

The
**MILWAUKEE
MAGAZINE**

JANUARY, 1931





A puff or two . . . before the run

M. McGEEHAN has been an engineman for the past 21 years. You can often see him sitting in the window, as he is shown in this picture. "Right here," he says, "puffing away at my pipe of Edgeworth is a most comfortable way to while away a few minutes' time until I go out on my suburban run."

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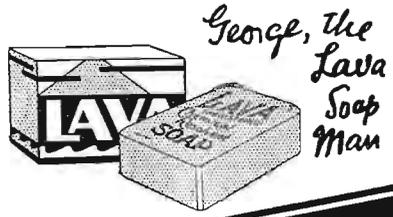
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Hands Up!
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CONTENTS

Winter Scene on University Campus, Madison, Wis.....	Front Cover
Mr. Gillick Discusses the Situation.....	3
The Salmon Canning Industry of the Pacific Coast..A. J. Hillman.....	4
A Declaration of Policy.....	5
Bowling Notes	6
Annual Rhyme to My Children.....J. W. Calvert.....	6
Accident Prevention	7
Safety Records	8
The Milwaukee Employes Relief Fund.....	10
Obituaries	10
Elections and Appointments in the Legal Department.....	11
The Locomotive Water Conditioner.....A. G. Hoppe.....	12
The New Year.....E. J. Belzer.....	14
Fire Prevention	15
Reminiscences of Early Days.....G. H. King.....	15
The Agricultural and Colonization Department.....	16
Claim Prevention	18
Help Wanted	19
The Milwaukee Railroad Women's Club.....	20
Current News of the Railroad.....	23
At Home	Elinor Corcoran..... 23
Special Commendation	25
On the Steel Trail.....	27



MILWAUKEE TYPE BLOW-OFF COCK
 with its
Joint-Ring-Strainer

With first consideration for safety to those responsible for the handling of locomotives and with further consideration for efficiency in operation and economy in cost, the Milwaukee Road has standardized on the locomotive blow-off cock shown.

The attention of terminal forces is called to the absolute necessity of mounting this blow-off cock on its joint-ring-strainer (shown.)

Attention of engine men is called to the fact that in case of leakage, the valve may be ground in under boiler pressure and without any delay to the service by merely putting a wrench on the square of the valve stem extension and giving valve stem a quarter to a full turn. The valve is held solidly closed by boiler pressure and cannot be opened inadvertently.

THE BIRD-ARCHER COMPANY
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MR. GILLICK DISCUSSES THE SITUATION

ON ANOTHER page of this issue of the Magazine appears an article that everyone should read. It is a declaration of policy deemed necessary to the continuance of adequate transportation, adopted by the railways of the country. I did not find it difficult to decide for it, and believe that any man or woman, whether employe, stockholder, bondholder, or the great part of the public who depend upon the railroads, will be for it and realize that our country has forgotten the railroads long enough; and if the members of the State and National Legislatures, who have been elected to office by the support of the railroad employes, do not change about and support the railroads along the lines set out in the article, it will not be long before the reduced number of men and women employed by the railroad will be even less than at present.

The year 1930 has not been a pleasant year for myself and other officers, and it has been much less pleasant for the thousands of employes who have been taken off the payroll for two reasons that not any of us had anything to do with. First, the great depression in traffic, and second, because of the increasing amount of traffic that is constantly being handled by other means of unregulated and subsidized transportation.

The gross earnings of our railroad decreased more than twenty-seven million dollars in 1930. Transportation over subsidized highways and subsidized barge lines to a large extent contributed to this loss in revenue, and has been responsible for many men being taken off the payroll, and is probably more thoroughly appreciated by those living along the Mississippi River (at La Crosse more than 125 men were dispensed with at one time, many of them having worked for the railroad twenty to forty years).

Our railroad will pay approximately \$9,666,000 taxes in 1930, as compared with \$8,149,581 in 1920, when our total gross earnings were \$2,400,000 more than in 1930. Few of us realize what highway improvements cost this railroad. There is not a month goes by that we are not meeting with some highway commission, trying, without much success, to argue that we should not, in addition to the general tax that will be assessed for a concrete highway, be called upon to pay for grade separation when that highway crosses our tracks. Mr. Loweth is now dealing with one highway commission on a new highway that will make a better route for our competitors' trucks and busses, and, if built, will require an expenditure of about \$125,000 on our part for one grade separation. If we had that and other thousands that we pay for such projects on the railroad, it would keep a good many more people employed.

At Minneapolis the Railroad Commission of Minnesota has ordered a grade separation within the city that will cost us more than three million dollars, and some of the public was so wrought up about it that they tried to defeat at an election the men on the Commission who issued the order, because they did not make the railroad pay for it all, instead of assessing the city for one-third of the job. Myself and many of the employes at Minneapolis remember when the territory involved in this grade separation was pretty much of a village. Both the community and the railroad have grown, until one now interferes with the other. Is that any reason why the railroad should pay all or the greater part of the cost?

Money for grade separation, like other large capital expenditures, generally comes from the sale of bonds issued for the purpose. The ever-increasing interest must come out of the net operating income, and until other means of transportation are regulated by the same law as applies to the railroad, and rates are fixed to insure a profit from the operation of the railroad to take care of the ever-increasing interest charge, it is difficult to understand how city and state governments can continue to make grade separation and expect the railroad to find money to pay any part of it, except by neglecting their maintenance. This can only mean fewer men employed and less material purchased.

I again appreciate the opportunity of using the Magazine to say how glad I am to be associated with you as a member of the Milwaukee Employes' Family. You have again demonstrated that no better people live. Within the last few months you have gone into your pockets and contributed to a fund of something more than one hundred and seventy thousand dollars, to be used in helping out that part of the "family" that find themselves out of employment and out of funds. The result of that contribution is that more than fifteen hundred men, women and children are being kept warm and given enough to eat. Many of you who have contributed to that fund are yourselves working short hours with a reduced income which has resulted in your own family having less of the good things of life in order that the less fortunate may be cared for.

You have been of great help to me and others in suggesting ways to make ends meet in operating the railroad in this depressed period. From the President down, we all confess that what has been accomplished in controlling expenses and performing good service could not have been done except by the wholesome suggestions and support that have been forthcoming from the whole Milwaukee Family. As for myself, without you I would not want any job.

My best wishes for your good health and happiness in 1931.

The Salmon Canning Industry of the Pacific Coast

A. J. Hillman

AS canned salmon is one of the principal industries of the Pacific Coast, thought you might be interested in a short story concerning this business.

The first American salmon canning industry was established on the Sacramento River in California in 1864.

Subsequently canneries were built on the Columbia River and Puget Sound. Later canneries were built in Alaska, and this industry has continued to grow until the canned salmon pack in all countries amounts to approximately ten million cases of forty-eight one-pound cans per annum, and the canneries operating in Alaskan water produce more than fifty per cent of the total.

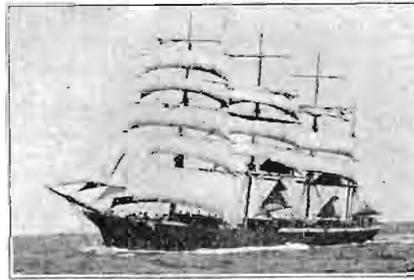
As these Alaska canneries are located from 600 to 2,500 miles from coast shipping points, transportation is one of the chief factors in this industry, as all of the tinplate or cans, box shooks, and supplies of all kinds must be shipped to the various canneries, and all the cannery workers must be transported from the home ports to the scene of operation; and after the pack is completed the canned product must be shipped back to the outfitting points.

Many of the larger firms own and operate their own boats, but the transportation companies operating vessels in regular Alaska service are called upon to handle a good proportion of this tonnage.

Until recent years the packers used sailing vessels, but the use of these fine sailing vessels has gradually been discontinued until there are very few now in commission. The speed and larger carrying capacity of the steamship has gradually forced the sailing vessels out.

According to the Bureau of Fisheries, there were 24,270 people engaged in Alaska in 1929, in the salmon canning operations. This does not include those engaged in the transportation business, or those employed at canneries on the Puget Sound, Columbia River, and along the Washington, Oregon and California coasts. By including these canneries it would mean about 40,000 people are employed in this work.

The fish are caught in various ways, such as purse seines, traps, gill nets, etc.,



Salmon Clipper Heading North for Its Silver Treasure

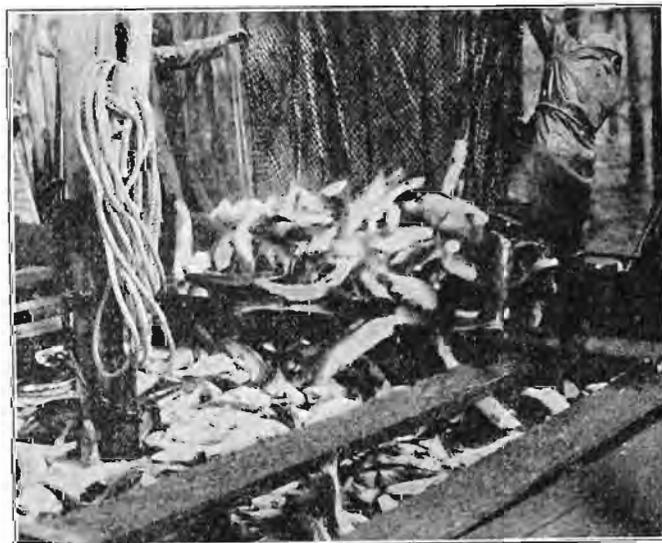
and are taken to the canneries where they are sorted as to species into separate bins.

In the early years of the industry, Chinamen were principally used to dress and clean the fish, but later a machine known as the "Iron Chink" was invented and is used for this work. This is an automatic machine that dresses and cleans them, and takes the place of 15 to 20 Chinamen.

The dressed fish are thoroughly scrubbed, cut into slices and put into cans with one-quarter ounce of salt for each pound of fish. The cans are automatically weighed, then the tops are sealed under vacuum in a machine known as the "closing machine."

The cans are then put in steam retorts and the fish cooked for one hour and a half under pressure equivalent to about 239 degrees to 243 degrees F.

While the cans are still hot they are tested for leaks, then cooled, passed through a labeling machine, placed in boxes or cases of 48 one-pound cans each and are ready for shipment.



Salmon Catch Arriving at the Cannery



Salmon Cannery in Typical Alaskan Scenery

When thinking of canned salmon as food we should remember, first, there is nothing added to the fish except the right amount of salt for seasoning; second, that the cooking or sterilizing temperature is very high because it is necessary to thoroughly soften the bones.

We have then in canned salmon a thoroughly sterilized, appetizing, palatable sea food, with high food value, both from the standpoint of essential proteins and oil content.

Medical science also informs us that it is very valuable as a preventive of goitre. In addition, canned salmon is characterized by a relatively high iodine, calcium and phosphorus content.

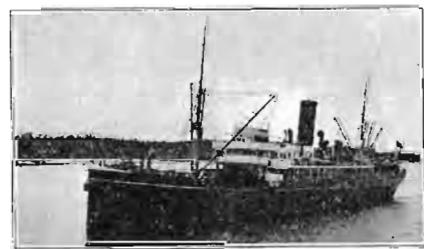
Canned salmon is available in practically all parts of the world as weather conditions do not affect it, therefore, it is good in the Tropics or the Arctic, and contributes a welcome change to the diet.

Approximately 85 per cent of the salmon canned in American waters is consumed in the United States, and approximately three million cases are shipped from Seattle annually—about 45 per cent being shipped by rail, and 55 per cent by steamer through the Panama Canal to gulf and Atlantic ports for distribution to consuming centers.



Salmon Jumping Falls in Alaska

The government, the states and the industry are co-operating in conservation measures that will, it is believed, insure the future supply of salmon and make permanent the business of canning this valuable food.



S. S. Otego Arriving at Yakutat

A Declaration of Policy Deemed Necessary to the Continuance of Adequate Transportation Service to the Public

AT a joint meeting of the Executive Committee and Member Roads of the Association of Railway Executives, held in New York November 20, 1930, a report of the Advisory Committee was received in the form of a resolution reading as follows:

"Resolved, That the Advisory Committee recommends to the joint meeting of the Executive Committee and Member Roads the adoption of the program set forth in the attached report, with the qualification that it is not to interfere with the position taken in respect to the bill now pending for regulation of bus lines."

This report was unanimously approved and adopted by the Executive Committee and Member Roads as a declaration of their policy.

It is as follows:

Without referring to or including in any way the results of the business depression of 1930, and basing the statement entirely on the period ended with December 31, 1929, the following picture presents itself:

Growth in Railway Traffic

	Revenue ton miles increased	Passenger miles increased
From 1890 to 1900....	85.8%	35.4%
From 1900 to 1910....	80.1%	101.6%
From 1910 to 1920....	62.2%	46.5%
From 1920 to 1929....	8.8%	34.2%*

* Decrease.

What Are the Causes Leading to This Extreme Decline in Railway Traffic in the Past Nine Years?

1. Motor Vehicles, coupled with improved highways.

MOTOR VEHICLE REGISTRATIONS

Year	Passenger cars (includes motor buses)	Motor trucks	Total motor vehicles
1920	8,225,859	1,006,082	9,231,941
1921	9,346,195	1,118,520	10,464,715
1922	10,864,128	1,375,725	12,239,853
1923	13,479,608	1,612,569	15,092,177
1924	15,460,649	2,134,724	17,595,373
1925	17,512,638	2,441,709	19,954,347
1926	19,237,171	2,764,222	22,001,393
1927	20,219,224	2,914,019	23,133,243
1928	21,379,125	3,113,999	24,493,124
1929	23,121,589	3,379,854	26,501,443

Per cent increase 1929 over 1920... 181.1% 235.9% 187.1%

APPROXIMATE NUMBER OF BUSES

1920	10,000
1929	92,500
Per cent increase 1929 over 1920	825.0%

2. Transcontinental tonnage handled through the Panama Canal—

Fiscal year	Intercoastal tons of cargo
1921	1,372,388
1922	2,562,527
1923	8,068,553
1924	13,527,378
1925	9,496,259
1926	10,069,604
1927	10,560,505
1928	10,067,392
1929	10,119,028
Per cent increase 1929 over 1921	637.3%

3. Traffic handled over the inland waterways, excluding the Great Lakes.

Years	Tons
1920	83,150,182
1921	79,901,753
1922	77,872,724
1923	108,026,159
1924	121,713,097
1925	136,372,752
1926	146,907,027
1927	154,575,002
1928	160,927,905
Per cent increase 1928 over 1920	93.5%

4. Contributing factors to this decline in rail traffic are the pipe lines, high-power electric lines and the newest development of the piping of natural gas from the wells to large centers, which is going to reduce still further the coal traffic.

Insofar as any form of the above service is legitimate and a natural economic development, the railroads have no right to complain. The public is entitled to the best transportation at the lowest reasonable cost. However, where the rail carriers are prevented through legislation or regulation, from fairly competing with new or old forms of transportation, or where the service rendered by the com-

Mr. Gillick Says:

"The year 1930 has not been a pleasant year for myself and other officers, and it has been much less pleasant for the thousands of employes who have been taken off the payroll for two reasons that not any of us had anything to do with. First, the great depression of traffic, and second, because of the increasing amount of traffic that is constantly being handled by other means of unregulated and subsidized transportation."

petitor is a subsidized one, such unfair handicaps should be removed.

IT IS SUGGESTED:

(A) That the present lack of adequate regulation of motor bus and truck operation should be remedied by the enactment of appropriate legislation, with no discriminatory provision against the railroads operating in the same field.

(B) That the restrictions on the railroads from competing with the Panama Canal by refusal to grant them Fourth Section relief be removed.

(C) That the Government of the United States discontinue competing with the railroads or any other form of transportation either directly or by subsidy.

(D) That pipe line common carriers be subjected to the same restrictions, in respect to the transportation of commodities in which they are interested, directly or indirectly, as the railroads now are.

The above refers to loss of traffic through competitive reasons.

Traffic That Remains Has Produced the Following Results

1. The average receipts per ton mile have been as follows:

Year	Average Receipts per ton-mile (cents)	Reduction in freight revenue due to declining average receipts per ton-mile compared with 1921
1921	1.275	
1922	1.177	\$332,500,000
1923	1.116	656,236,000
1924	1.116	617,580,000

1925	1.097	736,589,000
1926	1.081	860,868,000
1927	1.080	836,037,000
1928	1.081	839,855,000
1929	1.076	890,170,000
Per cent of decline 1929 under 1921..		15.6%
Total reduction in revenue...		\$5,769,835,000

Figures for average receipts per ton mile, it is fair to say, represent many factors, such as changes in commodities, distances hauled and other items, and cannot be taken as a precise guide to rate reductions; but they are conclusive as showing the trend.

2. During this same period the operating expenses have indicated the application of great economy and efficiency, as shown by the following figures:

OPERATING EXPENSES AND TRAFFIC UNITS*			
Class I Steam Roads—United States			
Year	Total operating expenses	Traffic units (millions)	Expenses per 1,000 traffic units
1920	\$5,827,591,146	550,852	\$10.58
1921	4,562,668,302	418,778	10.90
1922	4,414,522,334	445,695	9.90
1923	4,895,166,819	526,597	9.30
1924	4,507,885,037	496,688	9.08
1925	4,536,880,291	521,665	8.70
1926	4,507,885,037	550,179	8.49
1927	4,574,177,821	529,686	8.64
1928	4,427,995,036	527,719	8.39
1929	4,506,056,262	540,544	8.34
Decrease, 1929 under 1920—			
Amount ..	1,321,534,884	10,308	2.24
Per cent...	22.7%	1.9%	21.2%

* Revenue ton-miles plus equated revenue passenger-miles.

This has been accomplished largely through the expenditure for capital improvements in the nine-year period amounting to \$6,855,416,000.00, which provided improved locomotives and equipment, improvement in the physical structure, improvement in methods, and done in conformity with the program of the railroads entered into in 1923 which, as announced at that time, was based "on an abiding faith in the fairness of the American people and reliance on the continuance of the policy announced in the Transportation Act, 1920, as a measure of reasonable protection to investment in railroad property."

During this same period the decline in the average receipts per ton mile has shown an accumulative amount closely approximating what has been spent for capital expenditure—\$5,769,835,000.

3. Notwithstanding this economy and efficiency, rates have never produced the return on property investment contemplated in the Transportation Act, viz., 5 3/4%, for the railroads as a whole.

RATE OF RETURN ON PROPERTY INVESTMENT

Class I Steam Roads—United States		
Year	Rate	
1921	2.87	
1922	3.59	
1923	4.33	
1924	4.23	
1925	4.74	
1926	4.99	
1927	4.30	
1928	4.65	
1929	4.84	
Eight months ended Aug. 31, 1929..		5.48
Eight months ended Aug. 31, 1930..		3.59

Rate based on property investment of carriers as shown by their books, including material and supplies and cash.

What Are the Reasons? Reductions in rates, beginning with the year 1921, have continued up to the present.

ent moment. These reductions were brought about—

First—By action of the Interstate Commerce Commission.

Second—Through reductions made voluntarily by the carriers to meet competition including that of unregulated or subsidized transportation.

Third—Through reductions made voluntarily by the carriers for the development of industrial enterprise and communities.

This is the situation in which the railroads of the country find themselves today.

What the railroads are asking is a new spirit and attitude on the part of legislative and regulative authorities

(a) through a recognition that the railroads are engaged in a business subject as other business is to the operation of economic laws and should accordingly be permitted to adapt themselves quickly to changes in economic conditions which confront them, and

(b) through a recognition that railroad operation is a fundamental public necessity and that the maintaining at all times of an efficient national system of transportation, adequate to the business needs of the public, is necessary, if we are to progress as a nation.

The railroads at this time make the following recommendations:

First—A respite from rate reductions and suspensions by regulating bodies, both intra and interstate, and from action that will increase the expenses of the carriers.

Second—A respite from legislative efforts of either the national or the state legislatures that would adversely affect rates or increase the expenses of the carriers.

Third—A withdrawal of governmental competition both through direct operation of transportation facilities, as well as indirectly through subsidies.

Fourth—A fairly comparable system of regulation for competing transportation service by water and on the highways, involving affirmative legislative action as follows:

As regards water transportation, legislation should cover

A. Extending jurisdiction of the Interstate Commerce Commission over port to port rates, to include—

B. Determination of just and reasonable rates, and prohibition of discriminatory and unduly prejudicial rates.

C. Publication of and adherence to rate schedules.

D. Proper service requirements.

E. Certificates of public convenience and necessity after proper showing.

F. An opportunity for the railroads to enter this field of transportation under proper supervision, but without handicap as compared with other transportation agencies. The Panama Canal Act should be modified so as to permit railroad operation of waterway service in conjunction with rail service.

G. And, in addition to affirmative legislative action, the retention of the flexible character of section 4, Interstate Commerce Act, sympathetically administered, with fair opportunity on the part of rail carriers to obtain relief after proper showing and including transcontinental traffic.

As regards commercial highway transportation, by bus or truck, legislation should cover

A. Extending jurisdiction of the regulatory authorities over commerce carried by such agencies.

B. Certificates of public convenience and necessity, after proper showing.

C. Proper protective requirements for financial responsibility and surety bonds or insurance.

D. Adequate requirements for just and reasonable rates, both maximum and minimum, with provision for publication thereof and adherence thereto, and proper inhibition against undue and unjust discrimination.

E. Proper service requirements.

F. Adequate authority for rail carriers to operate such facilities, without discrimination in favor of other transportation agencies in the same field.

G. Adequate provision for privilege or license fee imposed on all motor vehicles for hire or profit using highways, so as to properly participate in construction and maintenance costs of highways.

As regards pipe line transportation—

That pipe line common carriers be subjected to the same restrictions as to the transportation of commodities in which they are interested, directly or indirectly, as the railroads now are.

All basic figures given in this statement are derived from the reports of the Interstate Commerce Commission or from other Governmental sources and are open for inspection and verification.

For the policies recommended herein by the Association of Railway Executives, they bespeak the earnest and thoughtful consideration of the public, from the standpoint of the national interest in maintaining in the highest degree adequate and efficient transportation in every modern form, with equal opportunity for all.

ACCIDENT SAFETY FIRST PREVENTION

Strive for the Best Record

TO ALL EMPLOYEES:

With the coming of the New Year, new opportunities are presented for establishing larger reductions in personal injuries and better safety records. It is only natural that we should strive hard to bring about a safety record for the Milwaukee Railroad which will exceed that of any other railroad in the country.

M. J. FLANIGAN,
Manager Safety Department.

A Good Safety Letter

Montevideo, Minnesota

Mr. M. J. Flanigan,
Manager, Safety First,
Chicago, Ill.

Dear Sir:

During the past twelve days it has been my pleasure to have been associated with Western Union telegraph crew working under the supervision of General Foreman W. E. Grady and Assistant Foremen G. H. Derry and E. M. Hisey.

As you are no doubt aware, the territory from Aberdeen east was visited by one of the worst sleet storms ever known, which demoralized communications and wrecked wire structures of all nature.

The crew noted, arrived in the territory and consisted of 34 men, who worked under the most adverse conditions, sleet, snow and sub-zero weather being a combination of elements which seemed to be concocted to delay and retard the construction.

In my twenty-five years' experience as a work train conductor, we have come in contact with all manners of crews and men on various construction jobs, but what has impressed me with the years of experience has been the progress of Safety First practices which appears to have reached a culmination in the performance in this Western Union crew.

Work safely was the watchword through the entire period of line repair, each and every man seemed to be imbued with the idea of watchfulness and the element of being the other fellow's keeper was the paramount thought of each and every member of the crew.

On November 25th, when weather conditions became such that outside work was impossible, Mr. Grady called a Safety First meeting and the entire matter of working safely was gone over. At this time each and every man of the crew was called upon to take the floor in the round table talk and give his version of safe practices. To see these men go through the item of resuscitation as a preventative after-measure in the event of coming in contact with high voltage line wires was impressive.

The good fellowship and teamwork embodied in this crew's general makeup and work was an inspiration for any man who came in contact with them. Their accident measures were so outstanding, that knowing of your great interest in the matter I was tempted to drop you a line.

Yours very truly,

(Signed) B. C. BISHOP,

Conductor.



The Teske Family

One Hundred Per Cent Milwaukee Family

THE above picture is that of Section Foreman Jacob Teske, Eureka, S. D., and his three sons, Edward, Jacob Jr., and Theodore (reading from left to right).

Mr. Teske entered the service in 1901, and two years later was promoted to section foreman at Mina, S. D. The next year he was transferred to Hague, N. D., and in 1905 became foreman at Eureka, S. D., where he has been ever since, having recently celebrated his twenty-fifth anniversary at that point. During his entire service as a section foreman he has never had an injury to himself or any of the men under him.

His son, Jacob Jr., age 28, entered the service of The Milwaukee in 1916, working under his father until 1925, when he was appointed foreman at Faulkton, having since been transferred as section foreman at Java, S. D. Theodore is 26 years old, and entered the service in 1916, under his father. He was appointed section foreman at Hillsview, S. D., in 1926, where he is at the present time. Edward, age 24, entered the service in 1924 as a section laborer under his father and at the present time is still serving in that capacity.

Mr. Jacob Teske, Sr. has always been known as a strong advocate for safety and always makes it a point to talk to his men about prevention of accidents. A few of the most important rules which he practices in the interest of safety are explained by him as follows:

"When I handle rails, I always watch every man closely so that he does not make an unsafe move, and if he has a wrong hold I also show him how to take the correct hold. I also do the same when I unload or pile ties or any other material.

"When operating the motor car, the first thing I look after is the piling of the tools; next I see that every man is seated in his right place. I never let a man get on or off the motor car while it is in motion, nor allow him to walk in front of it.

"When working with work train I always tell the men not to crawl from one car to the other while the train is

moving, also not to get off or on when train is moving.

"When I get new men the first thing I tell them to do is to work safely. I hand them the Safety Rule Book and tell them to read it. Also tell them when working to 'always watch out for the man next to you so as not to hurt him'."

A Personal Inventory of Your Conscience

Paper on Safety Read by R. Schwallenberg, Channing, Michigan

MUCH has been said and done on the Safety First subject, and to some it seems there is nothing more to be written, as the question has been gone over from every angle possible, and if everyone would do his or her share and watch their step, the result would be no accidents. However, if every employe operated in this frame of mind you could rest assured the record would not be as good as it is today; it is very important that the matter be mentioned every day, and the Safety First slogans kept in front of every employe at all times.

Two or three years ago, if someone mentioned Safety First to a group of men and looked them over, he would notice a smile creep over the faces of some of them, and you would hear remarks like this: "We are all right, if old Lady Luck is with us," or, "I'll look out for myself, let the other fellow look out for himself," and many other remarks too numerous to mention. Today conditions have changed, and the word "luck" has been eliminated from the Safety First vocabulary, and the actual fact that all accidents are preventable has been installed in its place. As time and the wheels of industry grind on there are more converts to the idea every day, and the result can be seen when reading the monthly figures published on the subject.

If you spoke to the same group of men mentioned today, you would not see the familiar "I know it all" smile, because they would not dare to show that the subject amused them. However, there still would be a few in the group who are not convinced that it takes a hundred per cent organization to make a hundred per cent Safety First record, and that everyone's personal efforts to the last man are necessary. Every individual must be at the right place and the right time to make the machine function properly, and when someone misplaces himself is when things happen. The slogan, "One for all, and all for one," is necessary, and when this has been done accidents will stop.

