name

Address

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

Ray Nevins, our storekeeper, is quite busy checking material at Racine. Ray says, "It's a pretty nice town." Oh, yeah.

Baggage man Fairchild has been laid up for a few days on account of eye trouble. We are glad to report it is not serious. "Peg" says he is going to wear smoked glasses on account of the eye strain he has at the station. What with looking after Gus and disappearing sausage would hurt anybody.

Frank Franks, our singing engineer, started for Racine in his gas buggy the other day, but decided the train was safer, and when he arrived at Elkhorn he retraced his route to Beloit, and took "Larkins reliable No. 36." Good boy, Fred, I heard several cars were in the ditch that day, and we can't afford to have you laid up.

Floyd Campbell wishes to announce that his ice wagon is not now in operation, but will resume service May 1.

It has come to my attention that Mr. Ole Midtum secured a ticket on No. 26 for Chicago. This is very nice, Ole, and we appreciate your help.

It is very hard to get a line up on what is going on in the big city of Rockford. Won't some one volunteer to write a few notes and send them to me every month, so we know what is going on.

Mrs. Jane Ryan is leaving her position at the roadmaster's office. Her cheery smile will be missed. Good-bye, Jane, and stop in and see us whenever you need information or service.

Rupert Fessenden says he doesn't understand how his suits get wrinkled so. Some one suggested never sleep with your clothes on. Let's hear about this, "Rup."

President Scandrett and his official family were guests of the Beloit Commercial Club on November 12. They were taken on tour of Beloit, and all the principal industries were visited. In the evening a banquet was held at the Hilton Hotel, and all the veterans of the "Milwaukee" who had served twenty-five years or more, were seated at the guest table with Mr. Scandrett and his official family. The following veterans attended: from Beloit, Joe Hohenthaner, Fred Artlip, J. D. Artlip, J. Connors, N. P. Thurber, "Jud" Hubbard, W. J. Hughes, Frank Matson, J. L. Bauer, George Messer, A. J. Barbee, Wm. Zimmerman, James Chambers, Albin Nelson, R. M. Telfer, Chas. Theadde, Wm. Steuck, F. M. Barrus, Clinton Jct., J. Sweeney, Freeport, Harry Hill and F. H. Johnson of Rockford. J. Corbett, George Gayton, also of Beloit. It was estimated that 250 were present at the banquet. President Scandrett expressed himself very well pleased to have the veterans with him as they represented the backbone of the "Milwaukee" system. Short talks and introductions were given, and at a late hour the party broke up. Everyone left with a better feeling for his job and his interest in the railroad.

Ask Mr. Sam Stranis just what material he unloaded at one of the crossings recently. He will tell you something that will be a big surprise, I am sure.

Plans are being made by the Women's Club to have several dances this winter. A very nice idea, and maybe one down at the passenger station would bring out a good crowd. Let's go.

Quite a few of our fellow employes are working in Rockford, and the improvement in inter-urban service between Beloit and Rockford was sure appreciated.

We have some speedy passenger brakemen. Take the case of "Mel" Howe. He phoned me one morning and asked about train 26, they will be here in 10 minutes was the reply. Well, says Mel, I have to take a shave and get dressed, and I can just make it.

I can always tell when the company express pay checks are coming, either the regular pay or the expense money, by the regularity and call of Paul Koelsch. What're the latest on the Bank Clearings, Paul?

We recently asked Milo Burkett what a margin was and he said, "A Wild Call."

The new calendars are very pretty, but the supply not large, kindly bear a little patience and I will try and supply all of you.

Will some one kindly clear up the weather for us? We have not had a decent day for two weeks.

We have some news. Train No. 36 is going to change its schedule again. This office advises if you are planning on taking a train to call and find out if it still is in operation. Changes are made quickly and sometimes drastic.

Superintendent McDonald, of Madison, stopped at the ticket office while waiting for train No. 330. We had a very nice talk with him, and trust he will make us a visit on his next trip through Beloit.

Martin Cavey, city passenger agent at Delavan, has his pen in shape and plenty of Florida tickets on hand, so all you fellows around Delavan, give him all the tips on prospective passengers that you have and Martin will do the rest.

Fred, our roundhouse timekeeper, delivered a nice turkey to somebody at the roundhouse. Who was sick after Thanksgiving, Fred?

Division Engineer G. K. Farner has been transferred to Portage, Wisconsin. Sorry to have you leave us Mr. Farner, but glad you are going to a better position. Mr. C. Howland has taken Mr. Farner's place at Beloit.

Gerald Leahy attended a get-together of his "Buddys" who served in the same division during the World War. He reports a very nice time.

"Bill" Maas, Elder's typewriting expert, is quite certain he knows whose fault it is when the passenger trains are late. We hereby tender him a diploma as a full-fledged railroader. He has attained the secret of passing the buck.

Preparations are being made for a bowling tournament between the roundhouse employes and the pencil pushers. All those desiring to participate in the program, leave their names with J. Cioni or Ray Nevins. The date will be announced later, so that a good attendance can witness the event.

Several of the railroad ladies have taken up bowling, and are producing some very nice scores.

Mr. B. Hall has taken a position with the division engineer at Beloit. Welcome to our railroad Mr. Hall. By the way how do the hills in and around Beloit compare to Pennsylvania's?

Station W-SRS

Harriet Resolved

TO let the merry quips, or what have you, fall thick and fast in our 1930 line broadcasting. Hoz abot it, gang?

Good Health

To our ever-smiling, congenial Mr. Wheeler, who's on the job again after a serious case of pneumonia. Say R. M. W. but you've lost some weight! You'll have to tell Rosie how.

Good health, too, to Big Bob Weber, who had a knockout dose of an upset stomach and life for awhile just seemed to be one powder after 'nother. But, thanks to the rigid adherence of powders and a good diet, they've permitted him to hand his job the usual good punch.

Here's hopes from all of us that Mr. Fairhurst's arm, which was badly wrenched in a

recent automobile jam, is now all healed and well.

And here's hopes again, that the Boss, W. L. E. himself, persistent cough and cold is on the wane.

Welcome

To our new co-workers, Miss Ruby Russel, employed in the capacity of steno and bill clerk, and Mr. Alton H. Gardenhire, employed in the capacity of check clerk.

Better late than never! Welcome also, to Miss Miriam Friedman, our little amber girl with those lovely brown eyes and teeth poets would rave about as so pearly, etc., etc., who became one of our new stenos last May. Her smile, sympathetic disposition and that wonderful characteristic—her determined little air that "might is right" has won all of us. Come Pages Three, blow your trumpets gaily!

Success

To Claude Pollock, who has been promoted to the car accountant's office. Our versatile Beau Brummel can be seen diligently applying himself to his new job of manifest clerk, which will surely spell success.

S'more success, to our little wise-cracker "Donny himself," who's been promoted to file clerk. "Best wishes for putting them in the right places, Don!"

Thank You

Rose: The Scribe accepts your expression of sincere thanks and is charmed with your eloquent tribute, and offers the following instead of that which was promised:

Poppy blushing cheeks
Deepest blue, blue eyes
Fringed with lashes
Touched by sooty-fingered fairies
Lips a perfect Cupid's bow
And all in an oval face
Framed by dark brown,
But sunset-tinged hair
(Doesn't that spell R-o-s-e)?

The Funnies

Rose is always reminded of "The Before and After" ads every time she sees Six-Foot Harold Block of the Auditor of Expenditure's office and our own Three-Foot Donny standing together.

As a comparison of itfulness: The Movie World's It Girl down Hollywood Way received a \$10,000.00 square cut solitaire, but the S.R.S. It Girl received a desk lamp which shines just as bright. Comparing him with the millionaire, how's that for a tribute to your gallant Knight of the Steam Pipes, Rosie?

His Sweetie being the taller, just made a caveman out of Donny. He up and "told her a thing or two," which he says, "took her down a peg or two," and now when Sweetie walks beside him, she's just as tall as the caveman himself.

Rose, on being kidded, "that for all her dieting she is fatter instead of thinner," let fall this quip: "Oh, yes, did you see my ankles!"

Donny prefers 'em blonde and doesn't care how they got that way, whether chemically or just natural. On being asked why he prefers 'em blonde, he said, "Oh, it's just a natural hand-me-down trait in the men of our family and a strain on the family tie."

"Electric Flashes from Deer Lodge and the West Rocky Mountain Division"

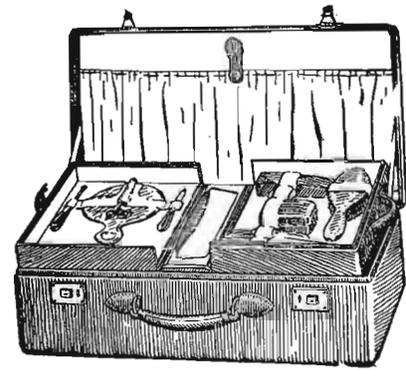
By Willie

MR. AND MRS. P. O. ZULKIE spent the week end in Spokane the first part of the month.

Mrs. G. Hughes, wife of Operator Hughes, at Huson, passed away in a hospital in Missoula, after an operation several weeks before,



Luggage for a Lifetime



The harder Omaha Printing Co. luggage is used the greater opportunity it will have to prove its long lasting and good looking qualities.

A complete line of Travelers' Goods, real leather pieces that you will be proud to carry:
SUITCASES, BAGS, BOSTON BAGS, DRESSING CASES, HAT BOXES
CORRESPONDENCE CASES, PORTFOLIOS, PASS CASES

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

OMAHA PRINTING CO.
LUGGAGE DEPARTMENT

Farnam at Thirteenth
OMAHA, NEBRASKA

on November 13. The burial was from the St. Francis Church in Missoula, November 15. The sympathy of the division is extended to the bereaved husband and small son, and to the father and sisters and brothers. Mrs. J. W. Schlaterer, wife of Conductor Schlaterer, is a sister.

Elmer E. Burnett, of the rip track force, Deer Lodge, has recovered from a siege of smallpox.

By the time this reaches the readers, father will be wondering what elephant stepped on the pocketbook. Yes, after Christmas.

Traveling Engineer Geo. T. Spaulding spent a few days in Tacoma, and since returning has been on the sick list. Carl, it is your turn next, Mae seems to be the only one that can stand the hard work at the D. L. roundhouse.

The change of time card will be in effect December 15 and all will be settled down to it by the time this is out. Nos. 7 and 8, Spokane to Seattle, will be a great improvement to the service there. The only trouble No. 8 gets to Deer Lodge too early for the folks to get a good day's shopping in Butte. Yes they can make it if the bargains are good enough.

Engineer V. J. Roberts and daughter, Jennie, are spending the Christmas holidays visiting relatives in Iowa and Wisconsin.

The sympathy of the employes of the Rocky Mountain Division is extended to George E. Bradshaw in the death of his wife, who passed away at her home in Deer Lodge on November 27, after a lingering illness.

We wish to welcome Mr. F. E. Willoughby to Deer Lodge. Mr. Willoughby comes from Mobridge, S. D., to act as foreman in the Car Department.

Machinist S. C. Vanderwarker and Mrs. Vanderwarker have returned from a visit with relatives in Bozeman and Livingston.

Mr. and Mrs. J. W. Hurst are spending a few months' visiting their daughter in Alameda, Calif.

Miss Georgia Kelley, who has been employed in the dispatcher's office, has left on an extended visit in New York.

We notice Harry Moore back in the freight house. What's the matter with the superintendent's office, Harry?

At this writing we are glad to report Roundhouse Foreman W. E. Brautigam on the road to recovery. Bill has had quite a siege of staying at St. Joseph's Hospital, but will soon be out of the hospital and back on the job again.

Engineer Harry Hamilton and Mrs. Hamilton figured recently in an automobile accident a few miles south of Deer Lodge, in which their automobile was completely wrecked. Luckily neither Mrs. or Mr. Hamilton were seriously injured.

Store Department employe, Tom Romine, has returned from an extended trip east. Tom reports a very good time.

Roadmaster and Mrs. Alway and little Betty Ann have returned from a visit with relatives in Tacoma.

Squeaks from the C. & M. Division H. E. W.

WELL, here we are, embarking on a new year with all the experience gained in the one just passed to guide us along on life's journey. And while many of you have been visited with sickness and sorrow and some have

felt the hand of the Grim Reaper and may say to yourself you can see nothing to be happy over—just stop and think of how many there are who are worse off than you. So let's all start out with a smile, resolved to make the most of life and try to spread the spirit of happiness on our way through the coming year.