I am wondering how many there are who at the end of the daily toil review the events of the day's labor and take inventory of what was accomplished and just how it was done. In the present age of speed there are too many who are inclined to stop thinking after the day's work is done, and I am sure everyone can find just five or ten minutes each

Bowling Notes

THE race for supremacy in the league becomes more spirited each week. The climbing cellar team of Chicago is slowly but surely mowing down all opposition and will soon be giving that strong contender, the Milwaukee team, a struggle for first place.

The officers of the league are very much gratified over the splendid co-operation of the various players and the accord in which each one works. It is, no doubt, this fine team work that makes our league so successful. Credit is also due our congenial president, A. F. Stevens, and our untiring vice-president, G. K. Christ.

You are all cordially invited to watch your fellow employes knock 'em down at Crystal Alleys every Thursday at 5:30 p. m. Come over and root for your favorite team!

Milwaukee Road Bowlers—Attention!

DO not overlook the Tenth Annual Milwaukee Road Bowling Tournament at Milwaukee, Wisconsin, the last Saturday in February, 1931, and all Saturdays and Sundays in March, 1931.

Boost same all possible and do not forget your reservations and your team A. B. C. cards as this tournament is sanctioned by the American Bowling Congress, and if your team is not in a sanctioned league you will have to pay your team sanction dues on arrival at the alleys—so be prepared.

Down-town alleys have been selected for your convenience at the Wisconsin Theatre, Sixth and Wisconsin Avenue, in basement—about four blocks from Milwaukee Road Union Depot.

Give us all your support.

E. A. BROCK, President,
W. J. CARY, Sec.-Treas.

Freight Auditors' Bowling League

Standing December 11, 1930

	Won	Lost	Pct.
Milwaukee	23	16	.590
Kansas City	22	17	.564
Twin Cities	20	19	.513
Omaha	18	21	.462
Seattle	18	21	.462
Chicago	16	23	.413

Individual Averages

Player and Club	Games	Aver.
Peterson, Twin Cities	39	175
Gentz, Milwaukee	39	174
Malczynski, Chicago	39	173
Becker, Omaha	39	170
Reinert, Twin Cities	21	168
Haidys, Seattle	36	164
Larson, Milwaukee	36	163
Woelffer, Omaha	36	162
Kennitz, Kansas City	39	162
Christ, Kansas City	39	160
High team, series—Omaha		2666
High team, game—Omaha		958
High individual, series—Gentz		600
High individual, game—Woelffer		234

Annual Rhyme

TO MY CHILDREN

J. W. Calvert

TODAY I'm three score years and ten,
With all my senses unimpaired;
My faculties are keen and clear,
God's daily blessings I have shared.

My daily tasks are done with ease,
For I am prime and blythe and strong.
Our Heavenly Father has our praise,
In words and deeds, and acts and song.

I'll labor on with all my might,
And earn my bread from day to day;
Because it is my choice and lot,
There is no time for me to play.

There's many things for man to do,
And I might help to pave the way;
If each one helps as best he can,
He'll reap some fruit from day to day.

Today the world is all agog,
In many parts its rent and sore;
We must supply the healing balm,
And not the sword, as days of yore.

When each one learns to do God's will,
There'll be no anguish, pain or strife;
Let's dedicate our lives to God,
And serve Him through our earthly life.

day after his work to deliberate over the happenings of the day. Review every little detail and ask yourself, "How did I do this or that? Was this or that move a proper one? and, How many flaws can I find in my own actions? How many mistakes did my fellow-employees or supervisors make?" Think over these things and make a resolution that tomorrow I will not make the same mistake or error again.

This practice will make your work and actions an example for the other fellow and make you a safer man. Every man knows his own inner self better than his fellow-employee or even his best friend, and therefore knows more of his own shortcomings; these cannot be corrected by the other fellow unless he is present when you get into difficulties, and a large percentage of accidents or near-accidents occur when no one else is present. Therefore, it is up to the individual to take a personal inventory of himself, and correct his own carelessness and actions, and call the other fellow when he makes a wrong move. A personal inventory of your conscience will make you a safe worker and improve your judgment.

The Toll Road

Paul Russell

Car Foreman, C. M. St. P. & P. R. R. Co., Blue Island, Illinois

THERE is a road called "Safety First,"

Where careful people go;
And they need never fear the worst,
Who travel to and fro.
For those who travel on before,
Will not obstruct the way;
And careful practice is the price,
The only toll they pay.
Each traveler of each safety van
Will ever bear in mind,
The safety of the other man
Who travels on behind.
Are you a traveler on this road?
To you I want to say,
That if you are, you'll travel far
Upon the safety way.

Your Brother's Keeper

Reprinted from The Railroad Trainman

I WARNED that guy of danger, and I told him to desist
When I saw him try to mount that string of cars;
But he sneered, "Lay off me, Stranger," and he stung me with his fist;
And the next I saw was just a bunch of stars.

And now there goes the ambulance, and in it goes the kid,
And the doctor shook his head and said, "Too bad";
When up at the 'vestigation, will I tell them what I did,
Or will I keep still and thereby help the lad?

You can hear them preaching "Safety";
"Safety First" and "Safety Last,"
And the men who preach it mostly carry scars;
And the words keep coming back to me, as I review the past,
"You are your brother's keeper, if you work among the cars."
RICHARD C. PADDEN, No. 403.

SAFETY RECORDS

THE following stations in the territory of Mr. William Snell, district master car builder, have not had an injury of any kind so far this year:

Station	No. Men Employed	Station	No. Men Employed
Division Street	13	Perry, Iowa	10
Union Stock Yards	2	Manilla, Iowa	1
Western Ave. Freight Yard	10	Sioux Falls, S. D.	5
Mannheim, Ill.	57	Blue Island, Ill.	2
Rondout, Ill.	4	Faithorn, Ill.	1
Spaulding, Ill.	5	Delmar, Ill.	1
Elgin, Ill.	2	Myron, Ill.	1
Davenport, Iowa	5	Cheneyville, Ill.	1
Ottumwa, Iowa	6	Preston, Ind.	2
Marquette, Iowa	20	Latta, Ind.	3
Cedar Rapids, Iowa	12	Linton, Ind.	1
Marion, Iowa	1	Bedford, Ind.	10
Madrid, Iowa	1	Seymour, Ind.	1

Total..... 177

The following stations in Mr. Snell's territory have not had a reportable or lost time personal injury so far this year:

Station	No. Men Employed	Station	No. Men Employed
Union Depot, Chicago	6	Atkins, Iowa	2
Galewood Yard No. 2	43	Council Bluffs, Iowa	31
Bensenville, Ill.	63	Hunrick, Ill.	2
Nahant, Iowa	23	Terre Haute, Ind.	123
Bellevue, Iowa	1	Sioux City, Iowa	45
Dubuque, Iowa	84		

Total..... 423

The following safety records were established in General Car Foreman J. M. Linehan's territory:

At Cedar Rapids the Car Department force, numbering 12 men under Car Foreman L. A. Klumph, has not had a reportable injury since June 21, 1923, nor a lost time injury since August 21, 1928. A nice record.

At Nahant and Davenport the Car Department force of 28 men under Car Foreman F. A. Shoulty has not had a reportable or lost time injury since March 13, 1928.

At Marquette, Iowa, the Car Department force of 20 men under Car Foreman J. H. Fisher has not had a reportable injury since July 14, 1928, nor a lost time injury since November 2, 1926. At this point the force is obliged to work under rather severe weather conditions during the winter.

At Ottumwa, Iowa, the Car Department force of 6 men under Car Foreman C. Hansen has not had a reportable or lost time injury since February 2, 1928.

At Dubuque, Iowa, the Car Department force of 84 men in October, under Car Foreman H. R. Jones, has not had a reportable injury since August 7, 1929, nor a lost time injury since June, 1929. This is a nice record.

From Minoqua, Wisconsin, comes word that Carman Helper William Hoertsch, working under Foreman Dunham, has not had an injury of any kind since he entered the service in October, 1912. This is a nice individual safety record and one which Mr. Hoertsch intends to continue indefinitely.

From Mendota, Illinois, comes word that Car Foreman R. Gimbel has not had an injury of any kind to himself or men, placed under his supervision, since he entered the service in August, 1914. Mr. Gimbel was rather modest in reporting this record, and writes as follows: "This is not as good a record as that established by some employes who have seen longer service, but still I thought it was worth mentioning." It certainly was worth mentioning. We need more safety records of this kind over the entire system.

The Deer Lodge Car Shops, under the supervision of General Car Foreman A. Strand and Car Foreman H. F. Morse, employ approximately 130 men and have worked almost 600,000 man hours since December 31, 1928, without a reportable or lost time injury. This is an unusually fine safety record and one to be proud of.

Division Master Mechanic E. Sears reports the following safety records:

The force of 3 men under Roundhouse Foreman T. W. Hawksworth at Bozeman, Montana, has not had an injury of any kind during the years 1927 to 1930, inclusive.

The Locomotive Shop at Deer Lodge, where approximately 125 men are employed, working under the direct supervision of Mr. Sears, Roundhouse Foreman W. E. Brautigam and Machine Foreman H. H. Stewart, has not had a reportable injury since May, 1929, and only one lost time injury, which occurred in August, 1929. A great deal of credit is due the supervisors at Deer Lodge for this fine record.

The following tabulation comes from Division Master Mechanic W. M. Foster, and shows some nice records at points under his jurisdiction:

"Number of days that have been passed without a reportable or lost time injury, January 1, 1928 to October 31, 1930."

Station	Foreman	No. of Employees	Reportable	Lost Time
Atkins	W. E. Cooper	94	761 days	823 days
Cedar Rapids	R. E. Brouard	28	1,034 days	669 days
Council Bluffs	A. C. Law	60	613 days	791 days
Manilla	A. H. Farley	11	1,034 days	1,034 days
Perry	A. J. Kressin	181	280 days	411 days
Other Points		11	365 days	1,034 days

Division Master Mechanic William Joost advises that on November 16th the Milwaukee roundhouse employes, numbering approximately 591, completed a period of 100 days without a reportable or lost time injury.

At Council Bluffs, Iowa, the yard force of approximately 67 men, working on an average of 7 switch engines per day, under Yardmaster E. E. Smith and terminal

Trainmaster W. L. Schmitz, completed, on November 20th, a period of three years without a reportable or lost time injury, the last one having occurred on November 20, 1927. The employes at this point are certainly well trained in safety, and during the winter months when the weather ranges from 6 to 18 below zero, and when blizzards and slippery conditions are encountered, these men are particularly careful to avoid personal injury. They have accomplished an unusual record for yard forces, and they are working hard to continue the record indefinitely.

The Mechanical Department force on the H. & D. Division, totaling approximately 160 men, employed at 11 different roundhouses, has completed a period of 29 months without a personal injury of any kind. This record is due largely to the personal efforts put forth by Master Mechanic E. W. Hopp, which also accounts for his being in first place in the safety contest among the master mechanics.

Chief Carpenter Leo J. Denz, Chicago Terminals, advises that the B. & B. Department employes under his jurisdiction have completed more than 350 days without a reportable or lost time injury, and during that period only one minor injury was sustained. The following foremen, under Mr. Denz, have been of considerable assistance in establishing this fine record:

Name	Class of Foreman	Average No. of Men	Date of Last Injury	Calendar Days Without Injury
Joe Ippolito	Pump Repairer	1 to 3	November 17, 1919	4,027
Elliott Ross	Painter	4 to 6	Clear Record	2,750
Albert Pittsley	Concrete	6 to 14	May 15, 1923	2,749
Michael Constantine	Carpenter	10 to 14	July, 1926	1,580
Barney G. Boyer	Gate	1	Clear Record	1,288
Charles Sley	Carpenter	5 to 10	June 26, 1928	883
John Rowe	Bridge	5 to 10	July 5, 1928	874
Albert Benninger	Platform	6 to 12	December, 1928	695
James Constantine	Carpenter	5 to 10	February 26, 1929	638
Geo. J. Sley	Shop and Carpenter	10 to 14	June 18, 1929	526
Edwin H. Koehler	Pipe Gang	5 to 12	December 15, 1929	344
Harry Clapper	Pump Repairer	4 to 6	Clear Record	343
Drawbridges		9 men	Clear Record	...

The following foremen in the Chicago Terminals, under Roadmasters William Ranallo and F. Cleary, have nice safety records:

Charles Olhaber, section foreman, Bensenville, Ill. service date June, 1881, appointed section foreman December, 1887, average number of men worked, 5. Has not had a reportable or lost time injury since date appointed foreman.

John Mego, section foreman, C. & E. Line, entered service as laborer on April 1, 1906, appointed section foreman June, 1906. Average number of men worked, 4. Has not had a reportable or lost time injury since date appointed foreman.

Leo J. O'Rourke, section foreman, Bensenville Yards, entered service as foreman March 1, 1919. Average of 6 men worked. Has not had a reportable or lost time injury since date appointed foreman.

Roadmaster W. T. O'Donnell at Great Falls, Montana, with approximately 79 section foremen and laborers under his jurisdiction, has completed 6 months without a reportable or lost time injury.

Roadmaster P. Richardson at Trail City, South Dakota, has just completed a period of 20 months without a reportable injury in his territory.

Superintendent Sorensen of the Rocky Mountain Division, reports the following safety records for supervisors in his territory:

A. J. Busch, assistant superintendent, Bozeman, having supervision over road train and enginemen along with station forces on our G. V. Line, has had no lost time or reportable injuries to date this year.

W. W. Black, yardmaster, Deer Lodge yard, with two and three engine shifts working daily, has had no lost time or reportable injuries this year.

E. R. Stevens, traveling engineer, having supervision over road enginemen, has had no lost time or reportable injuries to date this year.

A. C. Kohlhasse, trainmaster, with supervision over station forces, has had no lost time or reportable injuries to date this year in station service.

A. Jersey, roadmaster, having jurisdiction over 18 sections and an average of 45 section laborers, has had no lost time or reportable injuries to date this year.

The contest records for the ten-month period ended October 31, 1930, show the following officers on the top of the list in their various groups:

Name	Title	Division
J. H. Valentine	Superintendent	Superior
E. W. Hopp	Master Mechanic	North Dakota
F. D. Campbell	Asst. Supt. Car Dept. (Classed with D. M. C. B.)	Lines West
M. M. Harrington	Trainmaster	Wisconsin Valley
W. H. Dempsey	Asst. Master Mech. (Classed with Trav. Engrs.)	Milwaukee Ter.
W. H. Blanchard	Division Engineer	Superior
J. A. Chervinko	Roadmaster	Iowa
L. J. Denz	Chief Carpenter	Chicago Terminals
J. J. Flanagan	General Yardmaster	Illinois
J. P. Fahey	Agent T. C. T. Transfer House, Minneapolis	Twin City Ter.
T. C. MacDonald	District Storekeeper	Illinois, Dubuque, Iowa, Kansas City, S. C. & D., Des Moines and T. H. S. C. & D. and Des Moines
A. O. Swift	Signal Supervisor	Illinois, Dubuque, Iowa, Kansas City, S. C. & D. and Des Moines
J. G. Wetherell	Asst. Engr. (Grade Separation)	Milwaukee Terminals
G. Lamberg	Locomotive Shop Supt.	Twin City Terminals
L. B. Jensen	Car Shop Superintendent	Milwaukee Terminals
J. J. Roe	Store Shop Superintendent	Illinois

The personal injury figures for the month of October and the ten-month period, 1930, are as follows:

October, 1930			October, 1929			Decrease		
Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time

Continued on page 14

You and I in Safety

Paper Read at Miles City Safety Meeting

R. G. Webb, Traveling Engineer

THERE was a time when escape from injury was ascribed to luck. When a man got hurt he ascribed it to ill luck. So great was the belief in luck that people often wore luck charms; but in these more enlightened days our common sense tells us accidents are not caused by ill luck, but that they have a definite and traceable origin, based on the immutable law of cause and effect.

People do not get hurt voluntarily, neither can they predict the next accident, though they nearly always do something to make the accident possible. There are certain trade risks that can hardly be eliminated, a mysterious explosion, a hidden flaw in a steel casting, or the breaking of a chain, cable, wheel or journal may cause accidents that perhaps could not have been foreseen.

However, many excuses are not acceptable and investigations of them show that at the time of the accident the victim was not thinking of his safety, neither, in most cases, was he obeying the safety rules that applied to the particular piece of work the man was doing.

Safety in the Milwaukee family was never so vital, so indispensable as it is today. We are approaching a stage in the history of this railroad when the human element was never so considered as it is today. We are entering upon a chapter in our railroad career in which lies the opportunity of either making or destroying this company's safety record. One in which we will either be bound by a strong cable or a thread so slender that it may well seem that even a breath would sever it. It is a period in which the greatest co-operation and co-ordination is needed. A time in which if the feeling of disloyalty was ever entertained it can be entertained no longer. A time in which the desire for safety was never greater.

Looking back over the long list of accidents that have occurred on our railroad this year it is not the company that has fallen down but you and I, as individuals, as the human element in safety.

For example, engineer skins his shin getting on engine, account slippery steps; fireman gets struck on side of face with mail sack on mail crane; brakeman crushed foot kicking coupler; mechanic injures eye at emery wheel, account not using goggles; section man strikes automobile on highway; B. & B. man is injured by falling pile after capping. The list is long with many repeats, and, gentlemen, you and I are to blame for them. As boys we knew the joys of the old swimming hole, we also knew its dangers. And as men we know the joys and fascinations of railroading, how the youth looks forward to running an engine, working on a fast train, etc. But do we know its dangers or don't we know the rules of safeguard? Ask yourself.

More than ninety per cent of our accident list was brought about by rule violations. I repeat, no one can predict the next accident, but the results from rule obedience are apparent to all.

Every one of our 1,122 operating rules have been formulated for our safety, to say nothing about the two red books and

Continued on page 14

THE MILWAUKEE MAGAZINE

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Vice President Gillick Undergoes Operation for Appendicitis

ON DECEMBER 25, Vice President J. T. Gillick underwent an emergency operation for appendicitis, from which he is recovering as well as can be expected. As The Magazine goes to press comes the cheering word from Dr. Metz that "his condition is most satisfactory." His thousands of friends on the railroad will receive this news with heartfelt thanksgiving.

The Milwaukee Railroad Employees Relief Fund

NO BETTER demonstration of the famous "Milwaukee Spirit" could be wanted, to prove that such a spirit of loyalty and brotherly feeling really exists, than the showing already manifest in the splendid response to the S. O. S. which was sent out in November, advising all employes and officials alike, who are not of the "laid off" list that an opportunity was open to them to help relieve whatever suffering the business depression was or would be causing the unemployed of the railroad personnel. All donations and subscriptions were to be quite voluntary, and only what each man or woman felt he or she could afford to give was desired. The response was magnificent. No other industry handling their relief in a similar manner has shown anything like the amount that is promised the Relief Committees of The Milwaukee Road; and the committees are now on a permanently organized footing and are functioning promptly and efficiently.

In the larger terminals, of course, the needs are found greater because of the larger number of employes and the following figures as of December 16 will give an idea of the help already extended. In Chicago Terminals the disbursements as of the above date, were \$1,767.79. In Milwaukee Terminals, \$402.16. In Twin City Terminals, \$390.43. Since that date the cases have multiplied rapidly and the next statement will show a much greater expenditure. Happily the fund is substantial, and the expectation is that every case of actual need will be taken care of. "Actual need" means food, fuel, housing and clothing. Other items include, electricity, gas, phone, water taxes, medical supplies and insurance.

The work of investigation and distribution is largely in the hands of mem-

bers of the Women's Club, whose experience in relief work has been invaluable in this crisis; and to the honor and glory of Milwaukee Railroad women let it be said that they have rallied to the work with energy and enthusiasm and are carrying on efficiently and ably.

Many of the women, some of them wives of officials, many of them mothers of large families have unselfishly given up their entire time to the work,—going to the rooms and offices that have been turned over to the Relief Work every day, in the early morning and remaining until late at night; using their cars, driving everywhere on their errands of mercy; calling on the families and extending immediate aid; going out in the evenings and late at night to answer calls of distress. The cases which come to the notice of Committee Chairmen are immediately passed on to the women in charge of the Relief Station and they go out without delay, prepared to give whatever relief is needed and to arrange for further help; and in winter weather in our climate, let it not be thought that these visits are made without difficulty, on icy streets and in the intense cold; but made they are, and the suffering is relieved, whatever it may be.

The Women's Club, in the early autumn, realizing that much relief work would be needed this winter, went actively into preparation for the calls which they felt would be many and the need great. Used clothing was asked for, and a great stock of good wearable articles was collected; every angle of the necessary money-raising activity was canvassed and many generous donations were received to help out the treasury. Thus when the Employees' Relief Fund was organized and those committees appointed they found the women already hard at work and ready to co-operate to the limit with the Relief Committees. Their stock of clothing was offered and all of their facilities for efficient work, as well as their treasury, was put at the disposal of the fund. The Milwaukee Railroad, through its Women's Club, was the first to get into general relief work, because they were hard at it long before other similar organizations were established. The club as a club is still functioning along its own regular line, as a relief agency for those in need through other causes than non-employment. They are taking care of the sick, the children and the unfortunate and their year's record independent of the service they are rendering to the Relief Committees, will be one of honor and glory. "SERVICE" is the slogan of the Women's Club and their labor is given without money and without price.

The following statement as of December 16 is published by way of indication of what the beginnings of this great work have been. The statement to follow will show much larger disbursements, as the number of cases is increasing every day.

	Subscribers Number	Amount Received	Amount Pledged	Total
By cash payment.....	3,112	\$20,587.00	\$ 5,221.00	\$ 25,808.00
By payroll deduction.....	19,277	7,572.45	140,093.05	147,665.50
Total	22,389	\$28,159.45	\$145,314.05	\$173,473.50
Cash received		\$28,159.45		
Balance cash on hand.....		\$24,319.48		
Cash disbursed—				
Chicago Terminals Division.....	\$1,767.79			
Dubuque-Illinois Division	89.68			
Iowa Division	296.17			
Kansas City Division.....	15.69			
Sioux City and Dakota Division.....	140.73			
Milwaukee Terminals Division.....	402.16			
Milwaukee Division	44.21			
La Crosse Division	130.38			
Superior Division	34.18			
Iowa and Minnesota Division.....			\$ 3.92	
Iowa and Dakota Division.....			83.83	
Hastings and Dakota Division.....			112.97	
South Minnesota Division.....			11.44	
Trans-Missouri Division			11.79	
Idaho Division			422.47	
Coast Division			100.00	
Terre Haute Division.....			152.56	
Miscellaneous			20.00	

OSCAR DANIEL AEPPLI

SUDDENLY, in Chicago, occurred the passing of Mr. O. D. Aeppli, long and well known figure of the Personal Injury Claim Department of this company.

Mr. Aeppli had not been in the best of health, but his death was unlooked for and a great shock to his associates and friends.

He was born in Milwaukee, November 19, 1859, and entered the service of the company as stenographer in 1880, in the office of John A. Hinsey, at that time special agent of this company.

On the retirement of Mr. Hinsey, in 1910, Mr. Aeppli was appointed general adjuster and served in that capacity until 1918, when, on account of failing health, he was relieved of the arduous duties and responsibilities of the office, but he continued with the department in the capacity of claim adjuster.

He was at the office as usual on the day of his death, working until shortly after noon, when he complained of illness and went with one of his associates to Washington Boulevard Hospital to consult a doctor. He passed away within a few moments after reaching the hospital.

In speaking of "Oscar" one of his associates said "that although the position he filled required many unpleasant decisions, yet his kindly disposition and thoughtfulness endeared him to all who came in contact with him and he was universally beloved." He is survived by his widow, two daughters and one son, to whom the sympathy of his many friends of the railroad family is extended.

COLONEL W. J. BOYLE

ON DECEMBER 12, at his home in Milwaukee, occurred the death of Colonel W. J. Boyle, for many years General Agent of the Passenger Department of this company, in Milwaukee. Colonel Boyle had been on the retired list since 1918. He was 87 years of age at the time of his passing, and for the past few years had not been in good health.

Colonel Boyle was a well known figure in Milwaukee circles in the latter half of the nineteenth century, and had many friends in social, business and political circles of the time in which he moved. He acquired the title of Colonel in the service of the Wisconsin National Guard.

Colonel Boyle was unmarried and had lived for many years with a niece, Miss Ellison, for whom he made a home. The sincere sympathy of his many friends of The Milwaukee Road is offered to his surviving relatives.



Mr. M. L. Bluhm

Elections and Appointments in the Legal Department

AFTER serving the Milwaukee Railroad for fifty years with signal success and exceptional ability, Mr. H. H. Field, at his own request to the Board of Directors, retires from the arduous duties of general counsel, to accept the position of special counsel. He leaves the active duties of the head of the Legal Department crowned with the admiration and love of his associates, the highest esteem of the officers and employes of the company and the trust and confidence of his hosts of friends among the veteran body of the railroad. A well-earned rest and recreation time will now be his to enjoy.

Mr. O. W. Dynes

Announcement is made at the December 18th meeting of the Board of Directors that Mr. O. W. Dynes was elected general counsel, vice Mr. H. H. Field, resigned, and Mr. Carl S. Jefferson was



Mr. O. W. Dynes

elected general solicitor, vice Mr. Dynes, effective January 1, 1931.

Mr. Dynes has been in the service of The Milwaukee Road since 1908, as assistant general solicitor, commerce counsel, general attorney and in 1922 succeeded to the position of general solicitor when Mr. Field was elected to the office of general counsel.

Mr. Dynes has had a brilliant career in the law, and is recognized as one of the foremost corporation lawyers in the country. He is genial, a brilliant speaker and a loyal and interested supporter of all that pertains to the welfare and happiness of the company and its personnel.

Mr. Carl Jefferson

Mr. Jefferson is a Wisconsin boy, born in Madison, attended the public schools of that city and was graduated from the University of Wisconsin. He is also a veteran of the service, having entered the Law Department of this company in 1898 as law clerk, and subsequently served successively as attorney and as-



Mr. Carl Jefferson

sistant general solicitor. In 1922 he was appointed general attorney, which position he has occupied until elected general solicitor.

Mr. Jefferson is a general favorite, not only in the Legal Department but among the host of friends he has made in all departments.

Mr. M. L. Bluhm

Mr. Jefferson announces the promotion of Mr. M. L. Bluhm from the position of assistant general solicitor to general attorney, also effective January 1st.

Mr. Bluhm was graduated from Indiana University with the degree of A. B., in 1913, and from the University of Chicago Law School in 1917. He practiced law in Chicago until 1922 when he came to The Milwaukee as assistant general solicitor. His many friends on the railroad and of the Legal Department in particular, rejoice at his advancement.

Congratulations and good wishes are offered the above named gentlemen on their advancement.

H. W. HOWELL

MR. H. W. HOWELL, General Agent of The Milwaukee Road at Salt Lake City, died very suddenly on December 11th, of heart trouble. He passed away at Burns, Oregon, while on a business trip in company with Traveling Freight Agent George B. Miller. He was 58 years of age and had been in the Traffic service of the company for many years. He was appointed general agent at Salt Lake City in 1923, prior to which time he had been contracting freight agent and traveling freight and passenger agent at Omaha, Nebraska.

The funeral was held at Salt Lake City, December 15.

ALFRED E. KIRKLAND

AT HIS HOME in Tacoma, Washington, on December 16, occurred the death of Alfred E. Kirkland, assistant superintendent of the Sleeping & Dining Car Department. Mr. Kirkland was a veteran in the service of The Milwaukee, having entered its employ as a brakeman more than fifty years ago.