We hope that Santa Claus was good to all of you and when the bills come in remember it is papa who pays and pays and pays.

How many have heard the story of the two mighty hunters from Rondout? Well, it goes something like this, once upon a time two mighty hunters by the names of Spoor and Winkel, went hunting and Spoor being the best shot bagged one operator. I never did hear whether Winkel bagged an agent or not.

Our sympathy is extended to Engineer Matt Indra and family in the loss of their daughter, who passed away recently.

It won't be long now until the C. & M. Division will be a very poor hunting grounds for the girls. Another one of our confirmed bachelors is about to fall over the precipice into the sea of matrimony, namely, Herman Rohde. Well, we are all behind you, Herman, in wishing you the best of happiness.

Conductor A. J. Proeber was confined to his home for some time account of sickness the early part of December, but we are glad to see he has fully recovered and is back on the job again.

Brakeman "Chaw" Thompson, who was injured some time ago, is out and around and we sincerely hope will be back on the job as good as new by the time this appears in print.

Remember the poster you see around in your daily travels with the picture of the happy family gathered around the festive board? Well,

we are happy to say there were none of our families on the C. & M. broken up by some one of the loved ones being confined through injuries at this time of the year.

Business has not been as good on the C. & M. the past couple of months as we would like to see it but considering conditions all over the country we surely have had nothing to complain about and are all looking forward to a good winter.

Well, well, well, Conductor H. L. Jewell has laid away his uniform for the winter and taken the way freight place of Conductor Jensen, who has taken the Terre Haute run. Wonder if the horses had anything to do with Harry taking one of the high paid freight runs.

Conductor Paul Hagelun has secured transportation for the Bo-Bo Islands and intends to spend the cold months down where the warm sun shines on both sides of the fence at once. Paul says he doesn't know just when he will leave. As you all know, he is king of the Bo-Bo Islands, and I guess it is necessary that he reside there part of the year.

Brakeman Herb Scholz has left for an extended trip through the west. Among the places he expects to visit are Seattle, Tacoma, Portland, Los Angeles, Frisco and most of sunny California. Expects to be gone two or three months and among the many who envy him being out where it is warm for the winter is yours truly.

Conductor Jim Winkler has returned to his farm up north where he expects to spend the winter enjoying life.

West H. & D. Division "Doc"

CONDUCTOR BEN BISHOP says the hot weather is over now and he doesn't have to carry a sponge with which to cool off the hogs when they are on the rear end of long trains and it is inconvenient to stop at the showers. Just what he will do when the north wind sweeps through the cars at 20 or 30 below he hasn't quite figured out. One of his brakemen suggests he carry along a few hot water bottles.

Train and enginemen from Montevideo seem to be more daffy over radio than they ever were. "Red" Middlebrook sometime ago said he had developed a one tube outfit through

which he could hear the waves lapping on the bathing beaches at Hawaii. There is talk around now that a new set is selling like wild-fire at Montevideo. They report hearing the dusky beauties of the Samoa Islands singing lullabys in the moonlight. There must be some television incorporated in these machines.

Train Dispatcher Keenan was heard bemoaning his fate in not having been able to get some nice mallard ducks. Ed Hoeltz told him he was too doggoned lazy to go out and get them when they were flying good. The trouble with Jimmy is he wants someone to come in and hand them to him—not necessarily on a platter, though. That would disrupt the train service.

Miss Violet Johnson, of the adjuster's office, is also going to desert single blessedness for the ties that bind, although she would say nothing about it. The evening paper gave her away, however, informing us her new home would be at Minneapolis. We wish her also all kinds of happiness.

Miss Clara Samdahl, of the superintendent's office, was quite peeved to think she wasn't given space in last month's Magazine after her vacation trip to the coast. She said she didn't know about the marrying game just yet. The trip she had, however, took her to Seattle and down to 'Frisco and hither and yon. She saw Mt. Baker and several other mountains, but didn't climb any of them. While she has, on a former trip taken the boat trip to Victoria, B. C., this time she crossed the line to Mexico. Asked about a comparison of that good old stuff they dispense across the boundaries she said she wasn't able to state. Now, isn't that too bad! We thought we were going to be tipped off to something.

Our messenger, Irvan Kuckelberg, is giving unusually good service of late. It is thought this is probably the result of the aviator's helmet which he has been wearing since the cold weather set in. It creates such an atmosphere and keeps his ears so warm he apparently imagines he is in the Air Mail Service. Keep it up, Irvan, and you will be able to trade in that wagon of yours for an airplane in the spring.

At a district claim prevention meeting held by the general superintendent at Minneapolis, November 26, we were informed both stock and grain claims were considerably higher than a

year ago, and very likely when the last day of 1929 rolls around we will be on the wrong side of the ledger compared with a year ago. It was indicated the importance of thoroughly inspecting the loading of livestock and grain could not be overstressed, together with keeping a proper record of any exceptions.

At this writing none of the heads of the various departments have offered anything for this space representing their employes. Now, you fellows, all of you, just jump on their necks. Every month we want the items ready to be sent in by the tenth. Help out your department heads and see they send in a contribution each month so the H. & D. will be well represented.

S. C. & D. Division J. G. K.

AGENT CLARK, Hornick, has been complaining about the cold weather recently. It is noted that he is now the proud possessor of a handsome pair of ear muffs. Jeff says he knows just how an Eskimo feels when said Eskimo rises on a frigid morning.

Operator Ray McNertney is now comfortably situated at Scotland, where he plans to remain the balance of the winter months. He says he may have to revert to the sign language as he can not talk Scotch.

Mr. Morse Koontz sped happily on his way to assume duties as head brakeman on trains 395-396, between Egan and Sioux Falls, Sunday, December 1. Morse claims this is the best assignment he has had since he was yardmaster at West Yard.

Conductor Billy Lane has taken charge of trains 97-98 between Platte and Yankton. With Billy went his prize caboose, lace curtains, rug bedecked floor and all.

Brakeman Leeper and Conductor Emery Stewart claim to have perfected a new type of lantern, built entirely out of old papers. They look forward to the time when we will have bigger and better waste paper baskets, as their interests center around the last mentioned article.

Clerk Jack Horstman, assisted by Agent Chas. Whitam, Scotland, ceased their campaign against the pheasant population of South Dakota at the close of the season. They report that in spite of the fact that the pheasant showed a decided tendency to be somewhere else when they were around, they did succeed in slaying a few. Operator Ed Gorman, Parkston, claims the record, having gotten his limit every day. Ed also has a fish story he is rather fond of telling.

Operator Charley Holstrom has resumed his position as Chief of the broadcasting station at Hornick, Iowa. Mr. Holstrom believes a new main spring, or perhaps a new drawbar will start the station out in good shape.

CORRECTION

In the last issue the call letters of the station at Hornick were given as WQEST—they should have been W9EST.

Operator McGuire has threatened to grow a beard as a facial protection against cold weather, unless the temperature moderates. Wonder how Mac would look running around West Yard hidden behind a beard.

Everyone is glad to see Dispatcher Jimmie Shoemaker back on the job again. Jimmie says he has become so accustomed to his crutches that he may have to learn to walk over again when he discards them.

Business continues to be good on the East end.

Operator Holstrom was working the car job in the Sioux City Dispatcher's Office due to Jimmie Shoemaker being off with a broken leg. Regular Carman doing relief work at dispatcher's trick.

Operator Keener relieving at Hornick for about a month.

Why Wait? Get it Now!

It is better to have it when you need it, than to need it and not have it.

Why not insure your earning power with an income, before you are *sick* or *hurt* and can't get it?

Think it over. You cannot do much with the small monthly premium while working, but *you* or *yours* can do something with \$1000 or a monthly income which the small monthly premium pays for when *sick* or *hurt* and unable to work.

CONTINENTAL CASUALTY COMPANY (The Railroad Man's Company) Chicago

CUT OUT AND MAIL TODAY

Continental Casualty Company
910 Michigan Avenue, Chicago, Ill.

I am employed by the MILWAUKEE ROAD, _____ Division.
Please send me information in regard to your Health and Accident Policies, such as are carried by hundreds of my fellow employees.

My age is _____ Name _____

ADDRESS _____

Mr. Emil Quillen Hoberg, E. & F. Time-keeper, Superintendent's Office, has taken unto himself a wife, the happy event taking place at Sioux City, Iowa, Saturday, November 23, 1929. Mr. and Mrs. Hoberg honeymooned in the Twin Cities.

Mr. Arthur Piper, Division Accountant at Deer Lodge, Montana, paid a visit to Sioux City Thanksgiving, and renewed old acquaintances.

Miss Helen Flynn, file clerk, Superintendent's Office, intimated recently that she expects to be engaged again. We hope this is the last time, Helen; they say the third time is the "charm."

A Sioux City paper dated December 6, 1929, informs us that Mr. Brownie Lathrop is to build a new home at 3036 Pierce Street. Perhaps Miss Anderson can tell us when the house is to be finished and when they will be at home to friends.

Several changes have taken place in the Superintendent's Office at Sioux City. Ray Wadelich has taken a leave of absence, Miss Ness relieving on the bill and voucher desk. Miss Berg has taken over the duties on the station payroll desk, being relieved on the maintenance desk by Miss Challman of the Freight House.

The Ticket Office, Sioux Falls, was represented at the annual convention of Ticket Agents at New Orleans by Ticket Clerk F. B. Griller. Special train from Chicago, making Hot Springs, San Antonio, Rio Grande Valley in Texas, Galveston, etc. A side trip was also made to Mexico(?).

Thomas J. Kerrigan, Flagman Elk Point, retired November 30 on pension, having completed 50 years of service as section man and flagman for the Milwaukee.

Agent and Mrs. Ransdell drove the new Marmon to Lincoln, Neb., recently to visit their daughter.

Operator Davis at Platte is spending much time these nights talking to Commander Byrd at the South Pole. Cecil has an amateur wireless station and says he gets by fine until Operator Holstrom goes home and leaves the key open or intercepts his "stuff."

The Platte Line is turning out a lot of corn this year. Loading is much better than was expected and a good supply of con-pone is assured as well as other by-products.

Tacoma District Accounting Bureau

K. M. O. Broadcasting

HERE'S hoping you all had a Merry Christmas.

News is very scarce this issue. I guess we said it all in the December Magazine.

At last the new Milwaukee viaduct is in progress, and in about a year it will be smooth driving over the tideflats.

Geraldene Armitage spent Thanksgiving Day with friends in Yakima.

To "Kirk" of the superintendent's office. We sure enjoyed your article in the November issue. Keep the good work up.

Mr. and Mrs. Robert Fife celebrated their Golden Wedding Anniversary, November 15. Mr. Fife takes care of the various offices so the Milwaukee employes presented the happy couple with a table cloth and napkins. May you live to enjoy many more anniversaries.

When Mr. F. C. Mason and passengers entered his car one evening after work they found an empty bottle but there was enough at the bottom so they could smell what had been. If the bottle had been full nothing would have been said. That was a mean trick, no fooling.

Ann purchased a hat at Fishers and as it was their fortieth anniversary sale she was lucky enough to get it gratis.

Congratulations to Al Pentecost and all the little Pentecosts; understand they were 100 per cent at the Elks Stocking Fillers Christmas Fund.

Congratulations to Mr. B. W. Ganz, formerly of the Car Department office, who recently took unto himself a wife.

We had the following traveling accountants with us December 9: Messrs. Harry Johnson, Victor McFadden and Herb. Moody.

Dick Baughn's daughter is very clever in painting silhouette pictures and the girls in the office bought most of their Christmas gifts from her.

Rio Rita made a hit with Ruth, she saw the picture and also the play.

The district accountant's office wishes all the Milwaukee employes a Happy and Prosperous New Year.



Herbert, Jr., Son of B. & B. Foreman H. M. Jones, Coast Division

The Crew

It's 8 a.m., here comes the crew,
Now sit tight; I'll tell you what they do:

Dick Baughn is the first one to appear,
At keeping time he sure is a bear.
Trainmen's time is the work he chose;
He is kept busy as everyone knows.

Cal Snyder handles the shop A. F. E.'s
And buzzes around them like so many bees;
He gets the charges for retiring equipment,
He isn't hard-boiled, but he sure is insistent.