He was a native of Guelph, Ontario, but came as a child with his parents to Elgin, Illinois, where he lived until thirteen years ago, when he removed to Tacoma to take charge of the company's Sleeping & Dining Car Department on Lines West.

Mr. Kirkland is survived by his widow and son, Frank E. Kirkland, also employed on The Milwaukee, as secretary to the superintendent of the Coast Division. The sympathy of a host of friends on the railroad is extended to the family.

Appointments

EFFECTIVE December 1: The Rocky Mountain and Northern Montana Divisions were combined and

hereafter will be known as the Rocky Mountain Division. The Division headquarters are transferred from Deer Lodge to Butte. Mr. L. K. Sorenson remains superintendent of the consolidated division and Mr. N. H. Fuller is appointed assistant superintendent of the R. M. Division with headquarters at Lewiston, Montana.

Mr. M. D. Bowen is appointed superintendent of Work Equipment and Welding, vice Mr. J. M. Hayes, deceased.

Milwaukee Employees Pension Association

Members Entered on Pension Roll, November, 1930

THE following members of the Milwaukee Employees Pension Association have been placed on the pension roll during the month of November, 1930:

Name	Occupation	Division or Department
Charles Dean.....	Crossing Flagman.....	Police Department
Britton W. Frost.....	Fireman.....	H. & D. Division
Laurence Goff.....	Laborer.....	La Crosse Division
Alva B. Hartwell.....	Painter Helper.....	So. Minnesota Division
Dan Holm.....	Section Foreman.....	Coast Division
River Jordan.....	Car Helper.....	Dubuque Shops
Louis Kupferschmidt.....	Painter.....	Dubuque Shops
William Lewin.....	Carman.....	Dubuque Shops
Christ Limpert.....	Carman.....	La Crosse Division
Theodore Meyers.....	Tool Room Man.....	Dubuque Shops
Sven M. Peterson.....	Section Foreman.....	So. Minnesota Div.
John N. Sindt.....	Laborer.....	H. & D. Division
Jacob J. Singer.....	Millwright.....	Milwaukee Shops
Isaac Strandberg.....	Carman.....	Minneapolis Shops
August Thurler.....	Carpenter.....	La Crosse Division
William H. Worthington.....	Machinist.....	Milwaukee Shops

C. W. MITCHELL,

Secretary-Treasurer.

The Locomotive Water Conditioner

By A. G. Hoppe, Engineer of Tests, Chicago, Milwaukee, St. Paul & Pacific R. R.
Read at St. Louis Railway Club, October 10, 1930

SINCE the first steam locomotive was placed in service in this country about a hundred years ago, steady progress has been made in the means of feeding water to the boiler. Steady progress has been made in the chemical correction of water quality but not over so long a period. Progress has also been made in providing means for preheating the water supplied to the locomotive boiler.

In the early days of the locomotive we find the hand pump as the first means for forcing water into the boiler. The labor involved in this process soon led to the development and use of the crosshead pump. This was a perfectly reliable feeding device so long as the engine was in motion. When motion was arrested, as for instance when the engine was stalled in a snow drift, it was quite a different matter. Old-timers tell many amusing incidents of their efforts to keep the boiler alive under these trying circumstances. By jacking some of the weight from the driving journals, and with the help of plenty of ice between the rails and the tires, they were able to slip the drivers and thus feed water into the boiler.

These early pumps, of course, provided only cold water, and they kept many boilermakers in work because of the effects on the boiler. This condition led to early attempts to provide hot feed water, and we find records of locomotive feed water heaters almost as old as the steam locomotive itself. The locomotive feed water heater, therefore, is certainly not a new device.

These first attempts at heating feed water probably considered fuel economy of secondary importance, the prime issue being to protect the boiler against the effects of cold feed water. A combined feeding and heating device, the live steam injector, provided a solution to this problem for a long time. While the general application of the injector was at first strenuously opposed, because of its complicated principle, we find that for many years, with principle unchanged, it was the sole water feeding device used on steam locomotives. The live steam injector is its own heater, but as its name implies, uses live steam while recoverable heat units escape through the stack. It does, however, provide hot feed water whenever called upon to do so, whether the engine is at rest or in motion, or whether the main engines are working or not.

The advent of the injector temporarily halted successful development of other types of water preheaters. Rather early in the present century, however, interest was revived, but this time with fuel economy as the goal. Several admirably designed equipments have been developed and placed in service in rather large quantities. We refer, of course, to the exhaust steam injectors and several types of pump heaters of both the open and closed style.

The exhaust steam injector overcomes the principal objection to its predecessor, but it saves heat only while the main engines are using steam. At other times

it requires live steam for its operation, being an excellent live steam injector it has all the advantages of this device.

The pump type heaters in use up to the present time have simply pumped the unheated water through an exhaust steam heater on its way to the boiler. Exhaust steam is available in these heaters in sufficient quantities for heating the water passing through them, only when the main engines are working. At other times if water is pumped through it picks up little or no heat and the water enters the boiler practically cold. In order to overcome this objectionable feature various expedients have been resorted to, such as admitting live steam to the heater, choking the exhaust of the feed pump so as to produce additional steam from this source to heat the water, and arranging the delivery into the boiler so as to make the water pass through the steam space. There are also other difficulties incident to the pumping of water through a heater in this manner, the most troublesome being the precipitation of a portion of the scale forming matter in the heater as the temperature of the water is raised.

Consideration of these objectionable features of existing feed water heating equipment led to the conclusion that an open heater, with provision for storage of heated water available for continuous feeding, at any time, offered the best solution. This practice has long been followed in stationary plants and still is the preferred method. On a locomotive, however, this necessitates the use of a specially designed feed pump, one which will satisfactorily accept very hot water, and deliver it with reliability to the boiler.

The storage, in a compartment open to the atmosphere, of water heated by means of exhaust steam otherwise wasted, effects other advantages, than those indicated above. It makes effective the assistance offered by nature in precipitating hardness impurities where they cause no damage or maintenance charges. It returns and combines with the feed water 15 per cent or more of distilled water represented in exhaust steam recovered. It furthers chemical reaction from treatment applied directly, or at the wayside since chemical treatment proceeds some 60 times more rapidly in water at 212 degrees than it would at 60 degrees. It permits and causes the elimination of oxygen to the extent of more than 80 per cent (experts in cor-

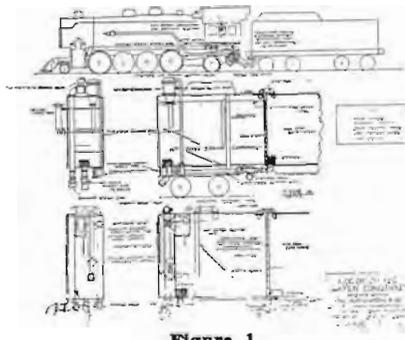


Figure 1



Figure 2

rosion state this is sufficient). It provides hot boiler water for use at all times whether the locomotive is working steam or not.

As indicated previously, the boiler feed pump is the heart of the apparatus. The difficult conditions which have been met, had not been met heretofore. The requirements are: Constant feed, large delivery volume in limited space, safety, sturdiness, reliability, and acceptance of water up to 212 degrees F. in temperature.

The centrifugal principle alone appeared to meet these conditions but equipment heretofore available was deemed unsatisfactory. Consequently it became necessary to develop an economical turbine and a new centrifugal water end. The foremost engineering talent in each of these fields was called into the problem and the results of their endeavors will be described later.

Description of Apparatus

The Locomotive Water Conditioner was designed to apply the above established principles and adapt them, in a workable manner, to the locomotive power plant.

The Conditioner is an open, storage type, exhaust steam, feed water heater located on the tender. It is constructed by partitioning off part of the tender, in our case the left water leg, which gives us a compartment containing about 700 gallons of water. Exhaust steam is brought back from the cylinders to heat this water to the boiling point and the temperature is held uniform at this point by thermostatic means as long as exhaust steam is available. A fixed water level is maintained in this compartment as long as the engine is in operation. When the engine drifts or stops this supply of stored hot water may be drawn upon to feed the boiler. The water supply to the boiler is handled by a centrifugal boiler feed pump of special design.

It will be noted that the requirements, in feed water heating, of yard, switch and transfer locomotives are here met for the first time.

There are two types of this apparatus now in service on our railroad. Type "A" uses a turbine driven cold water pump, while Type "B" uses an exhaust steam ejector. The two types are illustrated in Figure 1, while Figure 2 shows the application to a light Mikado type locomotive.

Figure 1 shows that the two types are essentially the same except for the method of getting cold water to the heater.

The Type "B" Conditioner is designed for general service, road and other engines which have back pressure available the major portion of the time, of such value as can be utilized to pump the cold water. The heating of the water in the

Type "B" is accomplished in two stages, first in the ejector, and the second through the thermostatically controlled valve which admits exhaust steam directly to the water.

The Type "A" Conditioner is designed for use on locomotives where the back pressure is too low, or of such intermittent character for long periods as to make the exhaust steam ejector of little value. Hence a turbine driven pump is provided to supply the cold water to the heater. In this type the heating is done all in one stage.

In addition to the above design features it was decided to so construct this equipment that its operation would be as nearly automatic as possible. To reduce the boiler feeding operation to its simplest form meant that it must be reduced to a one valve operation and made available for use at all times. The Conditioner equipment is so constructed. There is but one valve to operate and this controls steam to the pump turbine. A thermostatic valve set to close at 140° draws steam from the pump supply line to heat the water to this temperature at any time when it is below this value, thus protecting the boiler from the injection of cold water. This valve admits live steam to heat only the water on its way to the boiler and then only at such times as exhaust steam is not available.

The centrifugal boiler feed pump consists of a steam turbine, pump and regulating device assembled into an enclosed and compact unit. There are no additional control valves, over-speed trips, or any other parts required in the operation of the pump. Regulation is by means of an ordinary globe valve in the cab. The finished pump unit presents a very simple and pleasing appearance and is shown in Figure 3. The application to an engine is shown in Figure 4.

The water end consists of a two-stage double suction, high efficiency pump. It is assembled from the end and may be completely taken apart and put together on the locomotive in less than 30 minutes, without disturbing any pipe or hose connections. The pump was designed particularly to handle water at the boiling point, in connection with the Locomotive Water Conditioner.

The ruggedness of the steam turbine is emphasized by the fact that it has a very large diameter steel shaft and that the turbine wheel is a one-piece steel forging. The castings are very heavy to insure accurate alignment of the bearings and the bearings themselves are of a special design adapted to the high speed at which this turbine is operated. The turbine wheel was designed to withstand speeds of 30,000 R. P. M., without failure, although the maximum operating speed is limited to 6,000 R. P. M. Thousands of similar turbines in locomotive service certify to its safety.

A point of weakness in the average centrifugal pump used in locomotive service heretofore has been the bearings. The bearings of this pump are of a new but tested design. They use brass spacer blocks carried on the balls, instead of the ordinary stamped steel spacer rings. This presents the advantage of having a brass to steel bearing in the ball race.

Over-speed protection is provided by a fly-ball governor designed along the lines of a standard governor, which has been



Figure 3

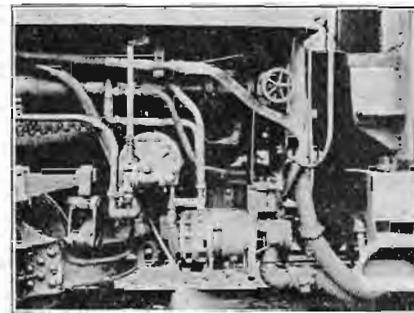


Figure 4

used in a large number of turbines in locomotive service.

Lubrication of the bearings and governor mechanism, which run in a constant bath of oil, is accomplished by an ingenious arrangement of the governor shaft which is hollow and has screw-shaped flutes on the inside walls. These lift the oil from a large reservoir provided in the center casting and furnish a continuous spray over all moving parts requiring lubrication. The oil supply is replenished at one point for the entire unit. The design of the turbine and pump is such that condensation from the steam end and water from the pump end cannot enter the oil chamber. Provision is made for automatically discharging upon the ground any moisture that gets into the oil from any source.

The pump has a capacity of 9,000 gallons per hour and is suitable for all but very high pressure, special installations.

Functions

The apparatus described above, in some detail, has four major functions to perform. These are: (1) Feed Water Heating, (2) Storage of Hot Water, (3) Feed Water Treatment, (4) Removal of Oxygen.

As a feed water heater it is efficient in maintaining a uniformly high temperature of water. Its thermostatic control has the effect of increasing or decreasing the heating surface in accordance with the demands on the locomotive. Being constructed with no small parts, scale or carbonized oil cannot affect its efficiency. As constructed, the smallest section handling water is a three-inch pipe.

The storage of several hundred gallons of hot water for use when the engine is standing or drifting extends the efficiency of the apparatus. Switch and transfer engines, as before stated, may now profitably employ feedwater heating with this device.

As stated before, Nature provides means of precipitating hardness impurities when heat is applied to water. Carbon dioxide gas is driven off and calcium carbonate is precipitated. This precipitation is welcomed in the Locomotive Water Conditioner since provision has been made in its design for discharging

such precipitate at terminals. Chemical reagents may also be used, in a feeder designed for the purpose, to change permanent hardness to temporary hardness and then to precipitate the latter by heat.

Oxygen is removed by the simple expedient of heating the water and permitting the gas thus driven off to escape from the vent to the atmosphere.

In designing this equipment, provision for its constant availability was considered from the standpoint, not only of allowing the feed pumps to be used at any time, but also of making the locomotive itself more available for service. By designing a feed water heater that requires very little cleaning or attention to maintain its efficiency we increase the availability of the locomotive. By insuring against the injection of cold water, which would cause excessive strains on the boiler, we take a further step toward making the locomotive more available by reducing hours out of service.

Tests

Throughout the development period the temperature of the water entering the boiler has been closely observed. In addition, test records of temperature and oxygen removal have been made by Dr. C. H. Koyl, water service engineer of our railroad. His report shows that on one test run an average temperature of 208.6 degrees was obtained with an average oxygen removal of 89.8 per cent. Twenty-four temperature readings were taken on this occasion and 12 oxygen determinations made of the water that passed through the Conditioner. An average of three tests of this nature showed, however, an average oxygen elimination of 82.4 per cent.

These figures are offered in evidence that the Conditioner equipment functions as intended and does it with a minimum of maintenance expense.

Perry Chapter

Mrs. John Heinzelman, Historian

PERRY Chapter is rapidly "getting places" under the direction of our president.

Monthly business meetings are well attended and peppy. The fourth Friday Bridge proves interesting to those who care for cards.

A benefit card party, given on November 10, was enjoyed by a good crowd. A program was arranged by Mrs. George Taylor and Mrs. Dave Cunningham. First, was three reels of motion pictures along the Milwaukee West lines by way of the Gallatin Gateway, Yellowstone Park and Bitter Root Mountains. Dance numbers by the Misses June South, Leontine Utterback, Helen Cunningham and Ida Shaw were very good. Mr. Clarence Willintz' demonstrations of magic and clever stunts with cards went over especially well. Now he has a large following of youthful admirers. Bridge and dancing were next in order. Music for the dancing was given by Mrs. Dorothy Kronke and her five-piece orchestra.

A splendid response was given the president's request for ladies to help with sewing for those of the Milwaukee family who are in need of clothing. Wednesday, December 10, was the day of this sewing bee. In answer to the appeal for clothes that could be made over for children, was fine and the women had two full days' work after the cutting was done. A hot lunch was given at noon by members who could not sew. This added pleasure to the work.

The New Year

By E. J. Belzer
To "OUR PAL"

AS the clock struck twelve the Old Year passed into history, with its joys and sorrows, with its wails of weeping and its strains of gladness.

How we gathered at different places to watch the Old go out and the New come in! Some of us welcomed the New with such a clamor of cowbells, horns and rattles as to create, in the mind of the newly arrived urchin, the impression that he had been thrown into a madhouse; while others witnessed the departure with silence and maybe sadness, as they stood like mourners at the grave of a departed one. Maybe the Old Year has entered the home circle and taken away a sister, a brother, a father, or the mother; while to many it has been so kind and generous that it engendered the warmest affection for the many blessings received. It caused the face to be wreathed with smiles and the eyes to twinkle with merriment.

Each closing year leaves many imposing and impressive lessons and scars. We all bear scars. Life is a struggle, and hurts must come. But why the unnecessary ones? Why hurt the souls of mankind? Why say things that must be remembered with pain all through life? At best there is sorrow enough to go round. Yet because the deepest wounds are those of the soul and hidden to mortal sight, we keep on hurting each other, day by day, inflicting wounds that time mercifully scars over. But the scars remain, ready at a touch to throb angrily and ache again.

Why say the smart tart things that go straight to the heart of some one, because we want to relieve ourselves of some tension and throw off a grain of the soul's bitterness? Who are we to inflict wounds and suffering and scars on those about us? Poor staggering, blind mortals groping our way from somewhere "here" to somewhere "there" conscious of little but the effort to stay "here" yet a little longer.

In the dying hours of each year there is a tendency to review the past and consider the future—and when doing so, we overlook the fact that each day is really a fresh beginning, and the best preparation for tomorrow is to make today beautiful with truth, love and faithfulness. There is no past, no future, no time, but the eternal "now."

Modern conditions disclose many inequalities of life, sorrows and wrongs, which continue to present obstacles to the free and united brotherhood of man, or the perfection of humanity by the general exercise of that charity which will ultimately unite the nations, and make the interests of one the interest of all. Nevertheless, mankind although sundered by various origins has made great strides towards general resemblance and brotherhood. This progress may be arrested periodically and even set back, but we do not despair of the return of summer because spring is sometimes delayed by frosts. Love and brotherhood will grow and peace on earth and good will prevail if we unite in the grand design of being happy ourselves and communicating that happiness to others.

"What's gone and what's past help, should be past grief." The past is gone, the present is, the future—not yet. We should therefore bury the past with no regrets, improve the present before it is seized by the past, and anticipate the future with intelligent aspiration and confidence.

So let the passions and jealousies, and sarcasm and hatred of the Old Year, with all its provoking memories, be cast into the pool of oblivion, and enter the New Year with the highest ideals touched with the lessons of the Infinite Love and Intelligence.

So—bid the Old good-bye and greet the New with a glad and hearty "Good morning."

"The moving finger writes; and having writ,

Moves on; nor all your piety nor wit
Shall lure it back to cancel half a line,
Nor all your tears wash out a word
of it."

Safety Records

Continued from page 9

Lines East	15	5	1	49	44	1	34	39
Lines West	1	4		10	7	*	6	7
System	1	19	5	59	51		40	46

A decrease of 67% in reportable cases

	—Ten Months, 1930—			—Ten Months, 1929—			Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	16	244	154	28	988	538	12	744	384
Lines West	6	69	43	6	190	90		121	47
System	22	313	197	34	1,178	628	12	865	431

A decrease of 72% in reportable cases

During the month of December there were 16 divisions that had clear reportable injury records, and those with the star prefix also went through without a lost time injury, as follows:

*Iowa	*Wisconsin Valley	I. & D.
*S. C. & D.	*Superior	*S. M.
*Des Moines	*M. T.	*Northern Montana
*Milwaukee	*River	R. M.
*Madison	I. & M.	*Trans-Missouri
		*Coast

You and I in Safety

Continued from page 9

air brake inspection book, together with special instructions. At a glance it seems like a lot, but we all know it isn't. However, knowledge, like charity, begins at home. Who would have the rose, themselves must grasp the thorn.

The rules have been made by men of

vision. Seventy years ago some of these were made. It was a small beginning, but since then, year by year, decade by decade, they have been added to until today we have one of the greatest transportation systems in the world. These rules have been the company's very foundation, their guide to success. A safe road to ride upon, a safe road to ship freight upon, and a safe road to

work upon. Our company has succeeded by adhering to the rules, but you and I will never reach our goal until we can erase the list of accidents that now confront us and gain a greater knowledge and show more obedience to the rules. These laws of safety, and that is what every rule is, have brought enterprise, power and success to our company. Knowledge of these rules and obedience to them will bring peace, progress, happiness and contentment to you and me.

There is no more powerful influence among men than their every day influence. The father who practices safety ethics in his work around the home will so influence his children; the section boss who obeys the rules and practices safety will so influence his men; the mechanic who obeys the rules and practices safety will so influence his helper; the conductor will so influence the brakeman; the engineer the fireman; and so on down the line. Influence is powerful, for we need an understanding of each other's problems. Memory seems to grow dim unless we have influence to keep the light burning. The leader of an Arctic band said to his followers, "Whoever sits down will sleep, and whoever sleeps will perish." Let me paraphrase. He who continues to have accidents is careless and carelessness is a fatal disease.

Safety First is an enterprise, an insurance policy, a business opportunity, an investment. One that puts the greatest of accompaniments in a home—"love and pleasure." What could be greater than to save a life or to prevent an injury or to gladden a mother, to wipe away the tears of a child—to prevent an empty seat at the table. Fellows, these are things for thought, for consideration, for our interest.

In our lives we have gone through victory and defeat, happiness and gloom, but in injury there is only one side. We lose. Not only does the employe lose, but the employer as well. What we need then to overcome this plague, if I may call it such, this habit of getting hurt, this bond of indifference and carelessness, is a strong heart, a steady hand, and a trained mind. Intelligence in doing our work, intelligence in advice about our work.

The rights and dignities of men are being recognized more and more each day. Such awakenings have only come in recent years. The brains of the worker is the factor of safety, so let us store away in the treasure house of memory some of those safety rules, some of those safety habits that will bring peace, progress and happiness to our families and pleasant memories to us as we journey down the years of life, for age, experience and safety are opportunities no less than youth itself, though in another dress. And as the evening twilight fades away, the sky is filled with stars invisible by day.

Isn't it strange that princes and kings, And clowns, who caper in sawdust rings, And common folks like you and me Are builders for eternity?

To each is given a bag of tools,
A shapeless mass and a book of rules,
And each must make his life flow.
A stumbling block or a stepping stone.



G. H. King, Sanborn, Iowa

Reminiscences of Early Days

G. H. King, Sanborn, Iowa

IN the August Magazine I read the account of Ben Oleson's service with The Milwaukee Railroad. I can beat his length of time in railroad service, though not all on this railroad.

I commenced carry water for a section crew on the C. & N. W. in 1865, when I was fourteen years old. I also fired an engine on the Illinois Central, and in 1879 took the job of engineer of the fire engine for the city of La Salle, Ill. In 1880 I took a trip to Sioux City, and there met an old friend who was then the agent of The Milwaukee Railroad at Yankton, and he wanted me to go to Yankton. At that time Yankton was the end of the road west, and the shops were located there. They only had five engines there at that time. They had fourteen-inch cylinders and were all different. One Niles, one Rodgers, two McQueen and one Brooks. The master mechanic told me that one of the engineers was going to quit and he offered me one of the engines in the shop. The one that was in the shops would be ready in two weeks and if I was back and ready to go to work, I could have it to run. I was sure there ready to go to work.

This was the second of September, 1880. That winter will always be remembered as the winter of the big snow in the spring. In fact we did little else all winter but buck snow. In the spring when the snow was gone, the railroad was gone, too. All the bridges between Elk Point and Sioux Falls were gone, and of the sixty-two miles of track between Sioux City and Yankton, there was only about five miles left on the grade.

J. M. Horan was appointed master mechanic that summer, of that division. The water was so bad the engines were leaking all of the time. It was no unusual thing to stop on the road, knock the fire out in the fire box, calk the flues, fire up again and finish the run. To show some of the things that we did then that we couldn't do now, we always had a pair of jacks, extra springs and hangers on the engine. If a spring broke we could stop and put it in, and right often we did this very thing.

One day coming out of Mason City, a gasket blew out of the hand hole plate in the front end of the boiler. We got the engine on the side track at Britt, put in a new gasket, disconnected the pump plunger from the cross head so we could work the plunger by hand. We got the section men to pump the water in the boiler while we went to dinner, fired up again and continued on our way. Another time, running between Chamberlain and Mitchell, the engine burst a flue at Kimball. It was so bad that it put the fire out. We cut the engine from the train, put on both pumps and ran it up and down the tracks to keep the water in the boiler and to work the steam down, so that we could plug the flue. While the fireman and I were doing that, the train crew were gathering the wood to fire up again. That was before the days of extension front ends and brick arches.

Another thing that happened to me at Chamberlain. In the early '80s, the end of the tracks was on a steep hill. The train crew pulled too many cars over the switch and we were unable to push them back on to the side track. The engine was near the end of the track and could not go ahead and the boiler had to have water, so the only thing to do was to disconnect the forward ends of the side rods, put jacks under the main

Fire Prevention

L. J. Benson

A FIRE is an incident or a disaster.

The many small fires that are discovered in their incipient form and do only small damage are, of course, the incidents and are quickly forgotten. It is only when conflagration results that a fire is referred to as a disaster. The word is not associated with the cumulative destruction wrought by the frequent incipient fire that was so quickly forgotten, but when this type of fire has destroyed property in the amount of over \$119,000.00 during twelve months on one railroad we are forced to conclude that fire has reached such proportions that it is disastrous and no lesser word correctly describes it.

While agreeing that in the aggregate small fires consume an amount of property that is more or less amazing, some may maintain that the small fire cannot be prevented—that it always has and always will occur. To refute that contention—to prove it erroneous—attention is directed to our own record of fires during the year 1930. For nine months our average loss was \$12,600.00 and in the last quarter fires were so materially reduced that the average loss was only \$1,600.

You perceive in these figures the intensity of the drive against fires from month to month. The Fire Prevention Bureau did its utmost to curb our constantly mounting loss, but for nine months its efforts were to no avail. Then something suddenly happened that caused everyone to give his cooperation and in October, November and December, when the number of fires would ordinarily increase, a decided reduction actually occurred.

You, as an individual, know how much your effort contributed to this splendid achievement during the last months of

axle and raise the wheels off the rails so they could be turned slowly by steam to work the pumps, and wait for the next train to come from Mitchell. There was no sixteen hour law then and it was work till we were through.

I am a firm believer in the Safety First movement. In all the time of my railroading I only had two accidents, and did not lose a day of time in either of them. They both happened while I was night foreman here in Sanborn. The first was during the cyclone, June 5, 1914. The cyclone picked me up and carried me about two hundred feet. When I could see there were ties piled all around me and the dirt was so thick on me that no one knew who I was. The other was when the electric power was first put on the turntable. The posts that held the socket above were set at an angle and were so close that a man could not have his head out of the window of the cab. It was dark and I was getting out of the gangway and I forgot about the post. The space between the cab and the post was just seven inches. This is a pretty small space to roll a man of 225 pounds, but I rolled and fell to the table. My breath was all gone and it seemed a long time before I could breathe again.

the year. It is sincerely hoped that if you have been in the game you will remain there. Those that are not playing are politely reminded that to do so is part of their duty and that better jobs are hard to get.

Economic necessity demands that railroads must now be operated with greater efficiency than ever before. The following quotation from a daily newspaper indicates that preventing of fire is included in the program of efficiency and economy of western railroads. To compete with our neighbors we must maintain the average reached during the past few months.

"Fire losses of American railroads have been cut 58.6 per cent in the past decade. Last year the total loss amounted to \$4,376,345, of which only \$527,000, or not much more than one-tenth of 1 per cent, represented damaged merchandise.

Officials of western railroads with headquarters in Chicago hail this accomplishment as another example of efficiency and economy with which the railroads of the country are now being operated.