Helen Amidon is next in sight,
She tickles the "comp" from morn till night.
She adds figures, divides them, too,
All kinds of "comp" work she has to do.

Rose Lindquist is very busy, too,
Paying off laborers when they're through.
Asks them all where they have been,
Why laid off, and when did they begin.

Anna Johnson is the general clerk.
When it comes to work she doesn't shirk;
"Tickles" the "comp," makes a typewriter hum,
And all other work that must be done.

Forest Mason, of A. F. E. fame,
Checks the E. C. R. to fix the blame;
He starts work early and quits rather late—
He must get the charges or get the "gate."

W. M. Eshelman is the voucher clerk,
Pays by voucher for all kinds of work;
Telephone, water bills and the like,
Or any expense on this whole pike.

W. E. Smith is the "Stenographic Kid,"
Takes down letters when he is bid,
Then grinds them out on his old machine—
He's the speediest typist I've ever seen.

TYPEWRITER 1/2 Price

World's best makes—Underwood, Remington, Royal—also portables—prices smashed to below half. (Easy terms).

SEND NO MONEY!

All late models completely rebuilt and refinished brand new. Guaranteed for ten years. Send no money—big free catalog shows actual machines in full colors. Get our direct-to-you easy payment plan and 10 day free trial offer. Amazing values—send at once.

International Typewriter Exch., Dept 1185 Chicago

231 W. Monroe St. Free Trial

Jerry Armitage is a "comp." operator, too.
She works that machine till the air is blue;
Works all day without even a word—
She's the kind that are seen and not heard.

Harry Hatch is the assistant boss;
He keeps our time without any loss;
He also sees if the work's done right,
And keeps us busy from morn 'til night.

C. J. Petersen, the joint facility "shark,"
Keeps the joint lines out of the dark.
Makes the bills versus other joint users,
To keep the Milwaukee from being the losers.

Millie Anderson, the typist de luxe,
Does her work without any "flukes";
Pounds the machine, making vouchers and such.
She must get them right or gets in "dutch."

Frank Opie, our English lad,
Keeps B. & B. time and doesn't do bad;
Handles the sub-stations and trolley, too,
That sure is enough for one man to do.

Louie Bay does work galore,
Handling material charges from the store;
He likes to go hunting and fishing, too,
But why bring that up when there's work to do?

At shop orders C. J. Turner is a bear,
Hands out the orders to make a repair,
Then books the charges for fixing the same;
If anything is wrong, he isn't to blame.

August Cultum is around about fifty,
At doing his work he sure is nifty;
He makes 1714's for the Tacoma car.
At posting time slips he hasn't a par.

F. B. Trout is the busiest man
Recovering material where he can.
His grand old pet is J. E. eight,
Makes it up and is never late.

Oscar Dahl is about six foot high.
He makes out bills versus the other guy.
Writes them up, distributes them, too,
He has work a-plenty; he's never through.

George Pyette is Boss of the Tribe,
He has more duties than we can describe;
Checks our reports to see that they go,
And raises heck if we are slow.

Ruth Rundle, a winsome young lass,
Types payrolls with real class;
Then makes AD 200's to pay the bills;
Her work is hard, but has its thrills.

Guy S. Bell is the Chief Timekeeper,
His eye is peeled like a little boo-peeper.
He cuts the slips to what they should get—
He's been at it for years and is living yet.

Leonard Johnson of 16th and "K,"
Is a wizard at timekeeping, so they say;
Shopmen's time is sure his meat,
At paying the boys he can't be beat.

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 Slou City St. Paul

Olga Grothe is away right now,
But we will tell about her anyhow.
She makes the 1154 for the entire shops,
And does her work without any stops.

A. Lee Boyd keeps time, too,
For enginemen, switchmen, or what have you.
Payrolls, too, are part of his work;
He's had years of experience as a clerk.

Howard Reynolds does numerous things—
Takes care of everything the messenger
brings.

Posts some of the "time," opens the mails;
At keeping busy he never fails.

I've said my piece, now I am done,
Told you a little about everyone;
The foregoing is the office crew,
As good a gang as you ever knew.

Iowa Division (Middle and West) Items

Ruby Eckman

CONDUCTOR CHARLES MARTIN, who has been on sick leave for a number of months and recuperating at his home in Kansas City, spent several weeks visiting with relatives and friends in Perry and vicinity.

Tony Hamm, who for many years worked on the Iowa Division as a conductor before going to the west, has been renewing old acquaintances in the eastern states for a while. Tony lives out at Tacoma now and thinks there is no place like the west.

Mrs. F. R. Hoes, wife of the assistant foreman at the Perry roundhouse, was winner of a first and second cash prize offered by the Perry Community Club for the finest gardens entered in the contest during the recent summer. The two prizes totaled twenty-five dollars in cash. Mrs. Hoes' gardens attracted many visitors during the season. Mrs. A. J. Krohnke, wife of one of the train dispatchers, was also awarded a material prize in the same contest which was a beautiful rose trellis. The ladies spent a lot of time and money on their gardens and enjoyed them very much.

Engineer Harry La Bordo, who has always had a fondness for electrical and radio work, and who has done a great deal of that kind of work during his time off duty, attended the 15th Anniversary Convention of the National Radio Institute, which was held in Washington, D. C., the latter part of November. The convention was attended by delegates from 32 states and Canada, and Engineer La Bordo enjoyed it very much.

Assistant Yardmaster C. E. Hannegan has been bothered for some time with sciatic rheumatism so went to Hot Springs, Ark., to take the baths and treatments there for the cure.

November 21st five section foremen on the western division with their wives were guests of Division Superintendent A. J. Elder at a turkey dinner served in the Iowa Division business car. The dinner was given by Mr. Elder as a means of showing his appreciation for the

splendid record the foremen had made on their sections during the last year. Roadmaster J. A. Cherwinker scored his foremen on their personal injury records, condition of their track, material used and neatness. The five foremen who rated the courtesies were: Albert Wilcox of Dawson; J. C. Theulen of Bayard; Dimo Evanoff of Templeton; Albert Strangel of Dedham and John Theulen of Earling. George Robinson, the chef on the business car cooked a fine turkey dinner with all the trimmings and this was served by Roadmaster Cherwinker and Assistant Superintendent R. C. Dodds, who proved very efficient waiters. Similar parties have been arranged by Mr. Elder for the other subdivisions in his district.

John Clinker, who has charge of the water supply maintenance at Moberge, S. D., was renewing old acquaintances on the Iowa Division in November. John held a similar position at Perry before going to Moberge a number of years ago.

Lee Thompson, son of Engineer William Thompson, went to Milwaukee in November and passed the necessary examinations before starting his apprenticeship as a machinist.

G. E. Fall of Davenport, has been looking after the freight inspector's work on the middle and western division since J. J. Early has been on leave of absence.

Traveling Engineer S. Einerson and family spent Thanksgiving with relatives in Milwaukee, and Assistant Roundhouse Foreman F. R. Hoes and son Frank, Jr., went to Dubuque to spend Thanksgiving with Frank's mother. Machinist Orin Lutze and wife went to Rockford to visit relatives. James McGuire, operator at Coon Rapids, went home to Marion to spend the day with his parents, and Car Inspector P. Slater and family were with relatives at Centerville.

Engineer J. Stoner and family had a rather exciting time on Thanksgiving Day when they were en route to Ames to witness the football game in which their son was playing. While passing through Boone, their car skidded while making a turn and broke a wheel when it struck the curb. They had been slowed down by a motorist who had met a similar fate at the corner, and while they were waiting for a wrecker from a garage, a third car skidded into their car, doing further damage, and before the wrecked cars were removed the fourth car was in the mix-up. The Stoners didn't get to Ames to see the football game but their son helped win it for the Perry team.

Harvey Johnson, who has been on one of the Jordan ditchers during the summer and fall season, completed his work on the Madison Division the last of November and returned to his home in Perry to spend the winter.

Engineer Owen Fox is confined to his home west of Perry with a serious hip injury. He fell while taking water on his engine. When the injuries did not respond to treatments he was taken to a hospital and placed in a cast which he will have to wear for a month or more.

William Barker, engine inspector at Perry roundhouse, has a busy year ahead of him as he was elected worshipful master of the Perry lodge of the Masons in December. The Perry lodge has a big membership and have numerous activities.

Engineer I. J. Chubbuck had a peculiar accident the fore part of December and one which will keep him from leaning against the door of an auto in the future. Irving was riding with L. R. Gallagher, assistant foreman at the Perry shops, and when rounding a corner the door of the coupe in which they were riding came open and the Perry Engineer fell to the curb, getting several bruises.

M. S. Bowker, who was appointed freight inspector in the Middle and West Iowa territory in December, was out on the line the first week of the month getting acquainted with his territory and the various employees. Mr. Sullivan of Mason City, covered part of the territory with him.

H. C. Krasche has been appointed agent for the Milwaukee at Manilla, taking the place of E. J. King, who returned to work as an operator after having been in charge of the station for several years.

Erven Robbins of Dawson, a half brother of Switchman C. E. Robbins, died in Perry the fore part of December. The young man was a World War Veteran and the Perry Post of the American Legion arranged for the funeral service and he was buried with full military honors. Erven's other brother, Bert, who was a Milwaukee fireman, was one of the men killed in action in France, both boys having enlisted as soon as war was declared. Erven was wounded several times in various engagements and carried a piece of shrapnel in his jaw.

Two Safety First meetings for signal and section men were held on the western division in December. The meeting which was held at Manilla was attended by all signal maintainers under Supervisor Walter Ivey and also by the section foremen from Council Bluffs to Manning. Another meeting was held at Coon Rapids which was attended by the section foremen from Perry to Templeton. Both were beneficial to those who attended as the section men and signal men do not have an opportunity to attend the meetings at the division terminals.

Miss Byrl Bean, daughter of Operator F. W. Bean of Herndon station, was married on Thanksgiving Day to Rupert Gustafson of Omaha. The young people will make their home in Chicago as Mr. Gustafson is employed on the Chicago Tribune.

The turkey dinner for the section foremen on the middle division was held in Superintendent Elder's business car on December 3rd. The car was attached to No. 3 at Marion where Roadmaster F. Kovaleski and wife joined Mr. Elder. On their way west they picked up Mr. and Mrs. Harry Kindig of Louisa; M. Vavera at Tama; Mr. and Mrs. Frank Becker at Melbourne and Mr. and Mrs. Charles Kane at Maxwell. The car was set out at Perry and between the arrival of train No. 3 and the departure of No. 4 the section foremen and their wives had a chance to see friends in Perry. As soon as No. 4 left Perry the dinner was served so that Charles Kane would not have to leave with a drumstick in his hand when the train arrived at Maxwell. The dinner was a fine one and all the foremen and their wives enjoyed it a lot. Mr. Vavera's wife was unable to join the crowd on account of sickness in the home and she missed a treat.

Wayne Barnes, son of Engineer J. M. Barnes and Marie Bonar of Scranton, Pa., were married at the Barnes' home on December 2nd. The young people will live in Perry as Wayne is employed in a local meat market.

Mr. Hathaway, one of the linemen from Milwaukee, was in Perry the fore part of December installing the new equipment which permits of electric current from the high tension lines being used in place of wet batteries. The installation of the new equipment will eliminate considerable work for the linemen and save the company a lot of expense.

Charles Field, one of the oldest switchmen in Perry Yard, died at his home in Perry December 13th following a two-days' illness.

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

Nora B. Decco

WELL, the Christmas tree is up and shining to beat everything right where all the passengers going home for Christmas can see it, and all the rest of us, too, and though none of us know what Santa is going to give us this year, by the time you read this issue of the Magazine you will know, and we all hope every one was satisfied and that another bright and happy year is ahead of everyone.

Some of the neighbors are speaking to each other and some are not because each one has a different opinion as to whose child was the brightest looking and took the best picture in the December Magazine, but who could tell they were all just right and everyone satisfied and proud of their little folks; too bad young Mr. Field of Deer Lodge, was the only boy on the page of girls, but I'll bet in about 15 years from now he will be glad of it.

Engineer Townsley has another grandchild, a boy, born to Mr. and Mrs. Frank Irvine, November 26th. Congratulations.

Mrs. R. G. Griffith and small daughter have returned from the coast after a few weeks' visit. She said she can't see how Dick ever found the baby's picture for the Magazine. It's a wonder he remembered her name. Well, the baby's grandmother was still in town and that helped.

Mrs. Butler, wife of Engineer Butler, has returned home from the hospital where she was a few days on account of illness. Emmett, from out Spokane way, is back for over the holidays, too.

Miss Gladys Sickmiller of the trainmaster's office, has made a couple of trips to Miles City, where she has a brother, who has been quite sick in the hospital there. We are glad to say he is much improved.

Conductor and Mrs. Pogreba have returned from a visit to home folks in Missouri and Minnesota. Lots of colder weather than we have had, they say, everywhere they visited and snow most everywhere, but they, of course, had a fine visit.

Engineer Asher has returned to work after some time spent in California, where his family are at present. We are glad to see him back again.

Conductor John Rogers has gone back to California for several months' visit, while the weather here is cold. Conductor Earl Wilson will be on his run while he is away.

Engineer Jack Burns and wife have returned to Deer Lodge from a few weeks' visit in Colorado and other nearby points with friends and relatives.

Our superintendent, L. K. Sorensen and wife spent a couple of weeks in California returning with a nice even coat of tan.

Mr. and Mrs. Frank Sexton of this division, left here early this month for a trip to Germany, Mrs. Sexton's old home. They will be gone some time. Frank said he didn't much care about going over this kind of weather till some one reminded him how he used to fire the old Mallets, and he forgot all about it then; said if it wasn't any worse than that he would go over any time.

We had as a visitor last week, former Conductor Vaninwegan of Seattle. He made a short visit at the Fairhurst home here, returning the next day to Deer Lodge. I told him I would put this in the next number—he didn't pay me for it.

Will wonders never end? Fireman George Smith and Miss Myrtle Jones were married in Missoula, Monday, December 2nd. They will reside in Deer Lodge. Mr. Smith is a well-known and popular employe of this division where he has worked for many years, and the

entire division offer this happy couple their very best wishes for a long and happy life.

Mrs. Sam Haffner, wife of Fireman Haffner, is recovering from an operation for appendicitis at the local hospital. She is back home again and Sam is smiling once more.

Lots of high winds this fall and lots of tumbleweeds everywhere, even on the railroad tracks. Understand there were so many just around the bluff across from Trident, a freight train stopped just short of "a rock slide"—nothing like being careful all the time.

Dubuque Shops Jingles

"Oosie"

HELLO, 1-9-3-0, hello!

We 'spect you'll now commence your show.

We are sitting waiting,
Raise the curtain please—thanks;
And now that it is lifted
We of course will tease
For a lovely setting.

Everything right up to snuff—

Nothing sad, all sun and roses,

Not a single road that's rough.

What? You will not fill our order?

Will not give us what we ask;

You say we need the things you offer?

You have for each of us a task?

All right, 1930, we accept you,

And all the joys and sorrow

To each one we will be true

And nothing will we borrow.

We are indeed proud of the showing made at Dubuque Shops in regard to Safety—we have now gone 210 days without having a single reportable injury—may the good work continue throughout 1930.

"Penny" Springlemeyer, electric crane operator at Dubuque Shops, has been confined to his home for several weeks on account of illness. We hope to see him "back on the job" early in the new year.

Traveling Engineer Butler put in his appearance at the office a few days ago—he said he wasn't—we weren't any gladder to see him than he was to see us—glad you "made the grade" after your long illness, Mr. Butler.

Leo had his mind on Sally,
Ran his "Stude" into an alley
And sent a poor little innocent "Henry"
"Back to Tennessee."

"Bob" Sommers is recuperating from his recent illness; hurry back, Bob!

Locomotive Engineer Harry Haggerty has a brand new little boy—said son is going into the clothing business as soon as he is able to tell wool from cotton, so his daddy says. (How some families do stay with trades, don't they?)

The Dubuque Shops bowlers are doing fine work—

The Southwests are leading right now;

They have some real players in their lineup—
But it's not "Blackie" that's showing them
how!

Dubuque Shops is indeed proud of the basketball team recently organized and sponsored by the local machinists. They have very snappy suits of red and white and won the first game of the season in the Industrial League. The fans are requested to keep up the good work.

Car Foreman Jones told the boys if the team continues the good work until the end of the season, he will book up his old "hum town," Green Bay, for a game—our boys say, "Come on, Green Bay, we can lick you."

Chas. Abraham, manager of the team, also plays guard on the team.

"Stretch" Rogers, center (hasn't his mind on the game right now).

Frank Schiel, captain, plays forward.

Harry New, guard, says we can lick any team in the league (with our fists).

"Tiger" Smith, guard. Elmer likes to shadow the box.

Ralph Gantenbein, substitute, gets in every now and then.

"Shiek" Honadle, substitute, says he's good and should be on stiddy.

Art Schuster was afraid on account of his age he couldn't stage a comeback.

Leo Drouillard, board of directors, representing the shops; he admits he don't know anything about basketball, but they had to have somebody.

Happy New Year, Everybody!

Idaho Division

R. C. P.

A NEW passenger train, "The Washington," was put on between Spokane and the Coast December 15th, arriving Spokane 7:45 a. m., and leaving 9:00 a. m. daily, and should prove very popular. The equipment of course, is of the best.

The run between St. Maries and Elk River has been extended to Plummer Junction, leaving St. Maries at 8:30 a. m., connecting with O. W. R. N. train at Plummer Junction from Spokane, leaving Plummer Junction 9:30 a. m., going through to Elk River and tying up at St. Maries, connecting with No. 17 there.

This provides morning and evening service to and from Spokane for St. Maries and Elk River Line patrons, the same as was available when No. 18 left Spokane at 8:00 a. m. on the old time instead of 7:30 p. m. on the new.

Agent C. H. Burt left St. Maries December 2nd for Alva, Oklahoma, where he and Miss Nellie B. Hare were united in marriage.

The happy couple arrived at St. Maries December 17th to establish themselves in their new home. Congratulations and much joy to them.

Agent and Mrs. E. M. Young of Othello, are happy over the arrival of a seven-pound baby girl at their home.

Operator and Mrs. A. D. Bruneau are also rejoicing over the arrival of a new baby boy.

Engineer Tom McCall was struck by an automobile while he was crossing Trent at Stevens, Spokane, Sunday, December 15th. He was badly bruised and taken to the Deaconess Hospital. Dr. Nelson reports he is doing nicely at this time.

John Boyd, Jr., son of former Conductor Jack Boyd, was killed in an automobile accident on the Appleway, about twenty miles east of Spokane early Sunday morning December 15th. He had been playing for a dance and was returning with other members of the orchestra when the car in which he was riding was struck by another car. A boy companion was also killed.

Spokane Freight Office

Geo. Gaub, of the local freight office, is the owner of a new De Soto coach, having traded in the old Chrysler, and we will see him buck the snow drifts this winter, since Ziemer has quit running his "BUSS," having moved to Spokane for the winter.

The local freight office is a busy place since the reduction in force. Mable is back on her old job pounding out freight bills; Jimmie Wall has displaced McManamon from the demurrage job, who in turn has taken the position in the chief carpenter's office.

Everyone thought that after Harry Hill had all his teeth pulled he would not have much to say, but just mention soup to him, he knows every brand by smelling of the can.

We have with us again Loren Bomar, having accepted the position of bill clerk vacated by John Wall, who has gone to California to enter other business, and where he can play golf the year round.

Twin City Terminals

Mac

Happy New Year, Everybody

THE Traffic Club held their Seventeenth Annual banquet on December 5, in the club rooms, at the Nicollet Hotel. The C. M. St. P. & P. Railroad officials attending were: T. W. Proctor, H. E. Pierpont, J. L. Brown, Lester Jones, George Loderhouse, H. W. Barnett, of Chicago; Mr. N. A. Mcyar, Seattle; Mr. J. M. Cunningham, Winnipeg; Edw. Mathern and Paul Gehrig, Duluth.

Henry Gray, of the Accounting Department, is wondering why his newly-purchased Scotch Collie doesn't bark like other dogs. Henry thought he was the recipient of a "fast one" and called the dog's former owner and inquired about same and was told that most likely the dog didn't have occasion to bark. When last seen Henry was still waiting for the barks to commence.

Lawrence Netka is hiding part of his face behind a misplaced eye-brow these cold days, much to the satisfaction of most of the office force.

After losing bets all season Toney Schwab finally pulled over a winner when he bet on the Gophers in the Minnesota-Wisconsin game. Toney's been humming the Minnesota rouser ever since.

A new arrival in the Emil Rachner family—a baby girl.

Almeda Gerber has succeeded Genevieve Blomquist, formerly Genevieve Farver, as chief comptometer operator, Genevieve having taken up home duties of married life.

Miss Emma Murphy, city ticket office, spent the Thanksgiving holidays at Cincinnati, Ohio, with Mrs. E. P. Kelly, formerly Carmen Swanson of the Cunard Steamship Lines.

Mr. Frank Foster, cashier, local freight office, is back to the office after a week's absence on account of a badly burnt foot. Harry Erickson let a very large stone fall on his toe, but for all that he stuck to his job, even though he hopped around on one foot for a couple of days.

One cold night last month there was a fire out on Lake Street, they say it looked like a Lincoln or Packard car that was burning as the smoke and flames rolled out from under the hood and out jumped one of our fellow employes, none other than Pat Flaherty, from his cracker box. Remember Pat to add water when you fill your radiator with alcohol. Hope all is well and you are driving again.

The auditors have been at the local freight for two weeks checking the station. We understand Mr. Good looked after Mr. Covenick while at Wabasha. Mr. Good's responsibility was even greater in a large city like Minneapolis to keep Mr. Covenick from straying from the straight and narrow path. We understand there is keen competition in their billiard games.

Fullerton Avenue Building

By A. M. D.

ART LA RUE, the conscientious assistant head clerk in the Unpaid Bureau, Overcharge Claim Office, entered the office late one morning, after having dealt with a number of particularly troublesome claims, and our office boy was heard to sigh reverently, "Ah, now the Olympian can pull out." If that doesn't convince Art that he is rapidly becoming an impressive figure in the office we wonder what can penetrate his modesty.

Excellent advice from Mr. Cooley of the Real Estate Department: "Don't try to flip on a street car because you don't always make them." So sorry, Sam, that that is the way you broke your wrist. Maybe the next time

someone will be around to remind you of what happened once before. Hope to see that wrist as good as new before long, oh say, six weeks!

Mr. J. H. Gannon of the auditor of station accounts' office, spent a week's vacation in New Orleans and returned wearing spats, a derby and a snappy overcoat. What a swath he must have cut in that Creole town.

Something ought to be done about the way Irene Barry (Central Typing Bur.) yells in her sleep ever since the Notre Dame-Southern California game; now that the season is over maybe the family will get some sleep.

A. D. (Apollo) Gove, when finally wheedled into giving us a short account of himself, stated that he owes a great measure of his success in life to those anti-dandruff experts, the Thomas', which accounts for Apollo's head of abundant waving hair.

W. E. Nichols, of the freight claims office, is convalescing from an operation for appendicitis and we hope by the time this is printed he will be back with us again.

Mrs. Agnes Beckelman Quirk left the service of the Real Estate Department of the Milwaukee Land Co. on November 30, to take up her laborious duties as housewife for a certain Larry Quirk.

After having seen Gene Krupka, overcharge claims office, trudging wearily along Higgins Road during our last cold snap, it is suggested that he add a pair of heavy boots and snowshoes to his present equipment, which consists of a pair of spats and a derby hat.

Considerable excitement pervaded the reclaim bureau of the car accountant's office about December 1, following the announcement of the arrival of a baby boy, born to Mr. and Mrs. Walter Barthel. Some of the girls "just couldn't get over it," and followed the custom of the more experienced to give the proud parents some good and needed advice:

Don't let it stay out late at night.

Don't let it kick the nurse.

Don't pacify its appetite with candy or worse.

Don't let it drive the car quite yet.

Or climb the apple tree.

But most of all please don't forget

To kiss the dear for me.

Joe Buland was discoursing at great length into his dictaphone when he was rudely interrupted by Gallagher, who cautioned Joe to cut down on his letters before the gas company attached a meter to his machine.

Frank Waples is back at the job again after being absent for some time owing to an operation for appendicitis. Straighten up there, Frank, you will look like an old man before your time, and that will never do.

Why can't Peg (computing bureau) keep her galoshes on in the snow? HOT DOGS! Ask her!