The average fire loss per mile of road in 1929 was \$20.25, as compared with \$54.40 in 1920, a reduction of 62.8 per cent.

The average loss per day has also been reduced more than one-half during the ten-year period. Daily losses in 1920 stood at \$28,492, whereas last year they were only \$11,900.

The efforts of the railroads along fire prevention lines have been directed at definite sources of trouble. The "no-smoking" rule is being more rigidly enforced, according to Chicago rail executives. In addition, the roads are also committed to a policy of thorough cooperation with state and federal wardens in reducing forest fires."

What can be done to make 1931 a banner year? The program is a simple one. Remember that all fires have small beginnings and that the cause might have been removed. Therefore, fight fires beforehand. Keep the premises under your charge clean and orderly. Eliminate the things that common sense tells you start

Prevent Fires—They Are Costly

The Agricultural and Colonization Department

L O Calves for 4-H Clubs

Lincoln and Minnehaha Counties, South Dakota, Buy 50 Montana Calves for Boys' and Girls' Calf Clubs

CALF feeding by 4-H Club members, under the supervision of County Agricultural Agents, and District Club leaders, is one of the outstanding pieces of work being carried on by the boys and girls in eastern South Dakota. Each year the demand for good calves increases. Quality and outstanding beef conformation is required to meet the strong competition at the county, district and state fairs where these calves are exhibited. The final test of the ability of the feeder and the quality of the calf is at the South Dakota State Fair, at Huron.

The boys and girls in Minnehaha and Lincoln Counties wanted good calves, so the County Agents, Ralph Hartung and Lawrence C. Sayre, asked the Agricultural Development Department of The Milwaukee Road to locate calves for them. J. K. Ford, our Livestock Development Agent at Miles City, selected 50 Hereford calves from 300 owned by the L. O. Cattle Company, located in the Powder River country, southeast of Miles City, Montana. These calves were loaded and shipped by Ed Light, manager, to Canton, S. D., and distributed to the boys and girls. In a letter from L. C. Sayre to our Agricultural Development Agent W. R. Hauser, he states: "We were very much pleased with the calves and Mr. Ford did a good job in selecting them. They were of good quality and also very uniform. We appreciate very much the service which you have rendered."

Lamb Feeding in South Dakota

Brown County Farmers Pleased With Results of Marketing Crops Through Lambs

THREE farmers, near Bath, have been feeding 1,900 lambs and two cars were marketed direct from stubble and cheap field feed, with good results. Dry lot feeding will follow for the balance.

Mr. Golden, at Mellette, harvested 150 acres of corn in the field with 1,500 lambs, sold 600 on November 1st, weighing 84 pounds, in Sioux City, and shipped 888 on November 23rd to Chicago.

Fred Esche, Bath, harvested 80 acres of barley with 728 lambs and is completing the feed in the dry lot.

Mr. McGregor, of Aberdeen, ran 670 lambs over the fields for six weeks and is now feeding \$8.00 a ton screenings, shipping one double-deck about December 1st. He is very enthusiastic about the feeding of lambs in the Aberdeen terri-

ties. Be able to stand a rigid inspection any time the Fire Inspector may happen to visit you. If you have a difficult problem, let him wrestle with it.

The Fire Prevention Bureau is at your service to help you maintain conditions that can only result in reduced fire losses.

tory, and appreciative of the work being done by the County Farm Bureau and the Agricultural Development Department of The Milwaukee Road, to help the farmers find a profitable market for feed crops.

Results indicate that the Aberdeen territory will develop into a livestock feeding section. The International Harvester Company farm, near Aberdeen, has for thirteen years profitably fed cattle on feeds raised on the farm.

Crops Above—Coal Beneath

Hungarian Coal Miners in Ohio Interested in Farming and Coal Mining in Dakota

THROUGH the efforts of our Hungarian Colonization Agents, Martin Himler and A. F. Fisher, a group of Ohio coal miners of this nationality have been convinced of the possibilities in Dakota farming combined with lignite coal mining during the fall and winter months. These people own and operate, by their own labor, a co-operative coal mine in Ohio, having been successful in spite of the big slump in the coal industry. They are by birth and training, farmers who would like to go back to agriculture. Our Dakota lands, underlaid with coal, appeal to them.

A representative of this co-operative organization made a trip to western Dakota with our Colonization Agents in November, and he was very much pleased with the prospects. Further investigation will be made by a second representative for the two hundred people making up this group. They plan to purchase a section at first and enlarge operations as the mine in Ohio is gradually worked out during the next four years. Eventually all the group will move to Dakota.

Our Agricultural Development and Colonization Department is carefully investigating all possible locations for them so that nothing will stand in the way of the success of this enterprise.

Huidekoper Calves to Iowa

Whiteface Cattle from Famous American Ranch, Two Dot, Montana, Go to Corn Belt Feed Lots

WALLIS HUIDEKOPER, whose American Ranch, south of Two Dot, Montana, is one of the outstanding ranches of the state, has built up a herd of Hereford cattle that are not surpassed for quality and ability to finish profitably in the feed lots. This year his calves have gone to Clinton County, Iowa, for feeding by W. H. Cook, Delmar; Frank Traur, Clinton; Alfred Mommsen, Bryant, and William Blake, Low Moor. These experienced feeders are discrim-

inating purchasers of feeder cattle and the results will be good advertising for Montana stock. The fifty calves in the Alfred Mommsen feed lots are to be exhibited in the fat stock carlot division at the 1931 International. The Huidekoper calves have won many prizes in the carlot divisions at Chicago, Omaha, Kansas City, Denver and Ft. Worth, coming from the feed lots of Dan Casement, Manhattan, Kansas, who has a national reputation as a cattle feeder, and considers American Ranch calves ideal for the production of baby beef.

Montana Cattle Win at Chicago Powder River and Gallatin Valley Feeder Calves and Yearlings Capture Prizes

THE L. O. Cattle Company, Miles City, Montana, and H. M. Catron, Bozeman, Montana, entered cattle in the feeder division of the International Live Stock Exposition at Chicago. The L. O. Ranch yearling whiteface steers won first and third on the two carlot entries in the Hereford division, and the Catron calves topped the Aberdeen Angus class and were grand champions of the feeder cattle. This showing by Montana stock is a real effective advertisement and a big boost for cattle from this state among corn belt feeders. The feed lots of Iowa, Illinois, Indiana, Ohio and eastern South Dakota can use thousands of Montana's feeder steers. The show windows of the International Live Stock Exposition can be used to good advantage by Montana producers to place before the feed lot operators the good quality of Northern Great Plains cattle. Goods must be advertised and shown to develop new markets.

Feeder livestock is one of the products for which our western territory is well adapted and so the Agricultural Development Department of The Milwaukee Road is making much effort to expand the markets for quality feeder livestock in corn belt territory. The work of such men as Ed Light, manager of the L. O. Cattle Company, and H. M. Catron is a great help in enlarging the market for Montana's feeder cattle. Good breeding, coupled with the wonderful native grasses of the northern ranges, make it possible for these men, with their years of cattle breeding experience, to turn out a superior product. The Milwaukee Road is anxious to assist in getting these good Northern Great Plains cattle into feed lots on its lines.

Stockmen Buy Good Bulls

Mizpah-Pumpkin Creek Grazing Association Purchase Carload of Pure-bred Hereford Bulls

THE nineteen stockmen comprising the membership of the Mizpah-Pumpkin Creek Grazing Association, Custer County, Montana, have purchased a carload of registered bulls for use on the 100,000 acre range controlled by this association. This assures uniformity and quality in the feeder cattle being produced. It is the aim of this organization to establish a good reputation for Mizpah-Pumpkin Creek cattle in corn belt feed lots. Range management, which provides abundant grass on this reserve, will grow a thrifty good quality steer, filling the requirements of the cattle finisher.

The control of this range is in the hands of the stockmen members of the association, under a ten year lease. The number of cattle run is limited to what the range will carry profitably without over grazing. Each member is entitled to a certain number of cattle on the range under much the same terms as prescribed by the United States Forest Service on the ranges of the national forests.

The Agricultural Department of The Milwaukee Road was instrumental in planning this grazing district and completing arrangements for the leasing of the 100,000 acres for the ten-year period in line with its policy of working for the development of Milwaukee Road territory to the end that each area be used for what it is best suited.

The Mizpah-Pumpkin Creek country southeast of Miles City, Montana, is ideal for range cattle. The land is rough, but the grasses are strong and nutritious, with hay meadows along the two creeks providing winter feed. This district is best adapted for the production of feeder cattle.

The Agricultural Development Agents of our company are co-operating with the Mizpah-Pumpkin Creek Grazing Association in establishing a good market for its cattle in our corn belt territory.

Boys and Girls Visit Chicago 229 4-H Club Members and Future Farmers of America Attend Livestock Show

THE officers of the Chicago, Milwaukee, St. Paul & Pacific Railway Company recognize and appreciate the splendid constructive work being done by the many boys and girls on farms in Milwaukee territory enrolled in 4-H Clubs and the Future Farmers of America.

As an encouragement and an aid in the development of this work, The Milwaukee Road made a cash contribution of \$15,250.00 to the 10 states served, which enabled the organizations in charge of the work to offer trips to the International Live Stock Show for outstanding boys and girls enrolled in 4-H Clubs and Future Farmers of America project work.

Our territory was represented as follows: North Dakota, 6; Minnesota, 12; Missouri, 24; Iowa, 7; Wisconsin, 12; South Dakota, 44; Montana, 56; Idaho, 18; Washington, 47; Illinois, 4.

The boys and girls visited many places of interest in Chicago, including the large stores, parks, Field Museum, International Harvester Company, packing plants and stockyards. It is an educational trip of great value and one that the boys and girls never forget. The Milwaukee Road believes in these young folks and realizes that they are the future builders of its territory.

New Dakota Booklet

Colonization Department Complete Attractive Publication on Our Dakota Territory

"A FARM HOME FOR YOU IN DAKOTA" is the title of a very interesting and attractive booklet just off the press. New pictures of farms, ranches and live stock occupy a large part of the space which tell the story of this good country better than many words. The governors of North and South Dakota have contributed a statement about each state and W. C. Allen,

publisher of The Dakota Farmer, presents the opportunities in a sound, conservative way. The written matter covers soils, climate, rainfall, transportation, live stock, poultry, state, school and Indian lands. Sources of accurate information are carefully set forth so that any prospective settler may get facts on the territory from reliable sources. The cover of the booklet is especially attractive, as three pictures extend across the front and back so that when the book is open a real panorama of Dakota agriculture is displayed. Copies of this booklet will be mailed to hundreds of inquirers during the winter and early spring.

The value of such a booklet is demonstrated by the following letter, written on December 1st, by Warner S. Brown, Seymour, Iowa, regarding our "West River Country," a booklet on western South Dakota:

"Some time ago, you sent me, at my request, a small book and some literature on western South Dakota. The neighbors have just about worn it out, so please send me another one and any other information you may have. One of my neighbors, Mr. Fred Smith, went out there as soon as he read the book. He liked it fine and is going out in the spring. I am to go myself this coming fall, so send me another book and a list of some lands for sale."

Soil Knowledge Needed

486 Counties in Twelve States Served by The Milwaukee Road Have Not Completed Soil Surveys

IOWA leads with 79 counties completed, and Montana and the Dakotas are low in area surveyed, and the need for this work is especially great in newly developed state to avoid mistakes in establishing farm practices.

The soil survey provides a detailed inventory of the soil resources of the country, county by county. The detailed soil maps are made on a standard scale of one inch to the mile and show not only the different soils but accurately locate all important physical features, such as roads, railroads and streams, as well as towns, schools, churches and farmsteads. Maps usually cover a county and all soil types are designated by distinct colors.

Such a survey is valuable to the individual farmer because it classifies the agricultural and non-agricultural land. It divides the soils which are adapted to general farming or grazing from those which are suited to various specialized crops, and it gives an idea of their relative value. The soil survey also classifies land suitable for forestry purposes. It indicates swamp lands capable of reclamation, the dry lands suitable for dry farming, and the arid soils which may be profitably irrigated. As experiment stations conduct fertility tests on the different soils and include the results in soil survey reports, the farmer may utilize these in determining the natural fertility and needs of the soil, what crops to raise, and how to treat and manage the different soils on his own farm.

Farmers looking for new locations, and city folks wanting to buy farms, find the soil survey maps and accompanying reports to be what they need first to consult. Real estate dealers, land appraisers, and bankers making farm loans can use the soil surveys in determining land values. Colonization agents find the

soil surveys useful in locating settlers in new territory.

It costs less to make a detailed soil survey of an average county than it does to build one-fourth mile of concrete road. The cost of the field work for a general survey will not exceed one-half cent per acre, while the cost of an accurate detailed survey will range from one to three cents per acre. It is doubtful if there is any other line of public work of such great economic value than can be done at so low a cost.

The Agricultural Development Department of The Milwaukee Road is anxious to further completion of soil surveys in all states served.

Good Flax Yields

Modern Machinery Effective in Harvesting on Rapid City Line FARMERS in Jackson County, S. D., are reporting yields of flax as high as eight bushels per acre on fields being harvested with combines. These fields were given up as a dead loss earlier in the season, but late rains and late favorable fall weather, with weather favorable to use combines, is producing a satisfactory harvest.

New Creamery Developments

Dakota Cows Increase Business and Maintain "Farm Payrolls" During Depression

THE Fairmont Creamery, Rapid City, S. D., employs 21 people at an annual wage of \$30,000. It recently moved into a new plant and is now shipping "Fairmont's Better Food Products" in carload lots.

Hanson County Creamery, Alexandria, S. D., has been leased by H. G. Jurrasch, owner, to Schnarr, of Bryant, and Gregerson, of Astoria, experienced creamerymen who will also handle poultry and eggs.

The D. D. Sorenson & Son Creamery has opened in Woonsocket, S. D., in new modern creamery plant, fireproof and complete in every respect. Sorenson is a native of Denmark and has been a buttermaker for the past 27 years.

North Dakota's income for butter amounted to \$16,000,000 during 1929, with total production of 43,000,000 pounds butterfat.

Dairying need fear no overproduction, according to M. D. Munn, president of National Dairy Council, who addressed N. D. State Dairymen's Convention, and who believes dairying could be expanded 50 per cent with safety, provided it use ordinary methods found essential in development of all business. "Science is with us, and health authorities tell us the people of the United States should consume at least 50 per cent more dairy products than they are now consuming."

Farmers' Conference Successful

Agricultural Community at Gleason, Wisconsin, Profitably Discuss Problems

L. W. PIKE, W. A. Schenk, G. W. Hams, Harry Doering and C. C. Miltenbah composed the committee which made arrangements for a Farmers' Conference held at Gleason, Wisconsin, on November 19th. W. R. Hauser, Agricultural Development Agent for The

Milwaukee Road, assisted this committee with early plans and our Colonization Agent, Harold Doner, worked with the committee in preparation the day previous to the conference.

The farmers were assisted in their discussions by County Agricultural Agents Rogan, Sorden and Omernik, from adjoining counties, who were there to give assistance in Lincoln County. The Agricultural Development Department of our company is co-operating with this community in helping to plan and carry out this work as the county does not employ an Agricultural agent.

The farmers who attended the meeting on November 19th were well pleased with the results and want to continue with more conferences. Mr. Doner worked in this community during the two weeks beginning December 8th, helping the committee with their program and more conferences.

Our superintendent, B. F. Hoehn, is very active in his co-operation with the business men and farmers on the Wisconsin Valley Division, making many valuable contacts for the Agricultural Development and Colonization Departments. The work of helping the farmers do the things which they feel important for their territory will be productive of good working relationship between our company and agriculture along its lines.

Farmers Add to Holdings

North Dakota Farmers Buy More Land to Increase Size of Their Production Units

SEVERAL successful farmers of the New England territory have made additions to their land holdings. Each purchased land through the agency of the First National Bank of New England and each bought land adjoining homesteads and holdings they have had for

approximately twenty years. Each purchase was a vote of confidence in the country.

Nick Schumer, who lives in Kunze, the first township north of New England, bought a quarter section, formerly owned by a California party. This good farmer now owns within 80 acres of a square section.

Ignatz Sticka bought the southwest quarter of section 19-139-96, and now this well known farmer owns all of that section in addition to his homestead nine miles north of New England.

John Herauf has just bought a quarter section which borders St. Pius on the south. This makes Mr. Herauf a three-quarter section farm. On his place Mr. Herauf has his farming operations so arranged that he raises 60 to 70 hogs each year. He is starting to grow a lot of alfalfa and the hogs like it. So do the cows.



Livestock

WE are very much disappointed in the excessive number of dead and crippled animals found in carloads of livestock unloaded at the principal markets during the past thirty days, particularly on account of lack of point of origin notations. Agents and other employees whose duty it is to inspect livestock at the time of loading, should redouble their efforts and endeavor to secure a record of each and every animal which is not in 100 per cent condition at the time of loading. Still finding numerous instances of overcrowding, resulting in excessive deadage. Shippers should be informed of the hazards of this practice, in addition to the liability of excessive shrinkage. Mixed loads continue to arrive at various destinations with animals mixed, due to lack of proper partitions. The importance of livestock inspection cannot be overstressed.

Carload Inspection

While we are receiving a good many carload inspection reports from our station forces, the response from employees in other departments has not been all that it should be, and we are asking that each and every employe on the railroad who has an opportunity to do so, to make it a practice to inspect at least one carload of freight each month, either in the process of loading or unloading, and let us have a report showing just what he discovers.

Loss of Entire Package

Claim payments chargeable to this particular cause are not responding to the efforts which have been put out to curtail them. This should emphasize to those men who have to do with the acceptance and delivery of freight, as well as the loading and stowing of it, also the way freight crews, the importance of making a complete and absolute check of each shipment handled, this in order that we may know at all times that the

shipment corresponds exactly with the billing and thereby eliminate the payment of claims for losses of this character. Claims paid chargeable to this particular cause are nothing more or less than waste, and would be entirely eliminated if all employes having to do with the handling of merchandise, would take sufficient personal interest and comply with the instructions covering the handling of this class of freight.

Stoves

We continue to receive entirely too many bad order reports on shipments of stoves, ranges, etc., most of the damage consisting of abrasions of various kinds on the enameled surface, and the only way we are ever going to reduce our claims on this commodity is by securing the co-operation of all employes handling such shipments, to the extent that they will, when necessary to move such shipments, carry them and not at any time drop them either to the floor of the truck, station or car. Tests have indicated that most of this damage is directly attributable to crates being dropped on corners, or for some distance, this resulting in excessive shock and chipping and other forms of damage to the enamel, as well as the casings themselves.

Perishable Freight

Now that the cold weather is with us, instructions covering the handling of perishable freight, both carload and L. C. L., should be complied with in all instances. Experience has told us that the



first sharp freeze each winter finds us with numerous shipments of perishable freight not being handled in accordance with instructions, the result being that we are obliged to pay out large sums of money in the way of claims. There can be no reasonable excuse for such a condition, and we are only asking the co-operation of all concerned to the extent that they will comply with the instructions which have been issued from time to time.

Rough Handling

Claims chargeable to unlocated damage-rough handling continue to predominate to the extent that they are responsible for better than fifty per cent of our total claim payments. On this account we are appealing to those employes engaged in the train and yard service, to handle all cars of freight with such care as to prevent damage to their contents. Trainmen and switchmen should endeavor at all times to give good, clear understandable signals, so that there will be no misunderstanding on the part of the enginemen. They should also make a study of the switch leads in the territory in which they operate, so they will know at all times just how fast a car can be permitted to move without danger of damage to the commodity contained therein. Just a little more care in the switching of cars, is going to bring about not only a reduction in claim payments, but is also going to make for the railroad as a whole a reputation of being careful, and this should result in an increased amount of business.

Claim prevention is nothing more or less than personal interest, and if all of us will handle the railroad company's business the same as we would our own, in other words, form a habit of doing the job right in the first place, it will only be a short time before we will reach the point where this waste is reduced to an absolute minimum.



Misuse of First-Class Box Cars

THE Car Service Division of the American Railway Association issued the following circular to all railroads recently:

"TO ALL RAILROADS:

From time to time in the past the Car Service Division has called attention to the avoidable waste and expense caused by loading box and automobile cars with commodities that damage them or unfit them for further use in handling the class of freight for which they are intended.

Most railroads have instructions in effect intended to prevent occurrences of this kind. Notwithstanding this fact, however, specific cases are constantly being reported to us where box cars, new or recently overhauled and fit for the highest class service, have been damaged by certain classes of loading to an extent that requires expenditures running in some cases into large figures to make the cars again fit for such service. Examples:

New box car, No. 716793, paint almost entirely peeled off sides and ends of car. Had been loaded with soda ash.

New 50-foot auto car, No. 152608, with an inch of thick grease on floor, costing \$75.00 to remove.

Box car, No. 331673, fresh from shop, loaded with creosoted ties, rendering it unfit for any clean freight.

New box car, No. 117838, damaged by leaking acid, to recondition car cost \$451.24. Car No. 117005 damaged from similar loading, cost \$185.22 to recondition.

(Any number of other similar instances could be recited.)

Such occurrences would seem to be the result of either or both of the following conditions:

(a) Instructions in effect either lacking, inadequate, incomplete or not properly understood by those charged with their enforcement; or

(b) Lack of proper supervision in the application of existing instructions.

A recent detailed survey of this situation on railroads serving the St. Louis-Kansas City territory indicated a complete lack of uniformity in the handling of this important matter. Some of the lines have issued to their employes very complete lists of commodities which should not be loaded in high-class equipment, while others have listed only a comparatively few commodities, and in some cases no specific instructions whatever appear to be in effect.

Uniform specific instructions covering this subject are not practicable owing to different local conditions and va-

rying standards of commodity classification for the carding of cars. However, it is possible for each railroad to specifically designate commodities which are known to be injurious to box cars in first class condition, but which can be safely and satisfactorily transported in cars of a lower classification. The attached list of such commodities is submitted and can be made the basis for such modified or amplified instructions a may be necessary in the case of each individual road to secure the enforcement of reasonable regulations that will, as nearly as may be possible, put an end to the present useless waste of money required to clean or repair cars which are being damaged in this manner.

Any general instructions should provide that under no circumstances should a car of a superior class be loaded with commodities that will make it unfit for the commodities for which intended when released from such lading."

The first car mentioned in this circular, St. Paul 716793, was one of our cars, which was loaded with bulk soda ash on another railroad by blowing the ash into the car and apparently some got on the outside of the car which was wet, the result being that the action of the wet soda ash caused the paint to almost entirely peel off of the car.

There are cases on our railroad of first class box cars being used for commodities which unfit them for that type of loading, a few recent examples illustrate the need for careful attention on the part of all employes.

St. Paul 711384, which had been rebuilt and repainted in February, 1930, was loaded with machinery, partly crated, protected from rust by some kind of oil which leaked off the shipment on the floors and sides of the car to such an extent the spots could not be burned out and the car cannot again be used for first class commodities such as flour, cereals, etc., until it again receives scheduled repairs or rebuilding.

St. Paul 503029, rebuilt in May 1930, was loaded with hides. It was impossible by washing and cleaning to make the car again fit for first class commodities and it will therefore be necessary to confine to Class E service.

St. Paul 716872, built in 1930, ruined by using for loading asphalt, which left a residue on the floor and sides.

St. Paul 716974 was loaded with barrel oil. At the time of loading the barrels were apparently clean and tight, nevertheless when the load was removed the floor and sides had been ruined by oil stains.

St. Paul 715026 was loaded with bone meal which was thought to be dry, but nevertheless, left an odor and stain in the car, unfitting it for further use in first class service.

St. Paul 506045, recently rebuilt, was loaded with creosoted ties, ruining the interior of the car for first class loading.

Missouri Pacific car 40211 was loaded by a junk dealer with scrap storage batteries and later investigation developed that he loaded the batteries in the car and then broke them up after they had been loaded, permitting the acid to run all over the interior of the car which, of course, ruined it for first class loading.

St. Paul 708668 was loaded with empty oil barrels apparently clean, bungs in place and facing up which theoretically should have avoided any damage to the car. When the shipment was unloaded, however, the interior had been ruined as a result of oil stains.

St. Paul 502532 was loaded with dry bones, but after the shipment was unloaded the interior of the car was so badly stained it could no longer be used for first class loading.

St. Paul 714481, loaded with bar steel, after being released found to be so badly oil stained it had to be diverted to Class E service.

These are but a few examples, showing the necessity for careful observance of existing instructions by all employes to see that the proper type of equipment is selected for loading the various commodities offered for shipment, avoiding the use of first class box cars for commodities that will unfit them for further handling of such commodities.

Many circulars have been issued on the subject outlining some of the principal commodities that damage the interior of box cars, such as: Fertilizer; hides, pelts or skins, green or dry; animal horns, bones, bone meal, fish or meat scrap, tankage, etc.; machinery, machinery parts, bearings, chains, iron, steel, tin plate, pipes and pipe fittings, etc., that have been protected from rust by grease, oil, etc.; glue stock; petroleum and its products, unless in clean tight barrels or metal cans; ties, treated; tar and tar products in barrels.

Such shipment or similar commodities that may leave stains or odors in the car should be loaded in Class E box cars only.

ORIGINAL SIN

A country clergyman was examining a class at the village school. "Now, Jones," he said, "can you tell me what we must do before we can expect forgiveness of sin?"

"Yes, sir," replied the boy, "we must sin."

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Savanna Chapter

Mrs. R. G. Heck, Historian

SAVANNA CHAPTER has been saddened by the death of Mrs. W. M. Thurber. Mrs. Thurber served as president for more than three years, also as chairman of the Membership committee. She was a very faithful member of the Milwaukee Women's Club. Her efforts, winning personality and successful leadership will always be remembered by the members of the Savanna Chapter.

At the time of Mrs. Thurber's resignation as president, owing to impaired health, it was her earnest desire that the Savanna Chapter continue to progress in its good work. Our deepest sympathy is extended to Mr. Thurber.

At the Board of Directors' meeting held in the club house November 7th, it was decided to send baskets of food to the needy at Christmas time instead of having a children's party. A pound party is to be held in the evening of November 25th to aid in the purpose.

The sum of \$78.00 was made by the Ways and Means committee from the sales of subscriptions to the "Household Magazine."

The next regular meeting of the Savanna Chapter will be held in the Lydia T. Byram Community House on December 8th.

The following resolutions were adopted in memory of our late beloved president, Mrs. Laura Thurber:

"When heaven would kindly set us free,
And earth's enchantment ends,
It takes the most effectual means
And robs us of a friend."

The members of Savanna Chapter are deeply grieved at the loss of our beloved president, Laura P. Thurber. She was a faithful worker, thinking always of others, and she will be greatly missed by the Milwaukee Railroad Women's Club.

Therefore, Be It Resolved: That the members of Savanna Chapter extend their heartfelt sympathy to the bereaved husband, sister and brother, in their hour of sorrow.

"Out of the shadow of sadness,
Into the sunshine of gladness,
Into the light of the blest,
Out of the land very dreary,
Out of the world of the weary,
Into the rapture of rest."

MRS. CHARLES SEITZBERG,
MRS. GRANT DAHL,
MRS. WALLACE WOLFE.

Green Bay Chapter

Mrs. Charles Allen, Historian

OUR fall business and social meetings were again resumed with president Mrs. C. B. Cheaney presiding. Although the attendance has been very encouraging we would be happy to have more of our 289 members come out to the meetings.