Harry Liston, head clerk in charge of the claim prevention bureau, overcharge claims, proved to the world that he is a regular fellow by taking his entire bureau, consisting of Andrew Gallagher, for a big street car ride.

Sam Weinstein, the irresistible force of the ticket auditor's office, met his Waterloo in an immovable object, which was a small piece of ice on a slippery pavement. The piece of ice refused to give way under Sam's foot and Sam kept going forward—horizontally.

Miss Magdara's typists went to Wieboldt's and vamped "Santa Claus." Why take things away from the little kids, girls?

The girls in the Real Estate Department who are trying to bowl several days a week should have better scores or they won't have an audience when they go to the Crystal Alleys. The time? Now that would be giving it away; we will let you know when they get a little better.

Leon Lew, the ex-gob, to whom we fondly refer as "Samson" has added to his means of

attaining physical perfection. Besides indulging in his icy shower each morning throughout the year, he has moved to Edison Park in the Northwest Territory where, he states, he must tussle with three or four polar bears, not to mention a number of wolves, before he can rid his front porch of undesirables each morning. These pioneers certainly must endure hardships.

On Thursday, December 12, Walter Helwig, of the freight auditor's office, led a picked aggregation of former and present indoor baseball stars of the C. M. St. P. & P. R. R., Fullerton Avenue, to his home town (Norwood Park), far beyond the confines of civilization, to participate in an indoor game against the younger and more aggressive boys of this town.

The Norwood Park team was sadly in need of a pitcher and called on Mr. John Tabor, of the auditor of expenditure's office, through Mr. Chas. Belter, of the record room. Tabor appeared on the scene with his sweat shirt, all primed for the occasion and behold, on the back of the shirt (in six-inch letters) appeared the following words, "The Great Tabor."

Came time for the game and the Great Tabor was set on mowing his former pals down with regular consistency, but from the very start it was quite evident that this was next to impossible, and by the fourth inning the "St. Paul" boys had him on the short end of an 8 to 0 score, and he retired to a more restful and easy task of playing right field.

The C. M. St. P. & P. team had for its battery: H. Krumrei, C. Lange, and Walter Helwig, and with the able assistance of the rest of the team, defeated the Norwood Parkers by a final score of 8 to 6.

The Great Tabor himself modestly admits that he was received with loud cheers by the Parkers.

I. & D. Items

M. G. B.

L. D. CRANE, of Chamberlain, S. D., has been appointed relief clerk at Mason City yard office.

Cletus Busch has been appointed temporary helper at Calmar, Iowa.

Herman Quandahl, yard clerk at Mason City was operated on December 10, for adhesions. We all hope Herman gets along in fine shape and will soon be back on the job. Ralph Joynt is supplying in the yard office.

Miss Grace Moran, of the division freight and passenger agent's office, is back on the job after an operation. We thought at first that the brightness of her office was due to the smile that had been missing for such a long time, but now have figured it out (after putting on smoked glasses), that it is from the ring on her left hand.

Ruby Potter, chief clerk in the master mechanic's office, returned the early part of December from a trip to Kansas City and Memphis. She says the night life in Kansas City is quite wearing.

Carl Donovan is wasting away to a shadow and we have just heard the reason why. It seems he is staying up night with a cat—(an animal)—which has an injured foot. The cat now seems to be improving, but the big question is, should they get a wooden leg or a crutch. There are big arguments for either one and we would like to have your suggestions, please.

Another big mystery in the Mason City offices. Why didn't F. J. McDonald get his check the first of December, and how did it get to the bank without going through his hands? We all nearly got grey hairs over this.

Joseph Shaben, retired agent, visited the Mason City offices November 29. He was on his

way to Galveston, Texas, for a visit, and we all hope he had a splendid trip and a very pleasant visit.

Mr. and Mrs. Paul Hurley and Mr. and Mrs. Elias Kelroy attended the Notre Dame-Southern California game in Chicago on November 16, also Leo Cook and Bob Walsh.

W. F. Ingraham and family spent Thanksgiving with William Ingraham, Jr., in Omaha.

Leo Montgomery, of the superintendent's office, made a flying trip into Chicago, November 28.

Albin Groth, file clerk in the superintendent's office, spent Thanksgiving at his home in St. Ansgar.

Milwaukee First—just at present it is first with the last word in men's clothing, namely spats. For further information regarding this male adornment, call on Julius Wiele.

Some of our employes respectfully submit the first New Year's resolution of the season as follows:

RESOLVED, Never again to have a baseball pool, as it costs the organizer too much money to run one.

(Signed)

D. W. WOODHOUSE,
J. W. BAILEY,
L. A. MONTGOMERY.

T. H. Burns is acting as agent at Postville in the absence of Henry Miller who is convalescing at Rochester. The boys all hope for Mr. Miller's early recovery.

R. A. Shull is acting as agent at Jackson Jet.

R. I. Colvin has been appointed third operator at Sanborn, and K. S. Lambert drew third trick at Calmar.

J. M. Trayer spent several days visiting relatives at Lansing and other points. V. P. Sohn filled the vacancy.

M. A. Budak is visiting at Chicago and incidentally learning something about the goat at Sioux City.

Nellic Carney of the master mechanic's office spent the week end, December 7, in Des Moines.

M. A. Bost, division engineer, returned December 7, from a few days' visit in Minneapolis.

Mr. and Mrs. James Connors plan to leave the middle of December for a trip to California. They will be accompanied by Mr. and Mrs. Vic Hansen, former chief carpenter on the I. & D. Division.

Mrs. C. B. Higgins, wife of dispatcher at Mason City, passed away December 12. Our sympathy is extended to the family.

Mrs. James Polansky, cousin of Engineer Chas. Poshusta, passed away, Sunday, December 8. Sympathy is extended to the family and relatives.

Chas. Reichardt has been appointed pump repairer at Calmar.

James Simonet, rodman, has been assigned to work on the Black Hills Line.

What became of the motorcycle that belonged to a party in the Engineering Department? Notice a Ford seems to have taken its place.

Mrs. Wm. Swanson, wife of engineer, is expected to return soon from Rochester, Minn., where she underwent a serious operation.

Will Koehnecke, section foreman, returned to work the early part of December at Whittemore, after being off duty on account of illness.

Jacob Olson, yard cleaner at Garner, returned to work the first of December after being off duty on account of illness.

Sympathy is extended to J. A. Larkoski on account of the death of his sister.

**FIRM
ON THE
STEP**

**FIRM
ON THE
SHOE**

**FIRM IN THE
FAVOR OF
RAILROAD MEN**

The Goodrich Railroad Rubber

John Barnett, of New Hampton, is at Mason City, attending Hamilton's University of Commerce.

Naldrea Hodges, of the Store Department, spent Thanksgiving at Murdo.

We have quite a little sickness to report at Mason City offices this month, J. L. Delaney family being quarantined with scarlet fever, son of R. L. Jones, switchman was operated on for

appendicitis, and Freddie Randall had a touch of the flu.

J. J. Corbett, agent at Rudd, has been congratulated on his watchfulness when accepting a carload of onions recently. He inspected the shipment before receipting for same, and found quite a few of the sacks of onions frosted. Mr. Ingraham declares this agent knows his onions.

East H. & D. Division

Maude Hamlin

I OMITTED getting Engineer Tucker's picture in the Magazine last month, so am sending the snap of the Four Horsemen, or was it Four Huntsmen? They are Engineer Momeny, Walt Seiler, Engineer Tucker and Engineer Chas. Jung, who went a-hunting and bagged the nice bunch of ducks and geese you see in the picture. "Glann" says this is the first time in his life he got mixed up with any Canadian "Honkers" and he is real proud of them—which I'd say he had reason to be.



Red Middlebrook was absent for a few days—don't know whether he was like that party on the West T. M. Division or not—the one who said he had an operation while at the hospital, solely to get his dances lined up for the Nurse's Ball; but anyway Red says he had an operation on his nose, or was it his head (his nose, after all, is part of his head). At the present writing Red is around again, none the worse for his experience.

Mrs. Percy Anderson, wife of Brakeman Anderson, passed away at her home in Montevideo, Sunday morning, December 15; after more than a year's illness. She had been confined to her bed for many months. Funeral services were conducted at the home, December 16, and interment made at McGregor, Iowa. Mr. Anderson has our sympathy in the loss of his wife.

Mrs. J. L. Copeland, mother of Trainman Roy Copeland, passed away at her home in Hutchinson, Minn. Funeral services were held December 18. Wish to extend our sympathy to Mr. Copeland on the loss of his mother.

It is rumored that Bob Starbeck, engineer on the Hill job out of Milbank, found the fishing very good at Alexandris and now that the fishing season is over, he still finds good reasons for motoring over there occasionally. Just who is the reason, Bob—and what is the big idea?

Flagman Matt Johnson has decided to take a two months' leave of absence for December and January and spend the time with his daughters in Minneapolis and Chicago. John Moe is relieving him at the public crossing near the depot during his absence.

Mr. J. Gruba, formerly agent at Sumter, died very suddenly December 9, of an acute case of quinsy. He had been on duty as usual December 6 and 7, but was stricken with the trouble very bad on Sunday and passed away on Monday.

Misses Winifred Rubertus, clerk at Aberdeen, and Margaret Andres, clerk at Montevideo, gave a very enjoyable party for Miss Amelia Retka—no that really isn't her name now, but I just can't remember it, and anyway you all know her by that name better than the one she has taken for better or worse—(oh, yes, 'Melia is married now). The party was in the form of a parcel shower, and she was the recipient of many beautiful and useful presents. The above took place Sunday afternoon, December 8, at the home of Miss Rubertus.

Ben Bishop informed the writer the other day that Trainmaster Sizer was a wizard when it comes to putting cars back on the steel rail, after a derailment. He states that when a

car got unruly at Correll the other day, or rather night, R.E.S. mustered a force of section laborers and car men and when they actually got on the job, the car was put back on the track with the assistance of only a screw driver and a monkey wrench, and we will add, a lot of perseverance. It didn't take long anyway and everything was cleared up for No. 16 in short order.

The new time tables goes into effect December 17, with No. 18 on a daylight run from Aberdeen to Minneapolis. Some other slight changes go into effect with this table also.

S. M. East

V. J. W.

THROUGH an error we failed to include the item covering the death of Geo. Richmond in last month's issue. Mr. Richmond passed away very suddenly at Dubuque, October 26. He did his usual office work in the morning and was stricken while on his way home. Mr. Richmond was auditor on the S. M. Division for several years before being transferred to the Dubuque Division. His body was brought to Austin for burial, October 29. Sympathy is extended to the bereaved widow and son, Geo., Jr.

A new twelve thousand gallon storage tank was installed at Wells, December 1, to supply the gas electric cars. The tank is equipped with an electrical water force charge and discharge.

A new 50-foot, 150-ton capacity track scale was installed in Austin Yard, December 1.

An item which drew our attention recently was a press report stating checker playing had been banned in public places in La Crosse. We hope this edict will not be so far reaching as to affect the social life in Hayward. JUDGE J. C. HANSON, note.)

One of the advantages of the recent shuffle in the clerk's roster is that it has awakened a desire in some of our freight house men for advancement. Rumor has it that "Mud" Burdette has taken his typewriter lessons (and instructor) seriously and will soon be ready to take an assignment.

Assistant Cashier Barker reports that the arrival of winter has closed down his refreshment counter at the "Rainbow." Truly, the melancholy days are come.

Our Milwaukee talent received much favorable comment and publicity recently when they gave the music-loving public an afternoon's enjoyment over the new Austin Broadcasting Station (call letters unknown). Our versatile Division Accountant R. G. Evenson was the first to be heard, he having been called in while the tests in the laboratory were being conducted. His vocal numbers were very well received, especially his encore selection, "Peeking Through the Knot Hole," etc. The services of our Irish Baritone, Operator J. L. Ahern were demanded by the public in the first regular broadcast from the studio in the Grand Hotel. "Johnny" has received a deluge of telegrams and letters from fans in many distant points complimenting him on his delightful program. Another headliner of the entertainment was the selections of our popular "Major" Hagelund on the accordion. One sad feature of the broadcast was the fact that none of the numbers, following the Major's inspired rendition of "Over the Waves," were heard due to an untimely break down.