On October 15th the membership committee sponsored a one o'clock luncheon for all members. The losers of the membership campaign treated the winners. Forty-eight ladies attended.

We are very sorry to have lost two of our active and congenial members, Superintendent and Mrs. J. H. Valentine, who have been with us the past three years. Mr. Valentine has been transferred to Terre Haute, Ind., as superintendent there. The Women's Club gave a farewell banquet for them at the club rooms October 25th. Mr. and Mrs. Valentine were presented with a gift of a silver coffee service

by club members and employees. After the dinner there was a musical program and community singing, followed by cards.

At the December meeting it was decided to hold election of officers in April instead of the last of the year.

Mrs. M. E. Hastings, Welfare and Sunshine chairman, gave a fine report of the good work she and her committee are doing during this time of depression.

A large quantity of clothes and other articles have also been gathered and some disposed of. Two hundred and fifteen personal calls and eighty-three telephone calls were made during the year of 1930.

Mrs. H. C. Ballard, scholarship chairman, also reported several cases taken care of.

We are very much pleased to have our new superintendent, Mr. E. A. Meyer and Mrs. Meyer in our midst. Mr. Meyer has started a relief fund with a committee of four to also help the more unfortunate and unemployed of the Milwaukee Road.

Plans are being made for our annual Christmas party to be held at the passenger depot December 22nd, and we just know Santa will get off one of the trains with a pack of goodies for the children.

Beloit Chapter

Mrs. George Brinkman, Historian

BELOIT CHAPTER met for its regular meetings, October 8 and November 12, in Legion Hall. Our president, Mrs. N. P. Thurber, presided. Good reports were heard from the various Committee Chairmen.

On October 25 a farewell pot-luck supper was given by the Chapter for our members who are moving away from Beloit. A good time was enjoyed by those present.

On November 12 the Chapter gave a card party. Prizes and refreshments were served to about sixty.

Butte Chapter

Mrs. H. C. Johnson, Historian

REGULAR meeting of the Chapter was held December 8 at the home of the president, Mrs. H. T. Porter. After business session, a social hour was enjoyed and a dainty lunch was served by Mrs. M. G. Murray, Mrs. H. C. Johnson and Mrs. Porter.

A beautiful forty-foot tree is placed outside the passenger depot, in keeping with Christmas decorations.

Saturday evening, December 20, is set aside for the annual Christmas party sponsored by the Women's Club, to be held at the Passenger Depot. There will be a beautifully decorated tree, program treats and toys for the kiddies of all employees of the road.

Some clothing has been distributed and aid rendered.

"A little nonsense now and then
Is relished by the best of men."

The new and the "seasoned" employees of the Milwaukee Family, fifty in number, joined in a Raviola Dinner and "Whoopie" Party, to become acquainted, at Meadville last month.

Terre Haute Chapter

Alice M. Church, Historian

ABOUT sixty members and their families enjoyed the supper which was held at the club rooms, November 20.

The business meeting was conducted by our

president, Mrs. Blackwell, and consisted of the reading of the minutes of the previous meeting, reading of correspondence and the reports of committee chairmen. The Mutual Benefit Committee has been very busy and assistance has been given to families all over the division.

Several new members were reported and we were pleased to have Mrs. Valentine, wife of our new superintendent, at our meeting.

Following the business meeting indoor golf was played, and the prize was won by Mrs. Engman.

Our annual apron and bake sale was held December 6 and \$26.50 cleared.

The club will not have the usual Christmas party, but several of our members are on various committees for the employees' Christmas party, which will be held at the Trianon, December 22. This party is for all employees and their families from all over the division, and a large crowd is expected.

Union Station Chapter

Mrs. O. P. Barry, Historian

THE Union Station Chapter of the Women's Club held its last 1930 meeting Tuesday evening, December 2, 1930. A short business meeting was held in the club room after our usual satisfying supper in Fred Harvey's restaurant. After the reading of the various reports rendered by our committee chairmen, the subject under discussion was that of our Christmas party to be held December 24, from 12:00 noon to 2:00 p. m., in Room 340, an invitation to which is extended to all Milwaukee employees to partake of tasty sandwiches, dainty cakes and delicious coffee. After the plans for this party were made the members spent the remainder of the evening playing bridge and five hundred.

Union Station Chapter takes this opportunity to wish a Merry Christmas and a Happy and Prosperous New Year to all of the other chapters and to our Milwaukee family.

Fullerton Avenue Chapter

Marie Nixon, Historian

THE Fullerton Ave. Chapter met in the club rooms Saturday afternoon, December 13. After luncheon a short business meeting was held and the rest of the afternoon was spent playing cards and bunco.

Our Ways and Means Chairman Miss Mary Lawler and her committees sold close to a thousand dollars' worth of candy in the Fullerton Ave. Building.

37 calls were made in November by Mrs. Mortenson and her good helper, Mrs. Borgerson in connection with Welfare work.

The series of four card parties have come to an end, and were such a success that a number of the ladies have asked us to have another series, which we hope to after the beginning of the new year. Mrs. Adams won the ten-dollar gold piece for the highest score in bridge, Mrs. J. Newman for five hundred and Mrs. H. Rambert for bunco.

Our annual Christmas party and dance was held in the club rooms Friday evening, December 5. Bunco and cards were played and a prize given for each table. Dancing followed the cards.

Sioux Falls Chapter

Mrs. Tom Cavanaugh, Historian

DURING the month of November, a get-together card party was held for the members and their husbands in the passenger depot at which time cards were the diversion. Prizes were awarded for high and low score in both 500 and bridge, and a delicious lunch concluded the evening.

Mrs. Christine Larson has the honor of being the first of the Milwaukee employees to occupy the Milwaukee Room at the new Soo Valley Hospital, which was furnished by the club. Although her stay at the hospital was short, she says she thoroughly enjoyed being in the attractive room and that the discount derived was truly a saving to her. The 20% discount is allowed all members of the Milwaukee Family who occupy any room of this hospital, likewise any other expense.

The small daughter of Paul Guemmer is also at the hospital for an operation, and the Women's Club called on the little patient and brought her flowers.

The committee having charge of the Annual Christmas Tree, with Mrs. Haas as chairman, are busy with the arrangements. Santa will be complete with his special train, lighted with colored fuses, and his bulging bag of candy, fruit and nuts will be distributed to the Milwaukee children who await his coming every year.

The Sick Committee are right on the job taking care of the needy families.

Milwaukee Chapter

Miss Leona Schultz, Historian

THE meeting of November 17th was well attended, which was very gratifying as the various chairmen had splendid reports to render.

In addition to the six cards of cheer sent out, two families had been supplied with coal, the rent of another family had been paid, and groceries and milk supplied to a mother with two sick children. Mrs. Wightman gave a report on the non-employment relief committee, which will work in conjunction with the Milwaukee Railroad Women's Club in giving relief to needy railroad employees and their families.

Mrs. Deards was elected second vice-president, to take the place of Mrs. Stauss. Mrs. Deards has acted as program chairman, and we wish her every success as second vice-president.

Mrs. Telfer gave a very interesting report on the meeting of the County Federation of Women's Clubs, which she had attended, the Milwaukee Chapter being a member of the Federation.

Mrs. Catherine Mitchell, a member and also a Gold Star Mother, described her trip to France and her son's grave there, in a most interesting manner. Miss Herman added to the program with several very delightful piano solos.

Sanborn Chapter

Mrs. J. C. Peterson, Historian

OUR regular business meeting was held in the club rooms November 21. In the absence of our president, Miss Eva Washburn, Mrs. M. M. Burns presided.

The welfare chairman, Mrs. Miller, reported having given aid to two needy families. We also voted to pay the light and milk bills for a family where the father is in a hospital and the mother a cripple. We feel pleased that so far the Sanborn Chapter has been able to finance its own welfare activities.

The chairman of the Lydia Byram fund reported that school books had been purchased for the children of a railroad employe now out of work.

The subject of aiding the unemployed was then discussed.

Plans were made and committees appointed to take care of our Christmas festivities.

At the close of the business meeting a social

hour was enjoyed at cards, after which the hostesses in charge served refreshments.

Tomah Chapter

Mrs. Herman Lanke, Historian

THE Gallatin Gateway dance, sponsored by the Railroad Ladies' Club on Thanksgiving night at Tomah, proved to be a splendid success despite the unfavorable cold weather, and netted us a nice sum to add to our treasury for the unemployed.

A unique feature of the party was a prize allotted to every number. As the tickets were sold the couples were ushered to the Gallatin Gateway, which had been constructed by railroad men, where they were presented with gifts.

At 12 o'clock the grand march was led by Mr. John Reinehr, superintendent of the local railroad shops, and Mrs. Wm. Brown, president of the club. The march was cleverly executed and when it developed into an old-fashioned square dance, the crowd enjoyed the frolic immensely.

Dr. Howard Syverson was the holder of the lucky number which won the goose given away by the club.

The party was a most enjoyable affair and every one of the large crowd present had a wonderful evening, according to reports.

The last meeting was held in the community room of the public library, December 3, 1930, and it was opened by the usual routine. The various reports were given and approved. A committee of three was appointed for the nomination of new officers which takes place in February. Relief work was the topic of the evening. All members are urged to cooperate and report every relief case to their president, Mrs. Brown, who will submit a blank which the unfortunate will fill out designating the bare necessities he will need for a period of a week, at the end of this time if the person is still unemployed, another blank will be issued and the case handled as previously stated. In this way the Tomah Chapter will endeavor to protect their local unemployed so that none may be overlooked or suffer in this time of distress. Mrs. L. Gray, chairman of the program committee, with the help of all new members, rendered a delightful program.

Mr. William Hovey, now a patient in the Chicago Hospital, wishes to express his appreciation to the Chicago Chapter for the basket of fruit presented to him on Thanksgiving Day.



A miniature reproduction of the Gallatin Gateway, entrance to Yellowstone Park, built by the Tomah Railroad men for the Gallatin Gateway dance, given Thanksgiving night by the Railroad Ladies' club for the benefit of the unemployed.

Ottumwa Chapter

WE, of the Ottumwa Chapter, sincerely hope you all had a very Merry Christmas and a Happy New Year.

Our fall meeting started off with heaps of pep and co-operation and had very good success in our membership drive.

The third Friday of October we held a co-operative luncheon in honor of Mrs. Gibson, our superintendent's wife, who has since moved to Milwaukee.

On November 14th we held a social and meeting combined. The hostesses were: Mrs. Cogswell, Mrs. Battenfield, and Mrs. Sowders.

On November 25th Mrs. Hannon held a bridge party at the club. First prize went to Mrs. Gray and second to Mrs. Baker.

Mrs. Grant was chairman of a rummage sale held in November and it was a great success and swelled our funds considerably.

Miles City Chapter

C. J. Walters, Historian

ON November 28th the club met in regular session at the club house. Our new president, Mrs. C. A. Nummerdor, presided, and presented the business in a very able manner. With such a sincere and conscientious leader our club is certain to prosper if members will lend their assistance and co-operation.

Reports by the chairmen of the committees were very gratifying. Owing to the pleasant weather we have not received many calls for assistance. Nevertheless, as this is the Christmas time we plan to provide plenty of food and fuel and spread good cheer where it is necessary.

Mrs. Nummerdor read a letter from the General Governing Board regarding the relief work, and the club is glad to work with the men who have charge of this work locally. The company has kindly given space in the store room where we can place the clothing as it is collected, and this will greatly facilitate the work of giving it to those in need.

A letter from Mrs. Byram recommended that the clubs have Christmas trees for the children, so our chapter plans on placing the tree in the depot this year. The children will receive their candy and nuts in the little Christmas stockings handed out by Santa Claus. The two beautiful dolls will be raffled off and two persons will surely receive wonderful surprises when the numbers are drawn.

The members were delightfully entertained by a program consisting of a musical reading by Gladys Gallagher, accompanied at the piano by Lone Nelson; two songs by Master Gordon Reynolds, accompanied by Miss Evelyn Freeberg.

The meeting adjourned and refreshments were served by Mrs. J. A. Johnson, Mrs. M. E. Erickson, Mrs. C. C. Vanderpool, and Mrs. C. A. Capon.

Twin City Chapter

Mrs. F. P. Rogers, Historian

AT the regular meeting of the board luncheon was served, November 3rd by the hostesses, Meses. Smith, Sainsbury, Anderson, Scovill, Stanley and Rogers.

We were delighted to have as our guests Mr. Geo. Rector, director of cuisine, Mr. F. J. Newell, director of publicity, Mrs. Daugherty, social editor of the Minneapolis Star and Miss Taffe of the Minneapolis Tribune.

A business meeting followed.

The welfare chairman, Mrs. Haack, and her committee with the assistance of the president, Mrs. Bannon, are kept unusually busy since the weather turned cold. For the month of November \$71.50 was paid for the rent of three families; \$51.60 paid for groceries of seven families; an aged couple was moved from an undesirable location and will be taken care of during the winter.

Mrs. Lamberg, chairman of the scholarship fund, has reported clothing two boys to make it possible for them to return to school.

Twenty-two baskets were sent to as many families to cheer their Thanksgiving; eight of them were donated by members of the club, the donors being Mmes. Walman, Arnold, Brown, Lind and Lamberg.

Mrs. Donehower was selected chairman of the Twin City relief committee, representing the Women's Club. The committee is composed of representatives of various crafts, Mr. C. S. Christoffer being general chairman.

Mr. and Mrs. Byram went through the Twin Cities November 26th on their way to China. The Women's Club presented Mrs. Byram with flowers.

Mrs. Mueller, program chairman, is planning a Christmas tree and party for members of the club and the children, to be held Saturday evening, December 20th.

The regular monthly meeting was held November 3rd in the depot club rooms. Reports were submitted and approved after which cards were played at several tables and refreshments served by the social committee.

Wausau Chapter

Mrs. W. W. Essells, Historian

THE regular meeting of club members convened November 11th at 2:30 p. m., with about 40 members present. Mrs. E. J. Czamanski presided. Reports were read. It was decided to divert the funds of the "Penny March" to aid the needy instead of the flower fund. Cards of condolence or good cheer will be sent to the bereaved and ill until there is a return to more nearly normal financial conditions. One member representing each craft was appointed to investigate and report any family in that craft who is suffering because of unemployment. These cases to be reported to the welfare committee or president. A family of five children was provided with warm underwear. This family is ordinarily self-supporting but a little help was greatly appreciated since the father has had only a few days work each month since September 1st.

Cards were enjoyed following the business session. Prizes in "bridge" were won by Mrs. C. H. Randby, of Merrill, and Miss Ella Goddard, of Wausau. Mrs. August Krueger and Mrs. Fred Lehrbas, of Wausau, received the prizes in "500." Refreshments were served.

A guest day card party to benefit a needy family was sponsored on November 15th in the club room. Fourteen tables were in play. An angel food cake was donated by one of the committee to raise an additional sum since chances were sold on it. The cake was won by Mrs. F. L. Hudson, one of our members.

Mrs. Wm. McCarthy was chairman, ably assisted by the other members of her committee. A lunch was served cafeteria style. The party was quite a success.

The club met for its regular meeting Tuesday, December 9th, at 2:30, with about 35 members present. Our president, Mrs. E. J. Czamanski, presided as usual. Reports were read by chairmen of committees. Several were absent since their presence was required elsewhere.

A report was made of the conditions of one of our railroad family who had the great misfortune to lose their mother, their home, their furniture and their clothes, all being caused by a fire. Our president expended every effort to see that they were provided with shelter, clothing, etc., but all our efforts in the club's name and with their funds cannot replace the mother.

We extend our heartfelt sympathy in their great loss.

Following the business meeting cards were played as usual. Prizes were awarded Mrs. C. H. Randby, of Merrill, and Mrs. Felix Slomske, of Wausau, in "bridge" and to Mrs. Andrew Paulson, of Wisconsin Rapids, and Mrs. August Krueger, of Wausau, in "500." Refreshments were served.

Merrill had a representation of three members; Wisconsin Rapids had five; Tomahawk, three and Cassian, one. Not as large a representation as usual, but, perhaps, the approaching holidays has something to do with that. Hope to see a much larger attendance of out-of-town and local members at the next meeting in January.

Marion Chapter

Mrs. J. B. Fosdick, Historian

MRS. ROBERT CESSFORD presided at the regular meeting of Marion Chapter, Thursday afternoon, December 11.

All committees have been active and an expenditure of \$62.63 was necessary for relief work since last meeting. This included a ton of coal sent to a member's home and 14 baskets of provisions sent out Thanksgiving time to unemployed and needy families and which benefited 50 persons.

Mrs. Cooper reported making 22 personal and telephone calls.

Plans are complete for a Xmas party, to be given Sunday afternoon, December 21, for the children of Milwaukee employes at the Milwaukee station. A lighted Xmas tree with gifts for the children and a program will be features of the occasion. Mrs. I. C. Smith will have charge of the party.

Mrs. A. J. Elder will be hostess to the club at its next regular meeting, Thursday afternoon, January 8. Each member is asked to bring a pound of food, which will be given to needy folk.

After the conclusion of the business meeting, small gifts were exchanged. These were collected to be distributed later, to the children of those unable to provide gifts or may be sent out in the Christmas baskets.

Mrs. L. A. Klumph was chairman of a committee which served refreshments to 22 members. She was assisted by Mrs. Fred Holsinger, Mrs. Arthur Vaughn and Mrs. Dan Hickey.

Mobridge Chapter

Dora Anderson, Historian

OUR November meeting was held on Monday evening the 24th, with a splendid attendance, our club room being filled to capacity. Mrs. Moran presided at the business meeting. She reported a meeting of the governing board, held the first of the month, where they voted to aid one of our worthy families at Hettinger, N. D., who have had sickness and death. They were given help to pay their hospital bill, also the undertaker's bill, and the mutual benefit committee sent them a barrel of lovely clothing, which will be of real service to this family with twelve children.

Mrs. Schneider reported seventy-five donations of food and clothing and six personal calls made. Mrs. Beaver made twenty calls on the sick and shut-ins, ten telephone calls and seven cards were mailed.

It was decided that we have our annual community Christmas tree on Main Street, with the usual singing of Christmas carols, but this year we will dispense with the distribution of candy and nuts and this money

will be used to fill Christmas baskets for the needy. Our doll, "Betty Co-ed," will be given away at the Christmas tree exercises and the name of the winner will be published in the next issue of the magazine.

After the business meeting the comedy entitled "Henpeck Holler Gossip" was given by the following members: Mesdames Conger, Manley, Kellum, Arvidson, Williams, Anderson, Schneider, Ahrens, Harville, Rose and Kathleen Green. This play was a scream from beginning to end, each one taking their part admirably well, and it was thoroughly enjoyed by all, in fact, so much so that it was decided they put it on again at some future time. A silver offering was taken up for this which was added to our treasury. Mrs. G. A. Robison, chairman of the program committee, is to be congratulated on her efforts in putting this play over so successfully.

A large crowd attended our annual Thanksgiving dance and a goodly sum was realized. Our company has generously donated a carload of coal, which is being distributed among the worthy Milwaukee families who are unemployed at this time.

Wishing all of our readers a Merry Christmas and a Happy New Year.

Tacoma Chapter

Mrs. M. A. Seivert, Historian

ON Monday, November 24, the Tacoma Chapter held a most interesting meeting.

A delicious "home products" luncheon was served with the co-operation of Tacoma firms that wished to express by their donations approval of the splendid relief work carried on by the local chapter. The committee in charge of luncheon arrangements were: Mrs. R. A. Cook, chairman, assisted by Mrs. Claude Houston, Mrs. W. E. Cummings, Mrs. A. F. Lillyroot, Mrs. Harry Mickelwaite, Mrs. Walter Jennings, Mrs. Geo. Beardsley, Mrs. H. A. Klapp, Mrs. J. C. Breckenridge, Mrs. J. D. Bourcherdt, Mrs. P. J. Cowling and Mrs. C. E. De Guire.

Mrs. F. E. Devlin, president, presided over the business meeting. A report on the luncheon and banquet served November 8 for the state meeting of the Ladies Auxiliary to the Brotherhood of Railway Trainmen, was given by Mrs. Earl Hurd. Appreciation was expressed to the committee for the fine meals served and the management, which added over \$100.00 net receipts to the chapter funds.

Sunshine Committee, Mrs. Chris Schmidt, chairman, reported thirteen hospital calls and nine calls made to homes of sick folks.

Membership Chairman Mrs. W. A. Densmore reported a total of 417 members.

The Benevolent Committee, Mrs. George Loomis, chairman, reported 65 personal calls and 55 telephone calls for November. Investigations made resulted in help being extended to fourteen families. Relief included food, fuel, clothing, medicines, school supplies and taxes to the amount of \$280.00. These deserving families, unable to find work since being laid off, are most appreciative of aid given by the club.

The members, realizing the many hours of service given by Mrs. Loomis and Mrs. Devlin in this relief work, gave them a rising vote of thanks.

Mrs. George Peyette, who attended the annual governing board luncheon in October at Chicago, brought many interesting items in her report.

Tacoma Chapter ranks high in work accomplished, and Mrs. Peyette was happy to receive commendation at this meeting for her associates.

Current News of the Railroad

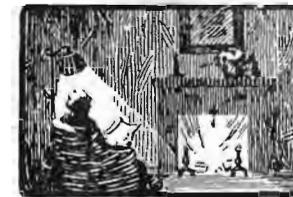


Vice-President Sparrow Congratulating Special Accountant John Butler

Honoring John Butler

IN RECOGNITION of the completion of fifty years of service with The Milwaukee, Mr. John Butler, special accountant of the road was, on December 1, presented with a testimonial and a 50-year service button.—Vice President W. W. K. Sparrow doing the honors.

Mr. Butler entered the service as a yard clerk at Watertown, Wisconsin, December 1, 1880. On September 1, 1893, Mr. Butler was promoted and transferred to Chicago, where he has since been in the service.



For the Little Folks

Elinor Corcoran

NOW that the Christmas holidays are over and Santa Claus has visited all good little folks, we have to turn our thoughts again to our work and our usual winter play.

We must be sure that our sporting costumes are ready and that the children have clothes that will withstand all the tumbling about in the snow that they are sure to get.

Let us begin with the children. For the small tots there are several styles of leggings and caps, but the kind that are best are the very heavy jersey or thick wool leggings that have zippers up the sides, and caps of the same material, made like helmets that fit closely around the face and under the chin. Wool-lined leather mittens will keep their little hands dry and fairly warm, and a leather coat over a wool suit or dress will finish the snowball costume. If the youngster does not have a leather coat, a wool one will keep him just as warm with the proper heavy clothing beneath it.

A good suggestion for the mother who is dressing children who are beyond the "legging" stage, is to get high leather boots for both boy and girl and heavy woolen socks to be worn with them. Not

Warning to Motor Car Drivers

THE ACCIDENT PREVENTION BUREAU has issued a bulletin directed toward reckless motor car drivers. The warning is based on the fact that during October, 1930, sixty collisions occurred on this railroad, twenty-one were cases where autos had been struck by trains; and thirty-nine, or nearly twice as many, were cases where Milwaukee Road trains were struck by autos. All of the crossings involved were protected by either flasher signals, bells, gates, flagmen or warnings of some other kind.

The bulletin appeals to drivers to "STOP-LOOK-LISTEN" as a guarantee of prolonged life.

Snow Fighting Machinery

Milwaukee Road Prepared for Winter

IN ORDER to be prepared for winter blizzards and snows this company's snow-fighting apparatus has gone out to its strategic points and is in readiness for Old Man Winter. The equipment is the most modern and efficient type and it will go into action when occasion requires to keep the road open. In 1929, due to some heavy, drifting blizzards, this company spent \$748,000.00 fighting snow, employing hundreds of additional men and utilizing 159 pieces of miscellaneous equipment constructed solely for

this purpose, ranging from the simple "flanger" to the mammoth "rotary plow." Although it is expensive work, in such weather this railroad expects to keep the railroad open and operate its trains on schedule throughout the winter.

A Huge Still Being Erected by The Milwaukee Railroad

Oil Reclamation at Milwaukee Shops

THE above heading might awaken more than ordinary interest in the doings of this railroad if we did not hasten to add that the "Still" in the course of construction at Milwaukee Shops is entirely in the interest of Law and Order and also Economy and Reclamation. The building to be used for purpose of oil reclamation will be completed and put in operation early this year. Used oil packing waste will be shipped in to Milwaukee from terminal points on the railroad in specially designed containers, and will be renovated and returned for further use.

Machinery recently perfected cleanses the waste and extracts the oil, which is distilled to eliminate the foreign matter. About 4,500,000 pounds of waste will be treated each year, 80% of which will be recovered. Close attention to the material used in packing journals eliminates the hot box hazard and insures better and more economical operation. Heretofore waste has been renovated at different points on the railroad, and the erection of a central plant and installation of the new methods is expected to effect substantial savings.

AT HOME



long ago I saw a little golden-haired girl dressed for school and play in a pleated brown plaid skirt with a tan jersey, long-sleeved blouse and high brown leather boots. It was a boyish little outfit but was just the thing for cold, wet weather.

The Sports Outfit

Then there are the older folks to consider. Those in colder climes have their sport outfit to consider each year, and this year the styles are particularly attractive.

The materials are heavy and warm, but not cumbersome. The styles are simple, but not plain. Most outfits combine a plaid figured material with a plain material. The State Street windows now are displaying many attractive skiing and other sport costumes for this winter. There was one outfit with long trousers of black jersey lined with wool, white wool socks, black leather skiing shoes, a white jersey sweater (also lined with wool) with a roll neck, leather mittens with a woolen mitten inside, and a leather helmet, also wool-lined. For the woman who spends her winters at Lake Placid or even in northern Wisconsin and Minnesota, an outfit like that one would be a blessing besides being exceedingly smart.

Then for the girl or woman who pre-

fers to do her skating and tobogganing in a more feminine costume, there are beautiful outfits with either pleated or circular skirts, made of woolens, tweeds and leathers. With these skirts are worn jersey blouses, woolen jackets (all jackets must be belted), woolen mittens and tiny tweed or wool berets.

By the way, speaking of berets, they are mighty comfortable and handy things to wear nowadays. Not only that, but they are attractive. There are tweed berets with scarfs to match, chenille berets or turbans with scarfs to match and now there are corduroy berets with scarfs that are narrow in the middle and wider at the ends and that are worn tied over just once in the front.

Oh, there are so many beautiful sports clothes that it is hard to say which is most stunning. The thing to do is to make up one's mind to one type of outfit, get that and wear it on all outdoor sporting occasions. Vary it once in a while with a different scarf or beret and you will have a new costume.

Good Things to Eat

Corn Flake Macaroons. One cup of granulated sugar, one cup grated cocoanut, one cup nut meats, four egg whites, four cups corn flakes. Beat egg whites until stiff and dry, fold in sugar, add cocoanut, corn flakes and

nut meats. Bake in moderate oven. Remove from cookie sheet immediately.

Fruit Cookies. Cream one-half cup lard with two cups brown sugar; add two eggs and beat well. Dissolve one teaspoon soda in one-half cup sour milk and add to mixture. Then add one teaspoon each, cinnamon and ginger, one-half teaspoon salt and a saltspoonful of cloves. Beat in about one cup of flour, then add one cup chopped raisins and more flour until sufficient to handle easily. Roll and cut. Bake in quick oven.