Operator and Mrs. O. H. Karr wish to acknowledge with grateful appreciation the kindness shown, and for the flowers sent by the O. R. T. at the time of the death of Mr. Karr's mother which occurred at Paxton, Ill., November 29.

O. S. & D. Clerk H. Flanigan announced the arrival of a baby girl at his home, November 17.

"Baldy" Gifford has again forsaken his job at Ramsey and is preparing for his annual migration to the sunny south. We shall anxiously await his return with a new repertoire of stories touching on southern hospitality.

Speaking of the accomplishments and versatility of our clerks, have you ever noticed the observing nature of our Bill Clerk Robt. McCoy, whose eagle eye caught an error made by a press photographer in presenting a hunting scene.

The many friends of Switchman Carl Kelm were shocked to hear of his death which occurred at St. Olaf Hospital in Austin, November 15, after less than a month's illness. Mr. Kelm entered the service as a switchman in Austin Yard, August 28, 1908, and was promoted to yard conductor November 17, 1909. The body was taken to Archbold, Ohio, for burial.

The old seventy-foot turntable at Austin Yard has been replaced with a new eighty-five-foot table.

Comptometer Operator L. M. Flannery announced the arrival of a son December 3.

We failed to report in a previous issue the appointment of Ben King as local storekeeper at Austin. Mr. King was formerly at Mason City.

We also find we are a little late in reporting the wedding of Division Storekeeper J. C. Hart. The big event took place at Mason City, October 28. Congratulations.

H. F. Lucas resigned as clerk at Austin Yard and has taken a position in the district engineer's office in Minneapolis.

Engineer John Ryel and Engineer Wm. (Billy) Anderson left December 10 for an extended visit in California.

Assistant Ticket Clerk H. C. (Bungle) Scott will attend the Rice County Poultry and Pet Show to be held at Faribault early in December, in the interests of local rabbit raisers. Mr. Scott is an ardent advocate of the national move for bigger and better rabbits. With his vast knowledge and experience in the "Fur for Profit" field, we feel assured that his presence at this big exhibition of fur and feathers will be of inestimable value to the industry in the Northwest. To really appreciate Mr. Scott's clear conception of the problems and possibilities of the rabbit business one should secure a copy of his most recent publication dealing with the cause and effect of "Thumps in the Hutch." Address Mr. Scott in care of this station.

We were very sorry to hear of the death of Engineer D. J. MacLaren which occurred at The Veteran's Hospital in Minneapolis, December 12, after an illness of two years. Mr. MacLaren entered the service August 19, 1899, as a fireman. He was promoted as engineer, September 10, 1903. He leaves to mourn his loss a widow, daughter, Deloris, and son, Wallace.

Dubuque Division

E. L. S.

AGENT GEO. A. CHILDE, of Mabel, Minn., left December 11, for Los Angeles, where he expects to put in the winter. Sorry to say that his health has not been of the best for the past few years and we hope that his sojourn in sunny California will work a wonderful improvement.

Effective November 19, Agent H. H. Britton, of Gordon's Ferry, went on the retired list with pension, due to the condition of his health. This station was bid in by Sam McClave, who has been working second trick at Bellevue for a number of years.

We hear news from Escanaba, Mich., where Frank and Ed Meyer, B. & B. men, are stationed for the winter. They like it first rate there, and tell of one of the boys shooting a deer with the result that they dined on venison.

First trick operator's job at Bellevue made vacant by Sam McClave was taken by H. Dohlin, who has worked third trick there for a number of years. Third trick will be taken by H. G. Gerling, formerly third trick operator at Gordon's Ferry, and vacancy at Gordon's Ferry has not as yet been filled.

F. W. Gassman has been working second trick at Gordon's Ferry for some time, due to the absence of K. F. Laugen, who is working second trick at LaCrescent, temporarily. Due to the illness of E. Hurley at LaCrescent, second trick operator F. Dohlin is handling the station.

Agent Dean, who was on leave of absence for 30 days, resumed work at North Buena Vista on November 29.

Relief Agent G. P. Yohe has resumed work on his regular position as third trick at Specht's Ferry.

Conductor Wm. A. Cutting has taken an extended leave of absence for the winter months. His run is being filled by R. H. Kearney, and J. M. Cassidy has moved from the Preston Line to main line service on Conductor Kearney's former run. Conductor J. S. Kinder is again handling Nos. 404 and 471 on Preston Line.

Mr. J. M. Hayes, superintendent of work equipment, was in Dubuque week of December 9 to 14, inclusive, looking after the new Snowgo plow which will be in service on the Cascade Line. It is expected that this plow is going to be of great benefit in keeping this line open, even during severe storms.

Relief Agent E. C. Ferris, of Caledonia, has charge of Mabel station during the absence of Agent Childie.

New coal shed at Preston, Minn., has been in operation since December 1. This will eliminate the necessity of taking coal at Mabel.

We notice Second Trick Operator Rellihan at Turkey River on Dubuque streets quite frequently. Must be some attraction here. Same may be said of M. F. Sokol.

At the Poultry Show held at Dubuque, December 4 to 8, inclusive, Steam Fitter Geo. Glassner showed 14 pens of rabbits of various kinds. He was given the grand prize, also 7 blue ribbons, 4 red ribbons and four third and fourth prizes. Every pen he exhibited won a prize.

Coast Division

"Kirk"

HAVEN'T seen a copy of the last month's Magazine yet but suppose they want news for the next issue whether or no.

Believe as we went to press last month I promised to let you know how the deer hunt came out. Well, we won't go into many details, but after climbing over all the mountains in the vicinity of Keechelus Lake for four days and seeing nothing but lots of scenery, "Doc" Evans spied a nice four pointer and calling me over to his side we got the drop on said deer and "blazed away." After the smoke cleared away the deer was still standing as before but trying to see where the war was. Doc moved over one way and I the other to get a better view and again the air was full of smoke and the deer was ours. Then the fun started and after wrestling and being wrestled for a mile and a half over windfalls, brush, etc., we finally admitted we were down and sat down in the trail to dissect the remains and finally reached camp with the two hams and the head,

returning on the morrow for the balance after securing reinforcements. After trying to pack this deer about ten miles I was certain that we should have run across his little brother but after arriving in town with the meat, I know that we should have secured his papa. I haven't yet heard the last of, "Why didn't you give me a roast," and if I ever go hunting again, which I hope I do, so far as advertising goes, I never even saw a thing to shoot at.

Ann Goldie, formerly of Deer Lodge, and more recently from Mr. Geo. Pyette's office, was in the office the other day, just back from sunny (?) California, where she had gone for her health. It must have been there for she looks well and says she feels fine. Glad to have her with us again.

We have shipped lots of fish from the Pacific Coast, mostly salmon, but now we have gone in for other varieties. November 15th Train No. 16 had a carload of gold fish out of Seattle for the east, attendant in charge and ev'rythin'. Poor fish.

G. I. Russell, formerly of Black River, comes in first on the honorable mention list, securing the routing of from ten to forty 10-gallon cans of milk from Ellensburg to Tacoma, daily, for the Miller Bros. Nice work, Russell, that's the way to use your spare time.

W. L. Hubbard, general foreman of substations, who has been on the sick list for some time, left the other day for California, where he won't be able to hear the hum of a substation and will be able to recuperate. Here's health and luck to you, Walter. In the meantime Doc Evans manages the substations, and now I understand Dick Wende wants off for a few weeks, I suppose to go see Santa Claus, and Doc takes over the troubles of the trouble shooter. 'Sfunny how Doc seems to fall heir to everything; but he's a good man, broad shoulders and built close to the ground; in fact I never saw him down but once and that time he was put down a bank about twenty feet by a deer who had passed to the happy hunting grounds, light, rifle and all, but he climbed out from under, and was right there when we decided to cut 'im up.

Rose Shipley, our telephone exchange operator, was away for a few days recently; claimed to be on the sick list. I have it on reliable misinformation however, that it was nothing more than a bad case of Christmas Shopping Grippe, very common around this time of the year and growing more popular every season.

The basket ball team have been going strong and while not yet the best in the league, soon will be. Bowling has become the popular indoor sport and it is well worth your time to watch them any Monday night at the Imperial Alleys.

Understand when the new trains, 7 and 8 are put on the club and friends have planned an excursion up into the mountains where there is lots of snow, for a day's outing. Joe Griffin, traffic hound from the city office, has kindly consented to act as guide and will have with him his co-partner in crime, Madam Fatima. Start saving your pennies now folks, and get your reservation in early or you may too late.

Glad to report the promotion of Chief Dispatcher T. E. Corbett, from the Coast Division to trainmaster of the Trans-Missouri Division at Miles City. Trust this is just the start of a rapid climb up the ladder. Mr. Corbett's friends on the coast presented him with a traveling bag, the likes of which have never been seen before; a place for everything.

Engineer Chas Neimiller passed away at Tacoma after an illness of almost a year, being

confined most of that time in St. Joseph's Hospital; funeral being held Saturday, December 7th. The sympathy of the Coast Division is extended to his family. Charlie was one of our best engineers and pulled the Olympian.

Sun shades are getting popular, almost a necessity, I hear, in the division engineer's office. Upon investigation find the source of this strong light comes from a large, sparkling rock set in the usual sort of a ring on the usual finger of the left hand of Miss Ethel Kienholz, Mr. Smith's stenographer. There hasn't been anything said about it yet but the sparkler has been seen and I presume before this gets back to the division there will be parties galore. We shall be sorry to lose Miss Kienholz as we sure enjoyed having her around. I suppose that's what HE thought too, when he signed on the dotted line for so many payments.

Almost forgot to mention our old friend Samuel Carlos Whittemore succeeded T. E. Corbett as chief dispatcher of the Coast Division. Sam has been around here long enough to know the ins and outs of this division and everything seems to be running as smoothly as ever. Congratulations, Sam.

Trusting that Santa Claus treated you all with the best, and that the New Year will bring each and every one additional happiness and prosperity, I am signing off.

Des Moines Division Items

Frenchy

MR. KENNETH STEWART of Mr. Warren's office, drove to Cedar Rapids the week-end of December 7th.

Mrs. Carl Taubert, formerly Dorothy Krisinger, now of Rochester, New York, visited her mother in Des Moines during December.

Miss Lotta Davis of Mr. Warren's office, spent her vacation visiting friends in Seattle and other western cities. She reports a fine time. While there she visited Mrs. L. E. McFarland, formerly Mrs. Lenore Allen.

City Passenger Agent C. C. Carnes' mother passed away during August and his father just recently. Mr. Carnes has the sympathy of all his many friends. Their home was at Dawn, Missouri.

Mrs. B. F. Van Vliet, wife of Superintendent Van Vliet, is ill at her home on 18th Street. Their many friends are hoping for her speedy recovery.

Mr. S. R. Marshall had the misfortune to lose his father on December 5th and his mother on December 11th. He has the sympathy of all friends on the railroad. They made their home at Stockport, Ia.

Superintendent of Motive Power R. W. Anderson, visited Des Moines during December.

Agent H. Pearl was off duty two days in December and was relieved by E. E. DeLacerda.

Foreman B. F. Weems has gone to Flint, Mich., with the hopes of benefiting his health.

Mrs. S. M. Anderson, wife of Roadmaster Anderson, is at Iowa Lutheran Hospital where she will undergo an operation soon. We are all hoping that she will be much improved in health after the treatment.

Miss Jean Dallas left for Los Angeles December 11th, where she will spend the holidays with her people.

Accountant G. A. Williams and family spent Thanksgiving visiting friends in Fort Dodge.

Florence Ibsen spent her vacation with her husband in Muscatine, Davenport and Oskaloosa during November.

From the Cross Roads of the World

Roberta Bair

THE office girls at Terre Haute enjoyed the annual Christmas party at the home of Mrs. Agnes Dede, evening of December 18th, with Mrs. Dede and Mrs. Flossie Waggoner as hostesses. The decorations, refreshments, music and games were indicative of Christmas and last but not least the grab bag should be mentioned with its variety of gifts as a climax of a wonderful evening.

The Milwaukee office bowling team is out in front holding a six-game lead. The team has been badly handicapped this year due to sickness and injuries. They have been greatly helped by the reserve strength and it looks as if some of the subs will land a regular berth, and it looks like a battle for the regular five with nobody having a berth cinched. Huberti was suspended early in the season for breaking training but has been reinstated and is hitting them better than ever. Timothy Colwell had a bad case of lumbago and Lefty Schaal was bothered by a bad arm. Thomas Walters never gets there for the first game on account of driving a Chevrolet that he says he can't depend on. The team is on the last lap of the league and will have to hang in there and fight to land the flag again this year.

Ruby Currie is constantly singing "My Pretty Red Wing" since the departure of the extra gang.

We are glad to report that Eddie Hollis of the Traffic Department, is now back on the job after a short illness.

The big extra gang in charge of Roadmaster W. A. Moberly, was laid off December 7th after finishing the season's work on this division.

The Pfeiffer and Currie families are now listed as radio fans, the Pfeiffers listening in on a new Victor and the Curries on an A. C. Dayton.

West Clinton

The Safety First meeting held at St. Bernice on the evening of November 18th was well attended. The Milwaukee Women's Club also held their meeting at this time. Interesting talks were made by Superintendent L. F. Donald, Assistant Superintendent W. G. Bowen, Master Mechanic G. E. Passage, Safety Inspector J. L. Thompson and president of the Women's Club, Mrs. R. L. Blackwell.

Now this may start out like a "BED-TIME" story but it is far from it—

"Once upon a time there was a kindhearted conductor whose name was Steve Hill. It was midnight when the train reached a little town called Stockland. In some way Steve was left at the tower and the train roared on its way and finally disappeared in the distance, leaving Steve there alone. It was moonlight but freezing, and it was soon found out there was no coal in the tower. . . It has been suggested that someone haul a load of coal for this tower and maybe he will get to use it himself."

Here are some New Year resolutions picked up along the way:

Jay Kindred: "Not to block any more crossings in 1930."

Steve Hill: "To smile at Stockland every time he goes through there."

Geo. Lundwall: "To have the rest of his teeth extracted sometime during the next year."

F. Stephenson: "Not to have an open car next winter."

Jim Myers: "To give 2,000 pounds for a ton."

Horace Ford: "To make Fords FAST, Red Ball FASTER."

Mack Chambers says it doesn't pay to trade pencils with these clerks.

Jack Hornbeck injured his hand while butchering a hog last month. He was trimming it pretty close and must have sliced his hand by mistake. By that we don't mean that he is "Scotch."

C. D. Armstrong, who has been on a job down at Westport, is back at West Clinton.

Operator Wright has become the owner of a new Essex. He is walking to work at this time, we think, in order to save gasoline.

Conductor Bob Stewart is another owner of the easy-riding Essex.

General Yardmaster Kelley has a new Ford. G. S. Silkwood has procured his new teeth and has put them through the switch list test.

"Out Where the West Begins" East End of Trans-Missouri Division

D. H. A.

WHEN these notes reach you Christmas will have come and gone, so we wish all the readers of the Milwaukee Magazine A Happy New Year.

Mr. A. F. Manley is our new trainmaster, being transferred here from Miles City, filling the vacancy left by the promotion of Mr. J. P. Rothman. Mr. Manley was roadmaster here two years ago and we are very glad to welcome the Manleys back to Moberly.

Mr. and Mrs. Harry Conger spent Thanksgiving with relatives at Marion, Iowa.

Mr. and Mrs. E. E. Miller were called to Green Bay, Wisconsin, by the illness and death of Mr. Miller's sister.

Superintendent and Mrs. H. M. Gillick of Miles City spent Thanksgiving at Moberly, Mrs. Gillick assisting the ladies here in putting on their Thanksgiving dance.

The many friends of Dan McGrath are glad to see him back to work again, after an illness of over a month.

Wrecking Foreman F. E. Willoughby has been transferred to Deer Lodge, Mont.

Mr. and Mrs. J. L. Caldwell spent the week end in the Twin Cities on a shopping and pleasure trip combined.

Our popular car clerk, "Topy" Rinderneck, has been granted a ninety days' leave of absence and is now at Sioux Falls. His position is being filled temporarily by Jake Rinehart.

Engineer Ira Dickey is back on his old run again, after spending the summer on his farm at Gallery, Pa.

We hear wild tales about one of our popular engineers getting on the wrong train at Mitchell and but for the watchful eye of one of our conductors, would have been carried back to Aberdeen. "Off again, on again, gone again." For particulars ask the "Rajah."

Dora Anderson spent a few days at the home of her parents at New Effington, S. D.

We are sorry to hear that Conductor Ed Sandals is ill with pneumonia at a local hospital.

Miss Marie Blake, of Miles City, is spending a few days here visiting friends.

Conductor and Mrs. G. A. Robison spent the week-end in the cities and while there attended the football game.

Mrs. Belle Jackson is spending a week in Chicago.

Ann Anderson, of the dispatcher's office, was laid up for a day with a bad cold and stiff neck.

General Superintendent D. E. Rossiter, of Butte, spent a day here on business, also made a tour of inspection over the South Line.

The Milwaukee Women's Club are making preparation for their annual community Christmas tree which will be erected on Main Street, the same as heretofore. A program will be given on Christmas eve and the tree will be left up until after New Year's.

Milwaukee Athletic Club of Tacoma

By The Gossip

THIS is the first writing of the scandal spreading around the Tacoma Athletic Association.

The Tattler came out last week and it sure chose the correct name. It took in everybody and everything and Matt Cline, who is the editor, and tried to hide his identity by several wisecracks, did not succeed as the Gossip is right on the job. It is a good paper and he deserves honorable mention in this column and we are giving it to him.

One of the secrets of the club that will be guarded closely is the Who and Why of the Gossip. The bowlers sure turn out in good shape and by the averages shown below, they are fast developing into something besides bull throwers. C. C. Collins still retains his lead as a player of note, while P. Horr, whose ball and chain does not always believe his excuses and makes him stay close to home, is the tail-ender. The club is going to give a booby prize to the bowler in last place and I think that is another good reason why Horr manages to stay in the basement. He feels he can't make the first place grade so is standing out on us.

Since Paul Wilson is out of town so much his boys are losing ground, but we hope that Paul will get back in the lineup and help his gang come out of the cellar. The freight house is creeping up and the Roundhouse and Store Departments better watch their stride or the pen pushers will play a Jesse James with them. Lots of credit should go to young Jack Brady, who is spending much of his time with the athletic club, but even at that he manages to outstep his dad by a big margin. He gives up three nights a week to the club which is a good thing he is not married or we would not be so fortunate in having him help the cause.

Charley Negley, the youngest bowler on the team and the man who has gone errorless for many a year, is holding his own with a score of 145, which is not bad considering his youth. There are a lot more good players but we can't mention them in this issue but will next time.

The basket ball season opened with a bang on the 4th, and even if we did not take the opener from the firemen we gave them a good run. They sure were big boys and our little shavers did wonders to hold them off as good as they did. All we are waiting for now is a chance to get back at them, and their size won't count. Our boys have had just 10 practice try-outs and they show some speed.

They elected their officers the other night and Jack Smith, who helped organize the Milwaukee basket ball team of Tacoma, and by the way the only team out here at present, was selected as the coach-manager, a position which he well deserved. Our own Jack Brady, son of old Jim, the roundhouse foreman, himself drew the lucky 13 and was made the captain. He never missed a practice game and also was entitled to the job wished on him. Other players on the Red and White Team who are going to gain a position in the rogues' gallery, are Bob Freisheim, also an extra worker at the R. H.; Alex Galwas of the paint shop; Joey Petersen, Johnny MacDonald, Cunningham and George Girard, all of the shops, are sure strutting along in good fashion.

The second game was played with Laminex, and the boys just walked off with the honors. We were too fast to be stopped and with a little more teamwork we are going to keep right after the others. The big game of the season

is scheduled for the 17th, with our competitors the N. P., and we have organized a rooting team that will equal any college gang and we hope to take them like Grant took Richmond, and if we do the boys will surely be rewarded. We expect a big turnout to complete the job of razzers.

The club is staging a round-up for members and two of the fair sex were seen strolling through the shops the other day right after the boys, and believe me, they coralled a bunch and the Gossip don't mean maybe either.

At the regular meeting the following officers were named by popular vote to handle the destinies of the wide awake Tacomans:

Matt Sievert, better known as the manager of the rip track, president; Jack Smith, the perishable freight inspector, vice-president; Ann Johnson, the pay roll clerk in Pyette's office, secretary; Little Willie Woodard, the smallest man for the biggest job, treasurer; Den, we don't know her last name, was appointed to continue on with her burden of making the hot circulars that boil over and make us wonder, corresponding secretary. These are all big jobs, but the organization feel that they have picked the MIGHTIEST for the best jobs.

So far, of the officials, T. J. Hamilton and F. J. Alleman, both have been named directors, and we could not have picked better ones either, as both have helped the club get to the point of success.

With only about three months behind us we have succeeded in gathering together over 150 members, have given two successful turkey raffles, donated \$5.00 to the Women's Club, purchased and supported the basket ball team in good fashion, and are now at the bottom again looking for material for the fastest baseball team in Tacoma, and then some.

How funny, but the Gossip is admitting he is running out of news, so will continue to broadcast in the next issue. Station MAC, Tacoma, signing off till February. The Milwaukee Athletic Association of Tacoma wish each and every one reading this bulletin and all those that don't, a Merry Christmas and a very Happy New Year in 1930, with a lot of the big terminals following the end of the line in organizing an athletic club so that inter-city competition can be enjoyed during the years to come. Remember our good wishes to all the officials and our fellow workers.

S. C. D. Office Notes

F. B. H.

HARRIETTE BADGER attended the rodeo in Chicago and now she's all set for a vacation at a Dude Ranch next summer.

We all join in congratulating Martin Biller on acquiring a nice, new home out in Wauwatosa. Now, we'll have to plan another house warming. Think it's about time we change these plans into a reality.

We are wondering what is the big attraction in Chicago for our Bernice??? She has been making such frequent trips that we feel sure there must be a very good reason. 'Fess up, Bernice!

Oscar Kleppin, chief clerk to D. M. C. B. Snell, and his young son were business callers in our office last week. We fell quite in love with the son and hope his Daddy will bring him again.

We wish to extend our deepest sympathy to Edgar Geis and his family in the loss of Mr. Geis' father, who passed away on December 8, and also to Mr. and Mrs. A. C. Schroeder, in the loss of Mr. Schroeder's mother, who passed away on December 10.

We are glad to have Edith Hamann back at work after a minor operation, and best of all, she says she is feeling fine.

Mr. Gilman is back at the office after a two-month trip in England and France. It is a real joy to hear him describe the sights and he makes one long for a similar trip—especially to see rural England.

It seems to me that Al Forest has very little chance to really enjoy his car, because if he hasn't just had trouble with it—he has the pleasure of looking forward to some. The other noon I heard Julia telling his fortune and all she could see was trouble, smash-ups, and what not. Good thing Al isn't superstitious!

The Women's Club gave a Christmas bazaar and luncheon in the early part of December and about twenty S. C. D. office employees attended. We all enjoyed the luncheon and were delighted to find a large delegation down there from the Store Department.

Gertrude Haas is just about walking on air these days—she is so happy because they are planning a family reunion in Washington, D. C., during the holidays. We don't blame you, Gertrude and we hope you have a wonderful time.

Wisconsin Valley Division Notes

Lillian

MR. W. C. WILLIAMS, who was operated on at St. Mary's Hospital, has recovered sufficiently to be removed to the home of Mrs. D. F. Gorman, where she is recuperating, before returning to her home at Merrill.

Mr. and Mrs. Clifford Flagel spent Thanksgiving Day at the home of Mrs. Flagel's parents at Laona, Wis.

J. Horn, roundhouse foreman, who is off duty on account of ill health, is recovering after an operation for the removal of his tonsils. After being in for general repairs for a few months, he will appear on duty, brand new, and ready for all classes of service, feeling fine.

On November 20, No. 106 had an extra coach with a party of Metropolitan Life Insurance representatives from Wausau to Milwaukee. The party returned in an extra sleeper on No. 103 on Friday, November 22.

Mr. A. I. Lathrop, agent at Wausau, was absent from the office for about a week on account of illness.

On November 22 a party of about 20 football fans went to Minneapolis to attend the Wisconsin-Minnesota game. The party returned on No. 103, November 24.

J. W. Singer, agent at Brokaw, was absent for a few days on account of illness. D. A. Tague relieved him.

Safety First meeting was held at the club house, December 5, Mr. F. P. Miller, presiding, in the absence of Superintendent B. F. Hoehn. There was a large attendance. The officers and a good many employees attended a city Safety First meeting which was held by the city at 7:30 P. M. at the Central School at Wausau. They report a very good speaker and a large attendance.