Smothered Round Steak. Fry out three slices of salt pork in a hot frying pan, add one onion sliced thin. Cook, stirring constantly until onion is brown. Place a two-pound slice of round steak in the pan and pour over one and one-half cups cold water, and one-fourth teaspoon salt. Bring quickly to the boil; cover closely and let simmer over a low flame until tender. Remove the meat to platter and strain the stock. Melt one tablespoon of butter, add two tablespoons flour and blend well; then gradually pour on the hot stock. Let come to the boil, season with salt and pepper and pour over the meat.

Philadelphia Relish. Finely shred enough cabbage to make two cups; add two chopped green peppers, one teaspoon celery seed, one-fourth teaspoon mustard seed, one-half teaspoon salt, two tablespoons brown sugar and one-fourth cup vinegar. Nice with fried oysters.

Corn Toast. Fry one-fourth teaspoon finely chopped onion with one and one-half tablespoons butter, two minutes, stirring constantly. Add one cup canned corn, one pint cream, one-half teaspoon salt and one-fourth teaspoon paprika. Bring to the boil and let simmer five or six minutes. Pour over slices of toast from which crusts have been cut and serve at once.

Parsnip Fritters. Cook parsnips in boiling salted water forty-five minutes. Drain, plunge in cold water and slip the skins off. They will come off easily after the cold water plunge. Mash, season with butter, salt and pepper. Shape in small flat cakes, roll in flour and saute in butter. Oyster plant (salsify) also makes tasty fritters prepared in the same way. The oyster plant, however, must be first washed, scraped and plunged into water in

which half a lemon has been squeezed, to keep the vegetable white.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1930-31 BOOK OF FASHIONS.

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

7027. Ladies' Suit. Designed in sizes 34, 36, 38, 40 and 42 inches bust measure. To make the suit in a 38-inch size requires 5 1/4 yards of 39-inch material. To line coat and collar requires 2 3/4 yards 39 inches wide. Price 12c.

6824 Ladies' Dress. Cut in 8 sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 46-inch size requires 5 1/4 yards of 39-inch material. For contrasting material 5/8 yard 39 inches wide will be required. Trimming band of lace requires 1 yard. Price 12c.

7037. Girls' Dress. Cut in 5 sizes: 8, 10, 12, 14 and 16 years. A 14-year size with long sleeves requires 3 1/4 yards of 39-inch material. With short sleeves 3 yards will be required. For contrasting material 1/4 yard 39 inches wide will be required cut crosswise. Price 12c.

7026. Ladies' Dress. Designed in sizes 34, 36, 38, 40 and 42 inches bust measure. It requires 4 3/4 yards of 39-inch material for a 38-inch size. Vestee of contrasting material requires 1/2 yard 18 inches wide cut lengthwise. Price 12c.

7046 Ladies' Blouse. Designed in sizes 34, 36, 38, 40 and 42 inches bust measure. A 38-inch size requires 2 1/4 yards of 39-inch material. For contrasting material 1/4 yard is required cut crosswise. Price 12c.

6746 Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18-year size with collar and sleeves, requires 4 1/4 yards of 39-inch material. With collar and without sleeves the dress requires 3 1/2 yards. Price 12c.

7039. Girls' Dress. Designed in sizes 6, 8, 10 and 12 years. A 10-year size without sleeves requires 2 1/2 yards of material 39 inches wide. With sleeves 3 yards. The sash of ribbon requires 2 1/2 yards. To finish with plaiting requires 1/2 yard 39 inches wide, cut in strips to measure 8 yards 1 1/4 inches wide. Price 12c.

7031. Ladies' House Dress. Designed in sizes 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size with short sleeves requires 3 3/4 yards of 35-inch material. With long sleeves 4 1/2 yards will be required. To finish with braid requires 18 yards. Price 12c.

7043. Girls' Dress. Designed in sizes 2, 4, 6 and 8 years. A 4-year size requires 2 1/4 yards of 35-inch material, if made without sleeves and with flounces. If made with sleeves and collar and without yoke and flounces 2 yards will be required. Price 12c.

INTERESTING PARLOR TALK

Visitor: "Your husband gets a lot of sentiment out of his pipe, doesn't he?"

Mrs. Richquick: "Indeed he does. It's perfectly disgusting to see him clean it."

SLOWLY GETTING THERE

"Have you caught anything yet?"

"No, but I have tamed the fish so that they cat off the hook."

NATURALLY

Servant: "The doctor's here, sir."

Absent-Minded Professor: "Tell him I can't see him. I'm sick."

SPECIAL COMMENDATION

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

River Division Brakeman W. F. Reister, while switching out a car of merchandise from the platform at Eau Claire, discovered a wheel with a broken flange and repairs were made before it caused an accident.

Chicago Terminals switchman J. Hock discovered about 14 inches of flange broken off a wheel on coach in a train moving west. Prompt action averted an accident.

Section Foreman R. Reppine, Steward Junction, Ill., discovered a bent axle under a car in train 491 and notified the train crew, resulting in car being set out before an accident occurred.

Terre Haute Division Conductor Horace Ford, on train 80, October 30, found a tank car of gasoline with cap off and gasoline slopping out. He replaced the dome cap, preventing further damage.

Signal Maintainer W. R. Jensen, Northbrook, Ill., saw a blazing hot box on train 17, while train was passing tower A. Train was stopped at Deerfield to repack. This timely discovery no doubt saved some serious trouble.

Switchman James Neylon, Ottumwa, discovered 20 inches of flange broken out of wheel in car while he was switching No. 72. He notified the yardmaster so that car was placed on the repair track.

Section Foreman Charles Decock discovered a dragging brake beam on car in train that was switching at White Lake, S. D. This timely discovery no doubt prevented serious trouble.

Maintainer J. H. Kemmett and Leverman Otto Wegener, on the morning of November 18 discovered an empty car on track at Craigin, Ill., and both carried water to the fire and assisted in putting out the fire.

Superior Division Conductor Arnold Brunk has received commendation from the superintendent of the Soo Line at Gladstone, Mich., in the following letter under date of December 5:

"Arnold Brunk of 515—4th Street, Green Bay, who, I understand is an employe on The Milwaukee, was hunting in the vicinity of Faithorn Junction; and in walking on the track, he discovered a broken rail just east of Bridge 293-A. He flagged our train No. 32, and they found the section men and repairs made. I wish you would express our appreciation of his interest, as no doubt, there was liability of the train being derailed.

(Signed) A. MANN, superintendent, Gladstone, Mich."

Section Foreman Fred Wagner, Whittemore, Iowa, on December 1, discovered a brake rigging down on car in train No. 72 as train was passing the station. He made the necessary arrangements so that the train was stopped, averting more serious damage.

Yard Conductor J. W. Johnson, Twin City Terminals, on November 28 discovered two broken joints on eastbound main line just West of Short Line Bridge. He called the section foreman and had repairs made, thereby avoiding the possibility of a serious derailment.

Operator I. P. Daskoski, Minnesota City, on November 20, flagged extra west 8649 and notified the crew of a brake beam down. Train was stopped and the defect removed.

Terre Haute Division Conductor A. R. Taylor, on November 29, while train No. 93 was stopped at Latta to back into clear, found a piece of flange which had just fallen off of a wheel in the train. He immediately notified the yardmaster and car was set out for repairs.

Splendid Service Accorded Washington National Guard

The following letter from Camp Murray, Washington, addressed to City Passenger Agent F. A. Valentine, is a much appreciated testimonial:

Mr. F. A. Valentine,
City Passenger Agent,
C. M. St. P. & P. Ry., Tacoma.
My dear Mr. Valentine:

I have been intending for some time to write you an expression of my very great appreciation of the splendid service rendered by you and all officials of your railway in connection with the transportation of the Washington National Guard and civilian rifle teams of this state to the national matches at Camp Perry, Ohio, recently completed.

I am informed by Major I. W. Kinney, my staff representative in charge of these rifle teams, that the trip to Camp Perry was made unusually pleasant and enjoyable through your thoughtful planning of all details of this movement, and the manner in which other representatives of your railroad co-operated with you throughout the trip. Major Kinney states that the train conductors, dining car stewards, porters and waiters, indicated a keen desire to make the journey pleasant and agreeable to all members of these teams, and that no difficulty of any kind marred the trip in any way.

It is a real pleasure to convey my thanks for the service you rendered to the state of Washington in this instance and to let you know how much satisfaction I derived from the way in which you handled this transportation for the State Military Department.

Yours very truly,
(Signed) MAURICE THOMPSON,
Brigadier General, W.N.G.
The Adjutant General.

A Sick Woman Expresses Thanks for Kindnesses Received

Here is another letter from an appreciative patron; and in this case, it refers to an aged and sick lady who desires to thank members of the train crews handling the train on which she was a passenger:

Following is copy of letter received in this office from Mr. L. A. Dusenberry, Dawn, Missouri; under date of October 4, 1930:

"Am writing this for my mother, Mrs. M. M. Dusenberry, of Ludlow, Mo., who was put on No. 25 the night of September 30 at Chicago, under the care of a nurse.

"We wish to express our appreciation for the manner in which she was taken care of on that train and to thank those who handled the train that trip, especially the train crew and baggagemen in charge.

"As her physical condition will not permit, am writing for her, and it is her desire that each one of the men connected with the operation of the train receive some word that she certainly appreciates the considerations shown her and those accompanying her that night.

"The nurse with her rode a Milwaukee train for the first time and says it was the finest trip she ever made, even though same was made in a baggage car and the Milwaukee certainly has made another friend."

(Signed) L. A. DUSENBERRY.

Following are names of crews on train No. 25 out of Chicago on September 30:

Illinois Division:

F. L. Murphy, Conductor
A. F. Falk, Brakeman
G. T. LaRoy, Brakeman

Kansas City Division:

Wm. Kelly, Conductor
Arthur Wells, Brakeman
Harry Doak, Brakeman
Joseph Kerrigan, Baggage man
This to you for handling.

They Will Never Regret Going on The Milwaukee

Mr. E. B. Boyd, agent at Chicago Heights, Ill., received a very nice letter from two satisfied customers to California, routed via The Milwaukee Road to Seattle. The letter is as follows:

"We both had a very interesting trip, one that we will never forget, especially the ride on The OLYMPIAN, which was the most comfortable train we had. One will never regret going on the Chicago, Milwaukee, St. Paul & Pacific R. R., for their office employes and train crews are very courteous and willing to assist one in any way possible to make the trip pleasant."

(Signed) MISS V. FUHRMAN
MISS E. KLOS

Those of Us Who Do

G. P. F.

YARD CLERK F. E. WALLACE, at Milwaukee, reports again influencing the routing of a carload shipment to Duluth, Minn.

Signal Maintainer Dettle, on the River Division, secured two passengers from Winona to Seattle by driving them in his own automobile from a nearby town located on a competing line.

Engineer Normal Earl on the S. M. Division secured a passenger from Austin to Los Angeles via Kansas City, and another passenger from Austin to Los Angeles and return via Chicago.

Machinist Lyle Young, at Aberdeen, furnished the Passenger Department important information relative to plans of two different parties who are to travel to 1931 conventions. Mr. Young also personally solicited these prospects and we are told "Much credit is due Mr. Young for his influential services."

Mr. Charles Johnson, in the Mechanical Department at Aberdeen, secured two passengers, one to Rockford and one to Chicago.

Mr. Jay Gove, storekeeper at Aberdeen, continues his activities that result in routing our



way of a very considerable amount of business in the Aberdeen territory.

Conductor J. G. Barndt, on the H. & D. Division, turned in information that is quite likely to result in our securing automobile business from Minneapolis to Aberdeen.

Mr. Jay Jackson, at Aberdeen, reports two more carloads of furniture promised.

Conductor W. H. Wells, on the H. & D. Division, secured six passengers from Aberdeen to New York, and these are people who formerly moved over a competing line. Mr. Wells reports that they make this trip six or eight times a year.

Machinist C. F. Johnson secured a passenger from Aberdeen to Chicago.

Conductor John W. Lee secured a carload of washing machines into Aberdeen.

Switch Foreman R. C. Reeves, at Davenport, has been active in soliciting various industries in that territory.

Timekeeper Cecil McAbee, at Green Bay, influenced two passengers from Green Bay to Seattle and return. Mr. McAbee reports these parties had contemplated using a competing line.

Brakeman John Centen, on the Superior Division, was instrumental in securing two carloads of fish from Seattle to Green Bay.

A candy manufacturer at Milwaukee asks that we credit Warehouseman Otto Bunde, at Marinette, Wisconsin, account routing over the Milwaukee a carload of candy to Helena, Mont.

Chief Rate Clerk J. L. Ginaire, General Office, Chicago, on October 14 secured one passenger, Chicago to Sioux City and return. The freight forces are as keen for revenue as the rest of us.

Nick Costak, boilermaker helper, Miles City, secured four passengers for Chicago, three of whom had intended going via a competing line.

Charles Slagel, brakeman, Miles City, secured four cars of stock and four passengers for our line; and Thomas Nigent, trucker at Miles City freight house, secured a passenger for Seattle who had intended going via a competing line. Miles City is sure "on the job."

Roadmaster Charles Strong, Malden, Wash., was instrumental in securing twelve passengers to Seattle and return.

Engineer Charles E. Mills, who was injured some time ago and is still on the invalid list, has spent his idle time profitably by influencing

business via The Milwaukee Road. In October alone, he secured three from Milwaukee to Kansas City; two from Waukesha to Kansas City and a party of four going from an interior Wisconsin point to Seattle.

Idaho Division Conductor Frank C. Quimby was responsible for securing shipments of wheat from Seattle, by passing on the information he had to Division Freight Agent W. P. Warner.

Richard Barthel, employed as car cleaner in Broadway Yards at Kansas City, induced a friend to purchase a ticket over our line from Kansas City to Chicago.

W. V. Division Conductor O. W. Larson, Engineer Lemke and Conductor E. Morin are to be commended on their successful efforts to release a cow which had gotten her foot through an opening about one foot from the floor of the car. This is good work and indicates the efforts that are being made to reduce claims.

Engine 6403 on train 17 the night of September 9, burned out the headlight bulb coming through Whitney. They approached Wabasha under control and proceeded over highway crossing just East of depot platform very slowly and replaced headlight bulb at Wabasha without any delay to train.

While approaching Wabasha, River Division Extra East 8073, in charge of Engineer Byron Weeden and Fireman Clifford Coddington, saw train No. 17 approaching without a headlight and the engine crew knowing the heavy traffic over the highway crossing, immediately took their red and white lantern, which was burning, and stopped two northbound automobiles.

This action on their part indicates their alertness on the job, and doubtless saved an accident on this crossing.

Miss Marie Freeland, clerk in master mechanic's office at Spokane, secured four passengers via our line, Spokane to Chicago. Miss Freeland accompanied them to the station in Spokane and assisted them in getting away and saw to it they were well taken care of. They returned on No. 15 and reported they were well pleased with the service.

Henry Harris, clerk in the freight house at Spokane, personally accompanied a gentleman to the depot in that city and assisted him in getting accommodations and tickets on No. 17. He also secured a lady passenger for Seattle,

and also saw to it these patrons were well taken care of.

Train Baggage man John A. Mott, running between Spokane and Deer Lodge, has succeeded in obtaining considerable passenger business for us upon several occasions.

He obtained a passenger at Spokane last year who had over \$27 of excess baggage, traveling to Nova Scotia over our line to Chicago. The office at Spokane was too busy to follow up the lead Mr. Mott gave them, so he himself solicited the passenger and obtained his patronage. Mr. Mott took him away from a competing line representative, who had all but sold him a ticket.

Mr. Mott also made a trip to Coeur d'Alene recently to get a man he knew was traveling soon, and influenced him to travel Milwaukee.

At Deer Lodge he learned that a prominent real estate man here was going to Portland. The agent of a competing line had influenced him to go his way, this man at one time being a former agent of that railroad at Deer Lodge. Mott visited the man and told him our line had made Deer Lodge and told him the employes in this city expected him to travel Milwaukee. He came into the agent's office this a. m. asking a ticket be taken up to the man's office. He explained to the man that he could go on No. 17 and get off and catch the U. P. No. 11 at Spokane and arrive Portland, explaining to the man that he would have to change at Garrison if he went via the other line and change again at Spokane. The man promised him he would go Milwaukee.

Secured Some Profitable Business While on a Visit

The following letter from General Agent H. W. Steinhof, Detroit, Mich., is full of interest:

Mr. L. M. Jones, Supt. Sleeping & Dining Car Service, Chicago, Illinois.

The other day while at the Packard Motor Car Co., Mr. Clark of their Traffic Department informed me that his uncle, Mr. E. C. Hall, of 1346 Hood Ave., Chicago, who is a steward or sleeping car conductor on our line, had recently been over to visit him and his family and that Mr. Hall, like all good Milwaukee employes with the interest of the company at heart, had immediately asked Mr. Clark to increase the Packard Motor Car Company business with our company, and Mr. Clark acquiesced and said he would order in some of our cars for their loading, and I am giving below the number and destination of cars recently received from the Packard Motor Car Company, which Mr. Clark is very anxious that Mr. Hall be given the credit for securing:

- 9-22—One to Los Angeles.
- 9-22—One to Portland, Ore.
- 9-23—Two to Los Angeles.
- 9-24—Two to Los Angeles.
- 9-24—One to Portland, Ore.

I naturally assume that your department will give credit to Mr. Hall for this business and consequently it will appear in the Employes' Monthly Magazine.

With kindest personal regards, I am
(Signed) H. W. STEINHOFF,
General Agent.

ORIGINAL

First Plumber: "I heard a good joke on us plumbers yesterday."
Second Ditto: "Let's hear it."
First: "Gosh, I forgot it."



Milwaukee Railroad Employes' Relief Fund

Lucille Millar

Have you heard about our Relief Plan?
Are you sure you've done your bit?
Did you remember kindly
The fellow who's been hard hit?

"As ye would that others should do unto you"—

Have you also done to the men
Who have joined the ranks of the unemployed,
And who try, and try again

To meet the demands of the Winter's blasts
And feed hungry children, dear,
Those brothers of ours scattered o'er
This country, far and near.

"Am I my Brother's keeper?"
Was asked of the Master, in days of old,
Today we meet the same query—
And the same old story is told!

Northern District Car Department

M. J. K.

HAPPY NEW YEAR, EVERYBODY!
In the interest of Safety-First or accident prevention, we are at this writing entering the month of December, the final month of the year, 1930, and Mr. F. J. Swanson wishes to express his personal appreciation for the wonderful support given the Northern District by all the Car Department employes, in trying to avoid injuries. As was mentioned before, we have not had the best rating, having had two reportable injuries, and it is our only hope that starting with the year 1931, we will go through the entire year with no injuries. This can be done if every employe will be on the alert at all times.

November 1, Messrs. K. F. Nystrom, R. W. Anderson, H. R. Jones, C. Petran and Wm. Snell were visitors in Minneapolis, looking over the progress of the New Car Shop and other changes that are under way.

It is well known that up in this Northern country in and around Minneapolis, winters are severe. Already we have encountered sub-zero weather and snow, and it was interesting to note the look of satisfaction on the Car Department employes at South Minneapolis Shops who are working in the former Coach Shop Bldg., part of which was turned over to the Car Department for handling of heavy schedule repairs. We are able to operate just as efficiently, if not better, during these weather conditions as in the summer months. The Car Department employes of South Minneapolis Shops wish to express their kindest thoughts and appreciation to Messrs. J. T. Gillick and K. F. Nystrom for their wonderful consideration and support in allowing them this shop.

We are glad to report that Peter Hegre is recovering rapidly from a serious operation. Robert Hughes, mill foreman, and Mrs. Hughes left Minneapolis December 1 for Leonia, New Jersey, to visit relatives. From there they will go to New York to embark December 6 on the Panama Pacific Liner Virginia

for Los Angeles, via Havana and the Panama Canal, expecting to arrive at Los Angeles December 20 to visit Mr. Hughes' sister and other relatives and return by rail March 1—Bon Voyage!

\$1,842.50 was the amount subscribed by the Minneapolis Car Department for the relief of the unemployed. F. J. Swanson and J. Johnson, chairman of the Carmen's Organization, made addresses November 17 at a meeting in the Mill in behalf of Safety among our employes and relief of the unemployed.

November 15 week-end found W. B. Wilcox at Lake of the Woods, hunting deer. He returned with a 3-year-old doe. We enjoyed the venison, Bill.

Word has just been received of the very sudden passing away of Mr. W. W. Johnson, father of Chief Clerk Walter G. Johnson. The Car Department extends their sincerest sympathy to our chief clerk and all the members of the bereaved family.



The above picture is of Carl J. Anderson, a veteran employe of the Minneapolis Coach Yard. Mr. Anderson is a very able and conscientious, as well as faithful employe, having been employed in the Car Department with the Milwaukee since 1885, a total of 45 years. He is considered the "grana old man" of the Coach Yard forces. He started 45 years ago at the old Passenger Depot, and has been working in the Coach Yard continuously as Passenger Car Repair Man and Air Brake Man during practically his entire life. The entire Car Department organization wishes him the best of continued health and happiness.

At St. Paul New Yard: Mr. Carlson reports that his family will visit relatives in New York during the Christmas Holidays.

Mr. Cogswell's wife will spend some time in Canada visiting relatives. No suspicion surrounds the purpose of this trip.

The verbal hunting season for this point is now somewhat over and fishing season will be in order with Ole Hanson presiding, and Frank Knapp evidently catching the big ones.

Subscription for the relief of the C. M. St. P. & P. unemployed went over in a big way in this department.

Henry Einfeldt will, on account of the first snowfall, begin his winter hibernation.

At Austin: Car Inspectors A. B. Moore and Paul Citrus went on a hunting trip in the northern part of Minnesota.

Count and Countess Erick Mourner from Sweden were visitors at the Car Department Shops. They are cousins of Air Brake Man E. H. Mourner, and made Austin one of their stops on their cross-country trip.

Mr. F. J. Swanson greets all: With the year 1930 practically completed, I wish to express to all the employes of the Car Department in the Northern District my profound appreciation and gratitude for the wonderful support and co-operation given me and this organization during the year. It is hoped that this true friendship, loyalty, confidence and co-operation will continue for many years to come. Allow me, please, to wish you and your families the most Merry Christmas and Happy New Year, and the best of health and happiness for the coming year.

Madison Division Notes

JOHN H. HENNESSY, chief dispatcher, is recovering from an operation and has been released from the hospital.

Oh, oh—anybody wishing to know where the end of the world is, consult Engineer Joe Bates, Fireman Lovaas, Engineer Allen and Fireman E. Higgins—the way freight crews. Funny how they pick on Gratiot, isn't it?

Our railroad lost by death a faithful and willing helper when John A. Henderson passed away at his home in Edgerton December 15. For nearly fifty years he was employed by the railroad in the capacity of clerk, operator and agent.

Second Trick Operator Tom Gaby has returned from a hunting trip up near Michigan line and brought back a fine buck which he killed up there.

Switchman Ed Barry recently took unto himself a wife. Congratulations!

As the law prohibits winter fishing, Harley Oldenberg will carry over his punch board and fishing tackle until the ice goes out. Hurry along, Harley, before we demand interest on our investment.

Section Foreman H. Berg expects to return to work as soon as he is fully recovered from an attack of "flu."

This is not the "open season" for Pontiac, Berdella says.

Saw Frank Kelly, engineer, at the last Safety First meeting, looking as robust as ever. Hope you will be back on the job soon, Frank.

Fred Liegois and Sheldon Jones journeyed to the scene of an accident and brought back a vivid oral picture as well as material trophies.

We hear a great deal of reducing claims, etc., but what we would rather see would be a big increase in business and then drive to keep claim losses where they now are.

And now we have Billy McAuliffe back on the hostling job again after a long illness. Now everything's going to be all right.

White Coal from Harlowton

"Madam Queen"

"HEAR those bells, oh, don't you hear those bells—" Yup, you guessed it—another wedding. This time our friend Jeff Toombs took the big leap. The bride answers

to the summery name of June and is the youngest daughter of Machinist Helper Bysom. Jeff's friends looked forward to the event, and yet, when they gave them the "slip" and were secretly married by Justice of Peace Stevens, said friends were pleasantly surprised. A shower was given them at the Milwaukee Woman's Club rooms, where many friends gathered and bestowed upon the happy couple many useful gifts.

And speaking of showers, Machinist Mooncy's daughter, Esther, who was married last summer, was the guest of honor at a miscellaneous shower given by her friends on Halloween night at the Milwaukee Women's Club rooms. She was the recipient of many beautiful and useful gifts, also.

Of the many deer hunters who went out to make a "kill" only a few returned lucky. Ezra Aicher, Tex Cox, George Phillippe and Patty Schultz were the lucky ones. (If there are any others who got something besides empty shells, please tell it out loud and I in turn will tell the world.)

Little Johnny Aggers, son of Round House Foreman Aggers, celebrated his fifth birthday the other day by having a few of his friends in. Games were played, after which refreshments were served. He received many lovely gifts.

Mrs. A. A. Arnold and Mrs. George Phillippe spent one day last week visiting friends in Lewistown.

Mrs. Ira Caine of Roundup, Mont., spent a day with friends in this city.

Mrs. George Ellis and little son Billy have returned from a five weeks' visit in Minneapolis.

Mrs. Erwin Fuchs, Round House clerk, took her two weeks' vacation last month.

Since there is not so much to write about at this time, we will say that enough is enough and will take this method to wish you all a Very Merry Christmas and sincerely hope that old Saint Nick will fill your stockings to overflowing. Be good.

Kansas City Division C. M. G.

TO ALL EMPLOYEES

May Nineteen Hundred and Thirty-one
Bring prosperity, health and cheer
To you every day throughout the year.

RECENTLY unloaded 297 cars of gravel at Lucerne, Mo., to be used on highway No. 4, from Lucerne to Ravanna, Mo. The amount of freight charged from the gravel totaled \$25,316.00, the Milwaukee receiving 35 per cent of the total.

C. H. Baker, chief timekeeper, recently celebrated his birthday in a real way; during the afternoon Mrs. Baker sent a large container of home-made fudge to the office bunch, which was much appreciated and enjoyed. Mrs. Baker has quite a reputation as an excellent candy maker, and we hope "Bake" celebrates another birthday soon again.

A recent wedding, which was a surprise to many, was that of D. L. Carbaugh, signal maintainer, Washington, Iowa to Mrs. Ora Eller, a nurse of that city. The ceremony was performed at Muscatine, Iowa on Wednesday, November 26, in the evening hours. The couple left on No. 26 for Chicago; also visited in Auburn, Ind. They returned to Washington on December 2, where they will make their home. We wish them happiness.

Dan Haseltine of the office of the superintendent spent his two weeks' vacation in the South; several days in El Paso, Texas, with numerous visits across the border into Juarez, Mexico, some time in Hot Springs, Ark., and a stop-over at Wichita, Kansas, en route home.

The marriage of Miss Mary Olsasky, Kansas City, Mo., to Edward Lovc, son of A. L. Love, roundhouse foreman, West Yard, took place on Tuesday evening, November 25, in Chicago. They returned to Ottumwa on December 1 to make their home. They have the good wishes of their friends. Mr. Love is employed as a fireman on the Kansas City Division.

Lola D. Smith, file clerk and stenographer in the office of the superintendent, spent several days visiting in Chicago during the month of November.

A very sad accident occurred on the night of Sunday, November 9, to Clyde M. Stater, switchman, West Yard, who was thrown from the top of a freight car, which was being switched. The injuries sustained proved fatal and his death occurred the following Tuesday. Mr. Stater was a member of the B. of R. T. No. 737. Funeral services were held Friday afternoon at 2:30, and burial was made in the Ottumwa cemetery.

Very recently Engineer Fred Orvis celebrated his fiftieth year in service on an engine. Started fring on September 15, 1880 and was promoted to an engineer on September 18, 1888; worked on the Prairie du Chien Division, the Iowa, and the Kansas City Division during this period of time. The first night switch engine put in service in Cedar Rapids was operated by Engineer Orvis with Mr. C. M. Dukes as foreman of the switch crew.

Machinist Joseph Hodson, West Yard, met with an accidental death on Thanksgiving Day, November 27, while he and his son were starting out on a hunting trip. They attempted to cross the Des Moines River, by walking over the ice, which was too thin, and broke under the pressure; both grasped the edge of the crumbling ice to pull themselves out, but were not successful. They were rescued by several men, who had heard their cries for help, but the condition of Mr. Hodson was so serious that he died shortly afterwards. His body was taken to La Plata, Missouri for burial.

Mrs. H. J. Bowen was the winner of the Thanksgiving turkey this year, and Mr. Bowen was lucky in winning a second turkey raffled shortly before Christmas.

The annual Christmas party held by the young ladies of the office of the superintendent was this year given in the Kissinger home, Miss Mildred Kissinger acting as hostess. After several games of bridge, high honors being held by Mrs. H. J. Bowen, the usual Christmas exchange took place, followed by refreshments.

News from the Ottumwa Freight House

We wish to extend to Hugh Morrison, our nite clerk, our heartfelt sympathy in the loss of his wife, who died on Tuesday, November 25, after an extended illness.

Preparations are being made for our fire drill, so we can try out our new fire escape. Max Schorr, our head bill clerk, has some ideas of his own as to how the fire drill should be carried out, but some of us get dizzy when we think of them—that is the idea.

Ivor Carlson, from the superintendent's office, dropped in to see how business has kept up since he left. Come again, Ivor.

See Martin Johnson, of the warehouse, sporting a new auto and he sure holds his head in the air as he passes the freight house.

Mrs. Phil Schorr, wife of our warehouse foreman, who has been ill during the past week, is greatly improved and she says that she will be ready to help prepare the Christmas dinner. Brace up Phil, don't worry, and keep your appetite up.

The auditors have been checking us up this week, so that we can start the coming year in good shape.

J. O. Parker, our quiet switch foreman, seems to be having his trouble with the stock coming in. J. O. says that he has been around stock so much during the past week that he is commencing to talk, or rather, make noises like 'em.

Milwaukee Terminals

Ann

THE Milwaukee Road bowlers will be interested in the following bit of news submitted by President E. A. Brock:

"Our Thanksgiving Poultry Tournament was a big success. Nearly everybody won a turkey—or something else. Our friend, Herb Franzen, won the biggest prize of all, the booby prize, one pound of Polish sausage. Gee, it feels good to be a great bowler! And now the boys all want another such tournament for Christmas, and the wish is theirs, as it begins December 9th and 16th. Hope they all come in on the turkeys. Some of the teams even have their own private lady scorekeepers—Mrs. Zunker for the Pioneer Limited, and Mrs. Malcolm Haslam for the Sioux. Several others are seriously considering doing the same, and then have all the ladies act as scorekeepers for out-of-town bowlers who will take in our tenth annual tournament in March, 1931. What a treat in sight for our out-of-town bowlers!"

Yardmaster Joseph Carlin is the proud father of a baby daughter born November 21st. Congratulations, Joe.

A certain blackhaired fellow in the Traffic Department has finally succeeded in raising a very small mustache. Every five or ten minutes he gets out his mirror and scissors and trims said mustache. He says he wants it to be known that it did not take six months to raise this mustache as somebody is saying, but that it only took three months. It has been suggested that he raise a goatee and it seems he may take the suggestion seriously.

Chief Caller Tom Roach has introduced the latest modernistic garter for men. All Scotchmen lend your ears!

Operator Dan Crowley is glad to be back to work after being in an auto accident. Dan is improving steadily and will soon be back to his normal health.

Switchman Louis Mindel has decided not to go to the barber shop until spring. You would hardly know him now.

Best wishes are extended to William Cahill for a speedy recovery. We miss you, Bill.

Page Louis Bouch. He was seen last New Year's Eve.

Ernest Kurth is the proud father of a baby boy born the early part of December. Mother and baby are doing nicely.

We are very grateful to the Kiel Furniture Company for furnishing an occasional table for the bazaar given by the Milwaukee Chapter of the Women's Club December 4th. The bazaar was a huge success and attended by many employes.

Engine Dispatcher John Johnson does not like our Milwaukee city fire department chief. When John's OVERALLS caught fire the chief sent only one fire engine.

Chief Engine Dispatcher A. W. Havel has been decorating his office in the east end of the CHATEAU at Milwaukee Shops. That he is an ARTIST can be seen by the finger prints he made of Machinist Morrissey on the wall. He was ably assisted by Roy Daly.

All his friends will be glad to learn that Switchman Lawrence Egan is recovering at the Milwaukee Hospital from a double fracture of the right leg.

Pusher service has been discontinued between the yard and North Avenue.

We hope the auto drivers heard Engineer E. O. Brown, of the Baltimore and Ohio Railroad, deliver a SAFETY FIRST radio talk from station WAIU at Columbus, Ohio, to auto drivers. He described how it feels to be on a speeding locomotive and see an auto driver trying to beat you over the crossing.

Very few knew that it was Fireman William Roberts, whom the announcer introduced as "OKLAHOMA BILL," who was broadcasting over WTMJ on Thanksgiving Eve at Milwaukee. He was good in "HOW WE RAILROAD ON THE OLD LINE."

A letter from A. O. Cunningham, switchman, advises that he has visited from Portland, Oregon, to Los Angeles, California.

A box of apples, "Roman Beauties," a gift to a Milwaukee Terminal friend from former Chestnut Street Yardmaster William H. Schulz, of Orondo, Washington, was the largest and nicest apples the writer ever saw.

We were glad to see Chief Steamfitter Horsch back on the job in Roundhouse No. 2, after a month's sickness with pneumonia.

A card from Engine Dispatcher and Mrs. J. E. Roberts advises that they are enjoying the sunshine at Long Beach, California.

Chief Car Inspector Bill Stark announces the birth of a baby daughter, December 10th.

The Milwaukee Terminals had a clear record for November as far as reportable personal injuries are concerned. Let's make our New Year's resolution be "SAFETY FIRST."

Illinois Division

M. J. S.

Tri-City Terminal News

BEST WISHES to one and all for a Happy and Prosperous New Year.

Musical fans of the Tri-Cities were entertained Wednesday evening, December 3, at the Municipal Art Gallery, Davenport, by Miss Lois Brenton, daughter of Storekeeper Frank Brenton, in a talented recital of Piano and Duo Piano numbers.

We miss the familiar voice of Engineer Ed O'Brien around the roundhouse since they discontinued the stone train for the winter. Will look for you next spring with the robins, Ed.

Ann Murphy, from the Davenport Freight House, spent Thanksgiving week in Chicago, and while there saw the Notre Dame-Northwestern football game.

The new passage under the Government Bridge has been completed and is open for traffic. This improvement goes a long way in beautifying the appearance of the tracks and landscape at the Davenport end of the bridge.

Between Connie Mack and Knute Rockne, Jack is always on the paying end, it seems.

In this period of depression it is indeed a wonderful thing to know that so many of the employed stand willing to help those less fortunate in time of need. It often takes reverse conditions to bring the best out of some people, but we are surely proud that the true Milwaukee employes will go more than half way for a worthy cause. This vicinity is proud of the title "Where the West Begins" and every day sees the true comradeship of the "West" brought into action. We hate to see times of depression like these, but after all, doesn't it make for a better understanding of each other? The Milwaukee Women's Club, who has been back of this welfare movement for years, should be given every co-operation, as they are working hand in hand with the Relief Committee to meet the present situation. We hope that when the Relief Committee is no longer needed, the same spirit of co-operation will be extended to the Women's Club that we are now giving them.

Chief Engine Dispatcher A. W. Havel has been decorating his office in the east end of the CHATEAU at Milwaukee Shops. That he is an ARTIST can be seen by the finger prints he made of Machinist Morrissey on the wall. He was ably assisted by Roy Daly.

All his friends will be glad to learn that Switchman Lawrence Egan is recovering at the Milwaukee Hospital from a double fracture of the right leg.

Pusher service has been discontinued between the yard and North Avenue.

La Crosse Division Items

Eileen

MOST everything was balmy,

The whole world seemed alive,

When Thomas Bloomfield's brother

Left old Chi. on No. 5.

Tom got out the bran' new Stude,

An! to do the job up brown,

He notified his brother

To get off at Watertown,

And ride the Studebaker 8

Until he got his fill.

Says Tom, "I'll show the dear old mate

Just how to get a thrill."

He whistled off at 10 A. M.,

And then we heard him sigh,

For Thomas found she wouldn't start,

With the battery almost dry.

Tom secured another battery,

He then was on short time,

So passed everything but a tapeworm

In his mad rush down the line.

She purred along so pretty,

Most any car he'd pass,

But suddenly the gauge told Tom

That he was out of gas.

Right here the story's ended,

Most everything else went fine,

And Tom pulled into Portage

At exactly half past nine.



During the year 1907, while the yard at La Crosse was in the process of construction, the old "Potter" drawbar shown in the picture above was unearthed. It is of the type in use about thirty-eight years ago, and the supposition is that the name "Potter" was bestowed in honor of its inventor. This history of the coupler after it came to light in 1907 is one of ups and downs. For a long time it lay buried among other pieces of scrap. Some time later it was rescued at the last moment from a car of scrap about to be moved from the yard. After this it received a little special attention, being put in a place of safety all by itself. In 1926 when the new depot was built, it was mounted and you see it in the picture proudly displayed by Yardmaster Weber. On June 17, 1930, it was ordered to Chicago by Mr. Gillick for mounting in the Field Museum where it is at the present time.

William J. Sheeley, our genial roundhouse foreman at Portage, had the misfortune to lose a most valuable jack-knife. This jack-knife had been highly prized by Mr. Sheeley and has long been in the family. Anybody who may find it will be handsomely rewarded. The

knife can be readily identified by the three nicks in the handle.

It will be of interest, I am sure, to all acquaintants of the Milwaukee Road to learn of the marriage on Thanksgiving Day of Mr. Edward H. Sowle, our genial and efficient accountant at Tomah Shops.

At eight o'clock on this eventful day Miss Rose McKeeth, of Galesville, Wisconsin, consented to prepare his meals, raise his children, and spend his money for the rest of her natural life. The groom was gorgeously attired in a derby hat and spats for the occasion.

They spent their honeymoon at the Palmer House in Chicago, and the newly-weds will reside in a lovely home at Tomah, prepared by the groom, who wishes to inform all of his friends that the latch string is always on the outside. Let's all pay him a visit!

Please be lenient with Edward for the next few months if for any reason department transfers should be a few days late. Incidentally the bride has beautiful auburn hair. We wish to extend congratulations and best wishes for a long and successful married life.

Byron Pike died at his home in Portage on November 16th. He is the father of Harry, David and Jesse Pike, all employed on the La Crosse Division. We are sorry to hear of his passing.

Now if you won't tell, we'll let you in on a secret—it is all about "Smut" Ellis' new invention. It's a little device applied to smoke stacks on all locomotives, and it is claimed that it will actually screen the smoke so the firemen from now on will not be bothered with black smoke. Of course, you must keep it quiet, for the patent's still pending.

The following guests were present at a banquet given at Horicon in honor of Agent Fred S. Holt, who left for Los Angeles recently: Fred Holt, Miss Hazel Whitty, J. H. Johns, R. Schultz, C. Robinson, Peter Conboy, E. C. Updike, Maurice Whitty, E. J. Monogue, and Paul Breitzka.

A daughter was born recently to Mr. and Mrs. Len Woodman.

Gust Ziegenhagen passed away at Milwaukee on November 22nd. He was well known on the old Northern Division, having been foreman of the mechanical plant at Horicon for many years.

Division Engineer G. K. Farner had a bit of bad luck recently when his car was destroyed in a fire which practically razed one of the garages in Portage.

Mr. and Mrs. Wm. Amend announce the birth of a son on November 17th.

Surely none can doubt now that Tom Bloomfield has a new car. We happened by when the launching of the new dreadnaught took place; Tom hurried forth and shading his eyes with his hand, looked to the north, the south, east and west, and upwards, and the signs all being favorable inaugurated the movement.

Upon gaining the safe haven of the street before his domicile he heaved a soulful sigh and divested himself of speech as follows: "Mate, there she be, an eight-cylinder Studeebaker, four of which are guaranteed to work. She do be a pretty thing. Of course I don't know what half of these gee-gaws on the dashboard are for, but no harm. Would ye like to take a little spin to get the feel of a smooth craft? And the best part of it all is, that she is a great gasoline saver."

We signified our assent and got into the vehicle and Tom stationed himself behind the wheel and started the motor and after much fumbling around we remained stationary. "Don't give up, mate," he advised, "I'll have her going in no time." Still we failed to move and after five or ten minutes of this we

got out to investigate and found that the pretty thing was stuck on a piece of chewing gum. However, that did not deter Tom and soon we sallied forth.

The charge of the light brigade was a small thing compared to the progress of Tom. He cut figure eights on the main line and more people were in trees than on the sidewalks and streets after Tom had finished the demonstration.

We emerged slowly and carefully from the chariot and as Tom disappeared in a cloud of black smoke we heard him say, "Yes, she be a great gas saver for the blooming blighter burns soft coal. They told me she was a 'free' wheeler, but by the hokey poke, she is no more 'free' than my old uncle in Scotland."

Station WLE

Harriet

January and Opportunity

THE intangible and mysterious thing called opportunity

Is just plain home folk, not what may come to us tomorrow, but what we make out of today.

January to December—365 todays of opportunity.

Telling the World

Resolved are you?

To read books above reproach,

For if you don't watch out—

Out of her circle you will go,

You will go, becoz

Mrs. Grundy hasn't gone Mae West.

"Pop" sure knows his tariff. They come from all parts of the building every day to find out how he reads it. (Yes, we can "gaily reminisce" of way back when Mae and Bill used to call Mr. Wheeler "Pop.")

It takes Nels Nihlen to tell the world. Stopped all of the traffic in the heart of Sioux City to try and convince Izzy, who bumped his fender, how to drive a car. Didn't he know all about driving a car—having had his new "Chev" two whole days?

Holcomb, the hunter! Even over the phone he says "this bird and that bird."

Bob requested that cold water be poured on Miriam's hot typewriter, after he laboriously and with the greatest art of slow motion batted out a telegram. You see, it was Miriam's day off.

Ray has a honey somewhere in Northbrook. Ask Don about her, he gets an early Monday morning confession.

Ray just loves to demonstrate Leon Errol's favorite act of rubber ankles, but it's going to be just too bad when he floors himself some day.

Spaking of Ray, well, he's been wise-cracking about us again. Here, read about it:

Ho, hum! Just another black eye. Don says he was playing basketball with some six-footers and ran into a post, but I think he ran into somebody's knee.

How much do you want for that dog collar, as you say, Abby?

Bang! the lights went out. Everyone was tense, even the clock stopped ticking. All eyes toward Holcomb, awaiting the big crack, but he realized he was at 2423 Southport Avenue and came out of it like that, "snap."

Too much candy, Helen! You know, lines are what count nowadays.

When Tony washes his hair (I mean, when his wife washes it), he looks like Kosciusko, only the violin is missing. (Oh, oh, now Ray, was Kosciusko a great patriot or a violinist? Bet you got your dates mixed.)

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

Nora B. Decco

WELL, by the time you read this number of the magazine you will, of course, know what you got in your Christmas sox, but as far as knowing what I am going to get when I am writing this, I don't. I have a pretty good idea what one present is, and sort of, what another is, but every time I get things off the shelf so I can feel the things through the tissue paper and stuff they are wrapped in, I hear some one on the porch or the back door comes open, or the dog barks and it never has been yet, but it might be, the man of the house who has hidden those same packages on that shelf and so I never get a chance to make a real good examination. However, I will soon know, and if one of them is a watch, I'll tell about it next time. It may not be.... but the more I think of it, it must be....

Mrs. Kunze, who has been visiting her daughter at Lewiston, has returned home and will spend the winter here.

Fireman Roberts and Wilcox, who have been on the Butte switch engine most of the month, have returned home. A second switch engine was put on, but it was pulled off in a short time. One helper has been pulled off there also.

Operator Plumb, with his family, have gone to Hilger, where Mr. Plumb has been assigned the agency, there. Jimmy Campbell from Danvers has been assigned to third at Three Forks, and while we are sorry to lose Mr. and Mrs. Plumb from our town, we welcome Mr. and Mrs. Campbell here in their place. Mr. Campbell has bought Mr. Shaw's former residence here.

Pink Simms, over at Butte Yard on the helper engine, has again received one of those checks in return for a story. Can you beat it? I never heard of the like, pretty soon he will just stop railroading and only write about it. I wonder how he does it? McCalls magazine has just accepted another one of Pink's popular short stories and soon I suppose they will accept another. Well, we surely offer him our congratulations.

Engineer Flynn and family will have a reunion Christmas time. His son Bill, who is at Notre Dame, and his daughter Martha, who is teaching at Lewistown, will both be home during the holidays.

Second trick has been pulled off at Piedmont, leaving only the agent in charge there and second trick at Ringling has also been closed as has third at Butte Yard.

In the moving around of everyone when the superintendent's offices with train dispatchers were moved from Deer Lodge to Butte and the dispatcher's offices from Lewistown to Harlowton, the division offices were consolidated, with our Superintendent L. K. Sorensen in charge of the west, and east Rocky Mountain and the Northern Montana. Mr. N. H. Fuller of the N. M. Division will be assistant superintendent and remain in Lewistown. Mr. E. B. Cornwell, chief dispatcher at Lewistown for many years, is in charge of the Northern Montana Division and the east sub of the Rocky Mountain Division from Three Forks to Harlowton. He brought T. J. Hansen, L. K. Searles along with him, and Jack Weatherly went over from Deer Lodge as swing man, and F. N. Chalk as third trick dispatcher. Mr. M. J. Welch is swing man on the west end, from Three Forks to Avery district. Mr. J. P. Phelan, first trick and C. G. Baker and Chris Olsen, on second and third at Butte. Every one seems to be very well satisfied with the

change and I have got so I don't answer the wrong side more than three or four times a shift. I can also tell Mike something Louie Searls said about the home town, and then tell him what Mike said and they can't either one ever prove whether I told it right or wrong, because they can't both hear me at the same time.

We have a cute little Christmas tree out on the lawn west of the passenger station, and it's all lit up and shining as hard as ever it can, and Dick Griffith and Lineman Gorsky worked as hard as they could to get it set up and all ready for business by 4 p. m., and they laughed at it, because it wasn't a great big, tall tree like all the others we have had in the same place other years. It's a swell tree and just looks like a million dollars, and we want to thank Mr. Woods from somewhere down in the sixteen-mile canyon for sending it in to us. If the Milwaukee Women's club don't give that tree a rising vote of thanks for doing such a good job of cheering things up....we will get another one just like it next winter.

Mrs. Earl Wilson has returned from a visit in Kansas with her home folks.

Conductor John Rogers has gone to California for the winter and his turn is taken by Conductor Joe Wright, who was on the Galatin Valley run for a few weeks.

Miss Edna Rector, youngest daughter of Agent Rector, is home for the Christmas holidays. She has been visiting an uncle in California and going to school there. Mrs. Rector, who had the misfortune to fall and break her arm some time ago, has about recovered from the accident.

Conductor Chas. Steel left the first of the month for Kansas City with his father, who has been a patient in the Three Forks hospital for a number of months. He will make his home with one of his daughters until his health has improved.

Over a thousand turkeys were shipped to New York City this month from Three Forks. Prices this year have run all the way from 25 cents to 30 cents, all fine young turkeys. This locality seems especially favorable for the raising of this grand old bird, and we hope next season will bring several times this many to the markets. There are a number of growers near here who will have a much larger flock next season than this, as they find each year their efforts in this line have been more successful.

Section Foreman Joe Mason has moved his family to Loweth, where he will be located hereafter.

Conductor and Mrs. Coffin will spend the Christmas holidays in Nebraska, on a visit with relatives and friends. Mr. Coffin received word only a short time ago of the death of his father in that state. He was over 90 years of age and had been in the very best of health. We offer our sympathy to Mr. Coffin in this loss.

A Happy New Year to You All.

Drafts from the Drafting Room

C. R. O.

A League of Nations New Year Greeting
English—A Happy & Prosperous New Year

French—Bonne Heureuse Anne's
Dutch—Veel Zegen in Het New Jaar
German—Gluehliches New Jahr
Swedish—Ett Gott Yatt Ar
Bohemian—Stasny a Veseli Novy'rok
Norwegian—Godt Nyt Aar
Danish—Et Godt Aar
Italian—Buono Anno
Greek—Xronei Bola

Relieved of a Severe Case of Hemorrhoids

R. A. Hemann, a Chesapeake and Ohio Engineer, Urges All Who Are Suffering From Rectal Troubles to Write The McCleary Clinic.

R. A. Hemann of 1313 Lexington Avenue, Ashland, Kentucky, an engineer for the Chesapeake & Ohio Railroad, who was entirely relieved of a severe case of Hemorrhoids (Piles), urges all railroad men or members of their families who are afflicted with rectal trouble of any kind to write The McCleary Clinic, 2551 Elms Blvd., Excelsior Springs, Mo., for a free copy of their book which fully describes the McCleary treatment. Mr. Hemann suffered many years before taking the McCleary treatment, but was completely relieved and is now back on his run. The McCleary treatment is endorsed by thousands of other former patients, including railroad men from every section of the United States and Canada. There is no cost or obligation in writing for this book.—Adv.

Hungarian—Boldeg Uy Eyet
Polish—Wesotego Nowego Roku
Irish—Erin go bragh????

IF YOU wish any parcels, letters, etc., contents checked carefully, wrapped securely and delivered safely, we know a party who specializes in that kind of work. In case you are interested call Sky at Woolworth Five-Ten-Fifteen, and he will be glad to accommodate you. A pictorial caricature of Sky's art hangs over the water fountain and may be viewed any time. All work guaranteed.

George Hedstrom and Erwin Erdman, formerly of this office, paid us a visit recently.

Will the party who sent Ruthie that nice birthday present kindly give himself up as she would like to return the compliment?

Emil Wegner's chickens had a bad habit of laying their eggs in the neighbor's yard, consequently he had some trouble in finding them. His wife having a parrot gave Emil a bright idea. He crssed his chickens with the parrot and now when the hens lay eggs they come to him and say "Oh Emil—I just layed an egg in Schmidt's garage."

Harry Hurst built an ash box in his basement and when it was finished he had to take it apart again to get it outside. He made it six inches wider than the door. Some carpenter.

If you want a good wrist watch, ask George where he buys his meats. He advises that a wrist watch is given away free with every pound of bologna.

Vernon and Sky, nicknamed Wenzol and Henock, are hard at work on the plans of the new Waste & Reclamation Plant which is progressing very nicely. Sky expects to have gray hair and Vernon a long beard after it is completed.

From the looks of the Bulletin Board, some of our draftsmen missed their calling. They should have been cartoonists. They never miss.

The Drafting Room has become high brow of late. They are passing up the daily newspaper and magazine and have taken to classic literature; mostly Spanish Versions.

Things seem to have cleared up for Ted Raschke. He is happy again as he and his lady love have patched up their differences and he

has no further desire to dispose of his souvenirs. Just one of those little love spats and now peace and love reign once more.

George Plant had three pets in his back yard, but his neighbors got wind of it and he had to dispose of them.

John Weider is well and back with us again after having been on the sick list.

There is a small photograph posted on the Bulletin Board. It shows a Ford car almost locking bumpers with a Chevy. It is hard to tell whether the Chevy is being pushed or the Ford is being pulled. We don't like to take sides, however, Mr. Lentz has admitted that his Chevy was frozen up that day, which means another feather in the Ford's Radiator Cap. Ask Harold, he'll tell you all about it.

Russ Harrington takes a rubber snake along when he goes out to play golf, so that when he gets in a sand trap he holds up the snake and hollers to the other players he finally killed it.

Harold Niksch has left the Test Department and is now connected with Mr. Lodge's office in Chicago. We all wish him the best of luck. William Kilimann has taken over Harold's duties.

The "Lone Eagle" was bowling the other night and had a double up and then threw the next two balls in the gutter. Perfect control, Eddie.

The Test Department has started a basketball team with Joe Mazanec elected as their captain. The following players are requested to report for practice: Shorty Moody, Wild Bill Kilimann, Speedy Karl Wegner, Harry Viergutz, Jim Kozourek, Emil Wegner and Arthur Stelts. The team will play their opening game at the Eagles Club House. The Scotchman is timekeeper for the team.

To Mr. H. F. Gibson

The following verses read at the dinner to Superintendent H. F. Gibson on the occasion of his transfer to Milwaukee Terminals, was written by Agent J. W. Calvert of Ottumwa. The poem is printed by request.

We don't know why you're leaving,
Ard we really think we should,
For, to us, you've been a teacher,
Doing everything you could.

Till twelve and one at night,
You've worked from early morning,
To handle all the traffic,
Moving everything in sight.

If where you're going is better,
We'll consent, and not complain;
But if you find it isn't,
Come right back to us again.

You'll find us just as loyal,
As when you went away;
And if you come a second time,
We'll fix it so you stay.
—For the Crafts.—J. W. CALVERT.

I. & D. Items M. G. B.

THE Milwaukee family was greatly grieved to hear of the tragic death of Mrs. H. S. Evarts, of Mason City, November 14th. She was cleaning some clothes with gasoline in the basement of her home when the gas exploded, literally tearing the house to pieces, and injuring Mrs. Evarts so severely that she later died. Sympathy is extended to her family.

Congratulations are extended to Mr. and Mrs. Charles Blanchard, who were married November 14th.

The superintendent's office was well represented at the Women's Club bazaar. Irma won a lovely quilt and Mac a rug.

L. R. Shellenbarger, instrumentman, who has been working at Rapid City all summer, returned to Mason City around the middle of November.

Mrs. L. J. DeSomery and daughter Dorothy, from Mason City, visited at Aberdeen during November.

Lyle Davis and family were visitors at the home of Mr. and Mrs. Guy Davis at Mason City over Thanksgiving.

If you care to know how much a pound of 20d nails weighs, ask the "Russian Nail Benders" of the Engineering Department at Mason City. There was quite a contest and if I am correct, think that Cliff Oeschgar, of the Store Department, was the champion. They bent 20d nails and could have bent 60d, but the 20d were all they had.

Mr. E. J. Sullivan, traveling inspector, was called to Milwaukee November 30th on account of the death of his mother.

Ruby Potter, chief clerk in the master mechanic's office, was off duty the first week of December on account of sickness.

A. W. Bahr, newly assigned roadmaster for the territory Mason City to Marquette, has moved to Mason City from Austin.

T. Pajari and L. R. Shellenbarger, of the Engineering Department, made a trip to Minneapolis first week in December.

Some people try everything they hear of. For instance, Carl Donovan. He heard about the bird pushing the small bird out of the nest to teach it to fly. He goes right home and pushes his boy out of bed to teach him to walk. Don't really know the particulars, but anyway Wayne isn't walking yet.