The Stange Lumber Co. and the Kinzel Lumber Co., of Merrill, are logging at the rate of thirty cars per day from the Newwood line and fifteen cars from the Knudson line. Brooks and Ross Lumber Company are loading a good many logs from Tomahawk and Finn. This helps to make business good.

We are saving a lot of money by getting rid of foreign cars. We have a good supply of system cars of all classes.

Mr. M. M. Harrington had his automobile repaired and it is running 100 per cent, as usual.

John Zander, car foreman, has returned from the Wausau Memorial Hospital, where he was operated on for appendicitis. He is feeling fine



and is planning on returning to work in the near future.

Mrs. Herman Duvie is reported ill at her home. We hope her recovery will be a speedy one.

Conductor John E. Dexter is receiving treatments at St. Mary's hospital, preparatory to an operation for goitre. We hope to hear of a marked improvement in his condition very soon.

Several comments have been received in regard to the splendid service rendered by Steward Speed, who has charge of the cafe car on No. 102 and 103. His courteous and hospitable manner is very much appreciated by his patrons and they are anxious to travel the "Milwaukee" way where they are certain of being treated with every consideration for their comfort.

During the month of October and November we loaded about 75 cars of snow plows at Wausau, which were consigned to the north and northwestern part of the country. These snow plows are manufactured by the Wausau Iron Works and are very well advertised throughout the country. This adds to our revenue considerably and is very good business. These plows are used for clearing highways of ice and snow during the winter.

Trainmaster M. M. Harrington spent about two weeks at Mosinee during November, making a terminal allowance test. L. G. Fredricks made a terminal allowance test at Rothschild while Frank Love relieved him as agent.

Frank Fredricks is doing a very good job at Cassian, Harshaw and Goodnow in caring for the heaters in refrigerator cars, which are being loaded with potatoes. No. 70 each night takes from one to three cars of potatoes from Mr. Fredricks' territory, and it is very evident that he always has the company's interest in mind.

Arrangements are being contemplated to run No. 65 and No. 70 between Wausau and LaCrosse. Should this be accomplished it would mean quite a saving in delays at New Lisbon in making up and setting out trains and will tend to hurry the freight through. LaCrosse Division would make a saving by discontinuing their Nos. 65 and 70 between New Lisbon and LaCrosse.

FOR SALE—Minnesota pen-raised mink. Pair fox and wolf trailers. W. D. Davis, LeRoy, Minn.

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—One new "Holton" B Tenor Saxophone Fin. B with case; price \$100.00. One second hand as good as new "Holton" C Melody Saxophone Fin. B with case; price \$50.00.—Desire Maes, Ass't D. S. K., Store Dept., Green Bay Shops, Superior Division.

One of Nature's natural freaks—Rattling Rocks. Send 50 cents for one or a dollar bill brings three. W. O. Hampton, Murdo, South Dakota.

For Sale—Stahl's Silver Certificate Chinchilla rabbits. Good, healthy, strong stock. Prices right. For further information address F. N. Meyers, LeRoy, Minnesota.

Wanted—Mink to ranch. Best of pens. Experienced caretaker. Write for details. D. C. Jorgenson, Chester, Iowa.

For Sale—Stahl's Gold Certificate Chinchilla rabbits. Fully pedigreed. Young and matured stock on hand ready for prompt shipment. Outdoor raised. Nicely furred and guaranteed to please. Those desiring good foundation stock, write for prices. W. F. VanGilder, Box "C," Tomahawk, Wis.

For Sale—Montana Red Cedar Lamps. All sizes. Hand turned and polished. With or without shades. Price on application. C. C. Field, 804 California Ave., Deer Lodge, Montana.

For Sale—Pedigreed Black Silver Fox Rabbits. Cheap. Write for prices. Walter Fischer, Mayville, Wisconsin.

Lot for Sale—Cedar Rapids, Iowa. On 22nd Ave., West, near 10th St. Lennox Addition, Lot No. 176. \$200.00. Carl E. Holmgren, 4027 Pleasant Ave., S., Minneapolis, Minn.

For Sale—Eighty acres good level land in Wadena County, Minnesota. Close to two small towns. On good road and R. F. D. Over half in cultivation and grass. Easily made ready for plow. No swamp, no stone. Good dairy and poultry place. Close to good fishing, hunting and trapping. Make good fur farm. Will sell at remarkably low price, and make good terms. This is biggest bargain in country. Box 23, Britt, Iowa.

For Sale—Girl's Wombat Coat. Size 16. In very good condition. M. G. Conklin, care of Superintendent's Office, Wausau, Wisconsin.

For Sale—Adams motor in good condition. For anyone having use for a motor car there is not a better car than the Adams. The price is a bargain. Will sell it for \$60. Write to R. L. Fuller, Telegrapher, Freeport, Ill.

For Sale or Trade—A lot, 40x120 feet, on Blinn Ave., an 80-ft. paved street, at Wilmington, Cal., a city of 16,000. Close to Long Beach. All assessments and taxes paid up to date. Write Jake Stockburger, 921 First Avenue, Perry, Iowa.

For Sale—Six-room house, 27 5th St., Sturtevant, Wis. Furnace, bath, gas and electricity; garage, good garden, fruit trees, berries, shrubbery, etc. Cheap. R. S. Bentley, 1333 South 11th St., Terre Haute, Indiana.

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.

Lakeside Kennels offer high-class puppies from the best of blood lines and females strong in Champion Parbold Peador 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.

For Sale—Silver Black Giant Fox Rabbits. The genuine HOGAN STRAIN. A real imitation of the Silver Black Fox and the greatest money-maker in the rabbit industry. Write for prices and description of this wonder rabbit. Hi-quality Chinchillas. Some of the best obtainable. All stock pedigreed and registered if desired. G. C. Scobee, Box 473, Britt, Iowa.

For Sale—Chinchilla rabbits, mink, skunks and ferrets. Write for prices and all details. D. C. Jorgenson, Agent, Chester, Iowa.

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.

Austin Chapter

Mrs. Fred Valentine, Historian

THE members of the board met in the club rooms November 7th. The meeting was called to order by the president, Mrs. Thomas MacFarlane. Reports were read by the committee chairmen showing the work which had been done, sick calls made and cheer cards sent.

Many plans for the holidays were discussed. Following the meeting light refreshments were served by Mrs. Leon Corneau and Mrs. Frank Doering.

The contributing members were entertained November 9th at a six o'clock dinner in the club rooms. Over seventy members were present for the delicious dinner cooked and served by a committee of which Mrs. Harry Keck was chairman. Following the dinner an informal good time was enjoyed by all. The men departed voting the women royal hostesses as well as the best of cooks.

Many of our members attended the luncheon in Chicago. All report having had a fine time.

The club had its usual monthly meeting in the club rooms November 12th. At six-thirty the members and their husbands sat down to a picnic supper. The evening's program was inaugurated by the singing of the club songs by all present. Mr. Hendryx next favored with a most clever reading. Mr. Chris Hognun entertained with several accordion solos which were greatly enjoyed.

The business meeting was called to order by the president, Mrs. MacFarlane, and reports of committee activities were read. Plans were discussed for the coming holiday season. Of special interest was the report by Mrs. MacFarlane of the Get Together Luncheon in Chicago. After the business meeting bridge and 500 were played.

The December meeting was preceded by a picnic supper and was well attended. A resume of the club work was given by the committee chairmen. Election of officers resulted in the following: President, Mrs. Harry Keck; First Vice-President, Mrs. C. C. Hartsock; Second Vice-President, Mrs. Bert Elefson; Recording

Secretary, Mrs. Leon Comeau; Corresponding Secretary, Mrs. Walter Whiteside; Treasurer, Mrs. George Haseltine; Historian, Mrs. Fred Valentine.

Deer Lodge Chapter

Mrs. C. O. Waldron, Historian

THE regular meeting of Deer Lodge Chapter was held in the club house November 11th. Reports were made by all committees and officers. A very pleasant account of the Chicago General Get-Together Meeting was made by our president, Mrs. Pears.

Our welfare workers have done splendid work. The Gallatin Gateway Dance was well attended in spite of the cold weather. A card party will be given in December.

A fine program was presented by the committee, Mrs. Bagley and Mrs. Kantnor, which included two readings by Geraldine Aide and a guitar solo by Mr. Ted Meyers, accompanied on the piano by Mrs. Bagley.

A delicious luncheon was served at the close of the program.

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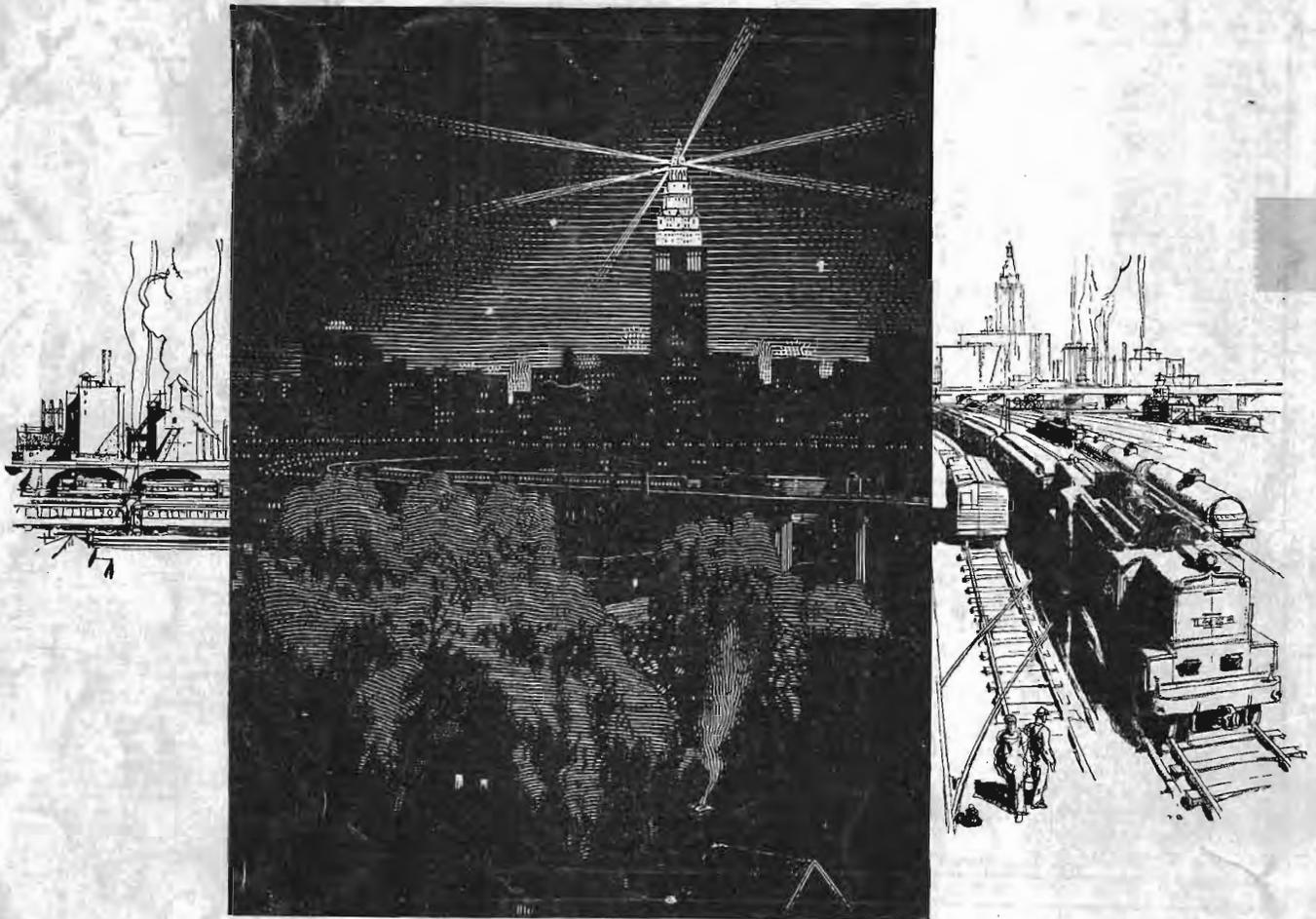
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