R. E. Johnson, who has been working at Spencer for some time, is moving back to Mason City.

Theo. Olson, switchman at Mason City, was taken to the hospital for an operation the first part of December.

Mr. and Mrs. Henry Stark spent Thanksgiving in Wabasha with Mr. Stark's parents.

The following was submitted by Eddie Adams, the Boy Wonder:

Forget the slander you have heard,
Forget the hasty, unkind word;
Forget the quarrel and the cause,
Forget the whole affair, because
Forgetting is the only way.

Forget the trials you have had,
Forget the weather if it's bad,
Forget the knocker, he's a freak,
Forget him seven days a week.
Forget to even get the blues,
BUT DON'T FORGET TO RIDE THE

"SIOUX."

Electric Flashes from Deer Lodge and the West R. M. Division

Willie

UM, UMM, Amos with his Fresh Air Taxicab, Incorporated, had a "near wreck." Um, Umm, collided with the hearse. Casualties, none. Other damage—windshield and fenders, that's all. After a couple of days in the O'Neill automobile hospital the Fresh Air Taxicab is again in service—still "Incorporated!" In case all of you do not know just who and what this "Fresh Air Taxicab Co., Incorporated" is, I will try and enlighten you to the extent of this: i. e., IT (NO OTHER NAME NEEDED), may be seen plying between the DEER LODGE SHOPS and all parts of town, mostly up town, in the morning going (?), at the noon time, hither and thither, and as the whistle sounds in the evening,

homeward bound with its load of buman freight. Um, Umm. By this number ye shall know him—Montana 1930, No. 50282, Incorporated, Um, Umm.

Jno. Forrier and L. W. Gates spent several days hunting in upper Nigger Gulch. Any luck? Well, some.

Warren Farmer and son spent a couple of days hunting on Fish Creek, with no luck. Anyhow, they got back.

Mrs. Catherine Dumbolton, who has been third trick operator at Missoula for a number of years, has resigned and is living near Boise, Idaho.

Operator C. S. Ray, first trick at Missoula, is ill in a Missoula hospital. J. T. Josephson is relieving.

Mrs. Alice I. Gress, wife of Conductor W. C. Gress, Alberton, died at the home of her son, Ralph Coon, November 27th, after an illness of several weeks. Funeral service was held in Missoula in charge of the Eastern Star. Burial was at Clarksville, Iowa. Mrs. Gress was well and favorably known to all the rails on this division, having been operator at several places on the division and for several years held the third trick at Alberton. Besides her husband W. C. Gress, her son Ralph and wife of Alberton survive. The sympathy of the entire division is extended to them.

Yardmaster Swede Husaboe and Mrs. H. visited over Thanksgiving in the Dakotas. Jack Lacey was relieving at Avery until he took sick and was brought to the Deer Lodge Hospital. Jack is getting along nicely now, and we hope he will be out again soon.

Engineer L. C. Markham, Avery, is visiting his family in Salt Lake City over the holidays.

Brakeman J. W. Ashenfelter returned the first of the month from a visit with his son and family in Manley, Iowa. Joe left again to spend a couple months with his other son, Chas. and family, in Oakland, Calif.

We have the report that Mr. and Mrs. C. S.

Daniells, who were visiting their daughter in New York, sailed from New York on the 6th for a visit with their son Kenneth, an artist, who makes his home in Nice, France. This will be a fine trip for Mr. and Mrs. D., and all on this division hope they have a fine trip and a dandy visit with their son and wife. They expect to return some time in March.

In the last month's Magazine "Kirk," from Tacoma, wanted to know if anyone ever moved. Please refer to the bunch that just moved to Butte from Deer Lodge. The head of each department starts down the hall looking in at every door looking for his steno. Then by the time they get back to the right office he has to start the day all over again. Um, Umm. The first time I get a chance to look in I will get their addresses and send them out. Please write to them as I think they are a little lonesome. Of the dispatchers who left for other lands, F. A. Chalk and Jack Weatherly went to Harlowton and N. C. Grogan located in Miles City.

Here's some real news! We are not sure whether or not Division Accountant Arthur Piper was afraid to go to Butte alone or not, but at any rate he decided to take a wife with him. Arthur and Miss Dorothy Moe, formerly clerk in the superintendent's office, were married on November 16th, at 12:30 P. M., and left on No. 16 for a visit in Sioux City, Iowa, and Chicago. The Rocky Mountain Division extends congratulations.

Jack Thomas has returned to his work after a siege of sickness. We are all glad to see Jack back.

Night Yardmaster Jack Lacey is at present ill in St. Joseph's Hospital, but reports are to the effect that he is getting along nicely. Here's hoping Jack will soon be back on the job.

The sympathy of the division is extended to Mrs. Peter Lund and son Melvin in the death of Mr. Lund. Mr. Lund was an employe of

the blacksmith shop and was well liked by all his fellow workmen.

Stationary Engineer J. W. Hurst and Mrs. Hurst are leaving Deer Lodge for a three months' visit in southern California. Don't blame you a bit, Joe, we would all like to go south when winter comes.

Wisconsin Valley Division Notes

Lillian

SINCERE good wishes for Christmas,

For a Happy New Year, too,
From the Wisconsin Valley Division

TO EVERY ONE OF YOU.

On November 19 the Traffic Department and the Agricultural Department held a Farmers' Institute at Merrill, from 10:00 A. M. to 5:00 P. M. There was a total attendance of 235, 150 of whom were farmers and the balance their wives and school children. Mr. Omernick, county agent of Langlade County, Antigo, Mr. W. J. Rogan, county agent, Marathon County, Wausau, L. G. Sorden, county agent, Oneida County, Rhinelander, all made talks on subjects of interest to the farmers, which included development of dairying, potatoes and marketing. Mr. Craig, traveling freight agent, represented the Traffic Department and Mr. Doner represented the Agricultural Department, and gave some very valuable information to those present on the railroad's activities along the agent's line.

Kinzel Lumber Company started shipping pulpwood to Brokaw Mills on December 5, and they will also start their saw mill at Merrill, December 15th. This operation is now planned to continue until March.

A. Firkus, of Stevens Point, is leasing about 75 acres of land adjacent to Knowlton, that is being plowed and will all be planted with potatoes next spring.

The Auxiliary to the Brotherhood of Railway Trainmen met last evening at Eagles' Hall and elected Mrs. Sam Ash as the alternate legislative representative in place of Mrs. Oscar Larson, who resigned. The legislative representative is Mrs. Frank Dodd.

The condition of Theodore Gardner, flagman, who has been receiving treatments at St. Mary's Hospital, is reported to be improved, and it is expected he will return to his home within a short time.

A son, William Buergess, was born to Mr. and Mrs. Elgin B. Fowler, Tuesday, November 18, at St. Mary's Hospital.

A social meeting of the Ladies' Auxiliary to the Brotherhood of Railway Trainmen was held at the home of Mrs. Oscar Larson on November 19. Mrs. Bert Leney assisted the hostess. This will be the last social gathering this group will hold until working conditions are improved.

A movement has been started in Chippewa Falls by local railroad men to ask the business men to have their goods shipped to them by rail in an effort to relieve unemployment. The move is meeting with much favor among local firms and a canvass of all business places will be made.

Mr. and Mrs. J. E. Dexter were pleasantly surprised Wednesday evening, November 26, by members of their bridge club, who gave the party in honor of their silver wedding anniversary. Seven tables of cards were in play during the evening and favors were awarded Mrs. J. E. Dexter, Mrs. C. V. Adams, Mrs. M. E. Donovan, Dr. E. P. Sloan, Paul Drews and Joseph Wiener. Supper was served at the conclusion of the games and dancing was enjoyed.

Mrs. R. G. Linder, who had a very serious operation at St. Mary's Hospital, has improved sufficiently to be able to return to her home where she is recuperating.

Immediate operation of the pulp mill, formerly the property of the Tomahawk Pulp & Paper Company, by a new organization known as the Tomahawk Power & Pulp Company and headed by Mayor Frank Theiler of Tomahawk, was announced Wednesday, an announcement which was received with joy on every side. Some thirty men will be given steady employment, and one-half of the output of the mill has already been contracted for. Work on revamping and reconditioning the machinery will start immediately and as soon as a sufficient supply of spruce pulpwood is received, operation will start. It is expected this will probably be about December 15.

Twenty-seven states and Cuba received potatoes from Wisconsin shipping points during the past year. There were 14,709 cars of potatoes loaded and shipped to other states and to points within Wisconsin during the marketing season of 1929-1930. Illinois and particularly the city of Chicago, is the chief consumer of Wisconsin potatoes, getting about 35 per cent of the carload shipments last year. Other than Illinois, the more important purchasers were: Indiana, Ohio, Michigan, Kentucky, Missouri, Pennsylvania and Tennessee, and a number of other states received more than 50 cars each. Five cars of potatoes were shipped to Cuba from Wisconsin points during the past year. Wisconsin is a good consumer of her own goods and more than ten per cent of the carlot shipments of the past year were to counties which do not grow enough potatoes for their own use.

W. J. Hayes has been off duty for a few days on account of an infection to his right hand.

Miss Evelyn Callahan, who is teaching school at Iron Mountain, Michigan, spent Thanksgiving Day and the week-end at the

home of her parents, Mr. and Mrs. Dan Callahan.

Mr. G. K. Farner, division engineer, located at Portage, was unfortunate in losing his car last night, when the garage in which he stored it caught fire and was totally destroyed. It was the very first night that he decided he would put the car in the garage.

Mrs. E. C. Callahan, who has been quite ill at the home of her daughter, Mrs. Ray McCulloch, has shown a slight improvement during the past few days and we hope that her recovery will continue rapidly.

A great deal of interest has been shown in the new driveway up to the top of Rib Mountain, which is under course of construction at the present time. Rib Mountain is the highest point in Wisconsin, and the state has purchased 120 acres and is beautifying the grounds for a state park. It is 1,940 feet to the summit, and the driveway is being surfaced with red granite. When completed there will not be anything that can compare with its beauty, and will be a point of interest that visitors from every part of the country will be anxious to see. The new concrete bridge, which is being constructed over Rib River en route to the state park, is nearing completion and will add greatly to the scenes along the highway.

On September 1, 1930, Mr. W. A. Lee completed his fifty-first year in railroad service, having started to work for the Wisconsin Valley Railroad in 1879, and was in service for three months when the Chicago Milwaukee & St. Paul Railway purchased the Wisconsin Valley Railroad, since which time he has been employed by the Milwaukee Road. He was promoted to conductor in 1883, and most of his time was put in as passenger conductor until recently, when he took the Brokaw switch run which operates out of Wausau. He expects to move his family to Wausau and will make this city his home.

On November 15, 1930, Mr. F. L. Doxtader completed his fiftieth year in service with the Milwaukee Railroad. He entered service in 1880 and was promoted to conductor in 1885, all of the time was spent on the Valley Division. He put in most of his time on way freights and switch runs. At the present time he is conductor on the south end way freight, operating between Wausau and New Lisbon.

Mrs. Victor Karbowski passed away December 2nd from terrible burns received after

an explosion of kerosene in her home at Babcock. Her husband, Victor Karbowski, section foreman, is seriously burned and his eldest son almost as badly. The two-story frame home with all its contents was completely consumed before neighbors could quench the fire. The Women's Club immediately sent emergency relief and are caring for three younger boys. Nothing was saved from the fire, all clothing and furniture being destroyed and the building burned to the ground.

Three sets of flangers for snow removal have been doubly equipped and are to be tried out on the Valley Division this winter. These will permit the flangers to work as effectively when the train is backing, as when it is going forward, and are expected to save much time, especially when snow removal is being done in the switch yards.

Reports from the deer hunting section in the north part of the state are that hunters are meeting with considerable success. We have reports that the following have been successful:

Joe Alery returned from the Land o' Lakes with a large buck; George Lenz and Joe Miller returned from Newwood with a deer; Wm. Ecker returned from Land o' Lakes with a deer; Ted Welch shot a 250-pound deer and returned to his home at Merrill; Henry Kienbaum shot a 200-pound deer; John Edbauer returned from Spirit Falls with a 175-pounder; R. B. Page, of the Page Milk Co., Merrill, killed a large buck; E. M. Paulson returned to his home at Merrill with a buck; Adam Fries, station agent at Merrill, returned home with a fine buck.

J. P. Horn, roundhouse foreman, Wausau, J. J. Little, Portage, Gust Reichert, Milwaukee Shops, are up on Stang's line, near Camp 8; Engineer Sullivan is also in the party. Frank Voeltzke and a party of eight are up on the Knudson line, near Camp 41. We expect they will all come down with their quota. H. O. Wheelock leaves tonight with a party to try his luck and we hope he is successful, as it means a nice steak dinner . . . for us?

Wm. Streeter, Sr., boilermaker, Wm. Jr., George Streeter and Russell Crandall went up north to hunt deer. They pitched a tent and were quite comfortably located when the tent caught fire and most of their belongings were destroyed. This is sad news, indeed, but Russell was able to save a pair of brand new Russian boots and his gun.

Magnus Company

INCORPORATED

JOURNAL BEARINGS and
BRONZE ENGINE CASTINGS

NEW YORK

CHICAGO

Now that the season is upon us in which a great many shipments require protection against cold, shippers will find that our cars in service of C. M. St. P. & P. Ry. will give the same dependable service as during that period in which lading must be protected against heat.

Union Refrigerator Transit Co.
Milwaukee, Wis.

Twin City Terminals— Mechanical Department

N. A. H.

A SAFETY FIRST meeting was held December 10th at South Minneapolis Shops, which was an open meeting, and a very good attendance showed up, with the main speakers, Messrs. Lamberg, Schabarker and Hemsey, all very much enthused over the elimination of dangerous practices for the working man. Many helpful suggestions were brought out and explained to the men, which will be of great benefit.

Division Master Mechanic John Turney again has gone through another month without a blemish as far as personal injuries are concerned.

Mr. John Jacobs, assistant to Mr. W. C. Marshall of Milwaukee, called in connection with the electrification of both St. Paul and Wabasha.

All through the December number many mentions were made of hunting and this time the big game shows up and a very enthusiastic hunter is none other than Mr. John Anderson, engineer on the I. & M. Division, who brings the limit back with him, and everybody sure does appreciate his generosity. It's a good dish when served right.

Our last report was that Mr. Chas. Sanborn, engineer on the River Division, but of late confining his duties to the yards, is still in the hospital. Our wishes are for a quick recovery.

Mr. Herb Allen, clerk, Minneapolis round-house, is a staunch rooter for the Minnesota football team. He and Machinist J. Moe followed the team to Madison where Minnesota took a beating, but as Herb says, "The better of the two poor teams won."

And right here while the subject is "football," wish to retract the item in last Magazine—we were given the wrong dope and our dear Minnesota money went over to Wisconsin this time, but part of it returned and it wasn't a hard bet to lose. Many thanks to our Wisconsin friend.

Among our many visitors was Mr. Wm. Snell, from Chicago, who is always welcome, and from all indications he was just as pleased to return here as his many associates were to have him come.

The leading universities of America are trying to persuade Ralph Peterson, crane operator in the boiler shop, to play football on their teams and carry the ball for them. They evidently heard of the spectacular run Peterson made the other day when the hose of an acetylene welder caught fire. Good work, Pete, strict observance of safety rules should always be observed. When in doubt, don't jump, but run.

Tacoma District Accounting Bureau

HAPPY NEW YEAR ONE AND ALL! Miss Ruth Rundel has returned from a month's vacation spent in Arizona and New Mexico.

Lee Boyd welcomed his mother back this week and was all fed up on his own cooking.

Helen, Ann and Millie saw the "New Moon" in Seattle and report "Perry Askem" as good as ever.

Mr. George Pyette returned from his Annual trip to Chicago better than ever satisfied with his own home town.

If you are friendly with Leonard Johnson you might ask him what the attraction is on the St. Paul Ave. car.

Mr. and Mrs. Frank Opie and son Donald visited friends on Willapa Harbor during Thanksgiving holidays. By the way, Donald celebrated his 6th birthday December 8.

We are glad to announce that our own F. Burton Trout is now KING of the Knight Templars. All the girls will turn out to see him crowned.

The Clerks' 14th Annual Ball was a success. If in doubt, ask Frank Opie and Dick Wende, who were among the many light steppers.

The B. A. R. E. annual party was very well attended; a splendid talk was given by Mr. Van Emmans, and the program was excellent; the committee deserves much praise. Rex Sypher's dance orchestra concluded a well spent evening.

John Ultsch, car foreman, is to be congratulated for his many donations of apples from his ranch to the Women's Club Relief Committee.

Forest Mason's Bible Class provided dinner Thanksgiving Eve to over one hundred men of the Lutheran Mission. Splendid work.

For a first class painter, see August Cultum; for references look at his mother's house.

Who won the Thanksgiving turkeys? None other, than Claude and Millie, lucky folks.

We hope Santa was kind to our Milwaukee family, and that next Christmas he will be more optimistic.

Things that seldom happen:
Claude and Cal without a hat.
Baughn looking cross.
Hatch with a light lunch.
Dahl without an umbrella.

Opie not chewing gum.
Ann with no place to go.
Morton walking home.
Boyd not wanting to argue with the girls.
Louis without his clothes pressed.
Bell cancelling a golf date.
Jerry with nothing to do.
Turner and Trout taking their car to work.
Mason losing his temper.
Leonard forgetting to comb his locks.

Kansas City Terminals S. M. C.

WE are glad to say that the ones who predicted a long, cold winter have so far been mistaken. Down in this section November was more like March or April and up to now, December is following suit.

Wilbur Tigerman has no news to report, except that he is now Uncle Wilbur, which is sufficient unto itself.

Sad to relate duck season is past and again our hopes of a duck dinner are blasted. Can it be that our men are not good shots? Surely something must be wrong with the guns.

Account of retrenchment we find a good many changes:

Albert Smith at Baltimore Avenue freight house.

A. S. Van Wye on the claim desk, Liberty Street.

Bus Beem on the car desk, Liberty Street.
Hal Reed on the switching desk, Liberty Street.

Clyde Carpenter in the yard office, Coburg.
Joe Cippola, "mud hopping," Coburg.
Con Cole, cashiers' delivery clerk.

Walter Anderson and Eddie McMahon back to messengers. It is giving a number of us an opportunity to see what the other fellow's job is like. Something like "Pussy wants a corner!" On one job today and another tomorrow—maybe—depending on your seniority.

Nell McGraw and Pauline Wilson have the Cashiers Department all to themselves, except, of course, for Mr. Owens.

Dean Berry is the lad who shoots rabbits from the parlor window of his grandpa's home near Gault, Mo. He is waiting for snow so that he can have some more hunting!

Jas. Likovich, a recent benedict, says married life and basket ball don't mix, so Jim has cut basket ball.

One of our girls who recently took up bowling was heard to say, "I know I'd have a good score if I could just keep the ball on the alley."

Little Helen moved again,
Out where the east begins (northeast).
Can you picture Bus Beem
And Paul Draver shooting rabbits?
Look at Springer's derby.

Oh, you hot papa.
For goodness sake,
Find Keys a spittoon.
If Alex shoots 600 bowling.
Carpenter will present the medal.
Eddie McMahon is a drummer.

So is Helen, she peddles candy.
Con Williams put on glasses,
And now he says, "Hard luck, now the dresses are longer.
Now is the time to help kill the depression.
Don't hoard your money, spend it.
And it won't be long until the
Light of good times will shine again.

Northern Montana

Max

THE last Safety First meeting held at Lewistown, in the Milwaukee Women's Club House, was well attended. Superintendent Fuller presided. The importance of seeing that the new crossing wig-wag signals, recently installed at Lewistown, were always in good working condition was discussed. District Safety Inspector Cunningham told of the success of the campaign carried out for all employees to become "Safety Minded." A recent bulletin from Mr. Cunningham states that the district from Avery, Idaho, to Great Falls and Mobridge, completed the month of November without a reportable injury and only one lost-time injury.

The call for contributions to the Milwaukee Railroad Employees' Relief Fund has been well responded to. The local committee in charge of relief has already taken care of several cases at Lewistown.

While there has been a great improvement in the prevention of live stock claims, yet, from information received from Superintendent Sorenson there are altogether too many dead animals reported at primary markets. Now that we are in the winter season, it is urged that papering and slatting of stock cars, especially for hogs and sheep, is urged.

W. L. Ennis, manager, refrigerator service and claim prevention, and E. H. Gass, car service agent of the American Railway Association, addressed a meeting held at Harlowton recently, in which they urged the increased loading of cars, especially by carload shippers. It developed that shippers were very willing to co-operate with the railroads and all that was necessary for those in charge of the placing of cars for loading to continue talking increased loading, and the good results obtained will become permanent. Mr. Ennis told about the improvement made in the matter of claims for damages on carloads, which was due to better supervision of the loading at point of origin.

Theodore Roosevelt had the following to say about work, which we believe it well worth while to reprint here: "Doubtless most of you remember the distinction drawn between the

two kinds of work, the work done for the sake of the fee and the work done for the sake of the work itself. The man or woman in public or private life whoever works only for the sake of the reward that comes outside of the work, will in the long run do poor work. The man or woman who does work worth doing is the man or woman who lives, who breathes that work; with whom it is ever present in his or her soul; whose ambition is to do it well and to feel rewarded by the thought of having done it well. That man, that woman, puts the whole country under an obligation."

The consolidation of the Rocky Mountain and Northern Montana Divisions was accomplished without a hitch. Superintendent Sorenson is well known to all of the employees in this territory. Mr. Fuller will have his headquarters at Lewistown as assistant superintendent.

It keeps us busy keeping track of our former genial yard operator, "Jimmy" Campbell. We last reported him bidding in the agency at Danvers. He has since taken the position as operator at Three Forks.

Former Chief Clerk Porter and family departed for Fort Dodge, Iowa, where they will spend the holidays with relatives. Upon his return, Mr. Porter expects to take the position as cashier at the Freight House at Great Falls. A farewell party was given to former division employees at the Milwaukee Woman's Club House and suitable gifts were presented.

Guy Kister, formerly division timekeeper, has "bumped" Jean Ely as rate clerk in the Lewistown Freight Office. Mrs. Ely did not lose a day, having obtained a position with the Down Chevrolet Company as stenographer and bookkeeper. She will be missed by the patrons at the freight office.

N. P. Lupton and family moved to Butte, where Mr. Lupton will take the position as chief timekeeper in the Superintendent's Office at that point.

Chief Dispatcher Cornwell of Harlowton, is back in Lewistown arranging to move his household goods to his new location. He expects to take a few weeks' vacation before returning to his post at that point.

Mrs. H. M. Guyer left for Pontiac, Mich., where she was called on account of the illness of her mother.

E. A. Smeltzer left for Paradise, Calif., where he will join his wife and son on their farm for the winter.

Roy Wilson, of Harlowton, spent the week-end with Mrs. Wilson of the District Offices.

Mr. and Mrs. D. A. Noble report a fine trip to Chicago with the Fergus County delegation of 4-H Clubs, who were the guests of the Milwaukee Road at the International Live Stock Exposition and Horse Show held at Chicago November 29 to December 6.

L. K. Matson, who was temporary operator at the Lewistown passenger station while the consolidation of the divisions was taking place, is relieving Agent Haggerty at Suffolk.

Rex Koube, acting agent at Winnefred, bid in Highwood station.

Miss Elna Fritsen, formerly stenographer at Division Headquarters at Lewistown, has gone to Butte, where she expects to take a similar position.

Harry Ellis, assistant accountant, is on leave of absence. He expects to make a trip to California with his mother.

Division Freight and Passenger Agent Randall has been out on the line assisting in the turkey pools. He reports seven carloads loaded for the Christmas trade.

Assistant Superintendent Fuller made a trip to Helena in connection with business with the State Railroad Commission.

Traveling Freight and Passenger Agent Brisbane accompanied the Cascade delegation of 4-H Club members, Great Falls to Harlowton, enroute to Chicago as guests of the Milwaukee Road.

We all should commence the new year with thoughts of Safety First and Claim Prevention and pledging our sincere co-operation to the officers of our railroad to the end of rendering the best possible service to our patrons.

S. C. & D. Notes

M. F. Kasak

GEORGE CHRIST and family drove to Sioux City last month to attend the funeral of a relative.

John Fisher was at Sioux Falls a few days last month cleaning up work around the terminal. Bill Hintz is John's right-hand man since the crews have been put on winter basis.

The Sioux Falls Construction Company is busy building a coffer dam in preparation for the pouring of concrete for the new pier on which the new steel span will rest over the Sioux River in Sioux Falls.

Power has been wired into the coal shed at Sioux Falls and shed has been in operation since the fifth of December. O. T. Michaels, who was coal heaver in the old air hoist shed, is now in charge of the new mechanical shed.

Have you done your bit in the way of giving old clothing that is clean and in good repair to aid the chairman of the Employees' Relief Committee? If you haven't signed your contribution card you should do so at once.

Winter time is always danger time—don't take a chance. Your family needs you more than they do your insurance.

This is also a season of the year when fires must be watched closely in order to prevent loss of life and property. That extra precaution you take only costs you a moment of your time and may save the life of some loved one. Know that your fire is safe!

Herb Anderson, section foreman at Sioux Falls, ate his Thanksgiving turkey at Westfield, Iowa. Herb says that the turkey always tastes better when you go a long way for it.

A HAPPY
AND
PROSPEROUS NEW YEAR
TO ALL
JOSEPH KAHN
Union Station CHICAGO

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Specialties
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Mr. W. C. Kenny is our new master mechanic, having come to us from the Madison Division. We welcome you to our division and hope you will enjoy your stay with us.

Superintendent Buechler accompanied Admiral Byrd and his party to Sioux Falls from Sioux City on car 5808 November 26, where Admiral Byrd was to give a talk on his polar experiences, his talk being the principal feature on the entertainment program of the S. D. E. A. convention at Sioux Falls.

Engineer Art Little reported seeing deer (four-footed variety) north of Sioux Falls on the Madison line several times this month. We have game of all kinds in our locality.

Roy Stensland, formerly of the S. C. & D. Engineering Department, is daddy, according to reports from Liberty, Mo. We are unable to get the details, but we understand that he is "plenty proud" of the newcomer. Stens is working for a contractor on the new line revision job on the Kansas City Division.

Employees who are ex-service men are going into the Veterans of Foreign Wars activities with a seeming vengeance. The commander of the Iowa-South Dakota Department is S. B. McCauley, the commander for the Sioux City Post is Roy Doud, and of the Sioux Falls Post, C. S. Kemp, with L. M. Sweeney as adjutant. The Veterans of Foreign Wars is composed of men who saw service on foreign soil from 1899 to July 1, 1929, while in their country's service as a soldier, sailor or marine.

When this article was written, all we lacked from California weather was a few song birds to set off the flowing water and people in shirt sleeves. The coal bins haven't begun to show the slightest depression. Possibly we spoke too soon, for in all probability by the time this appears in print we will have shoveled many a shovelful of snow.

We had the pleasure recently to hear Mrs. Griffith, wife of General Agent Griffith, broadcast recipes for good things to eat. Her program comes over KSOO at Sioux Falls in the morning, and is sponsored by the Manchester Biscuit Company.

Mr. W. H. Deveny, agent at Grant Center, was responsible for obtaining a passenger over our line to Everett, Washington.

E. F. Palmer and L. R. Lange were in Sioux Falls the other day. We suspect the reason for it being to see if we really have anything to "crow" about in the way of a new terminal.

Speaking of California weather, we awakened this morning to see a one-inch blanket of snow on the ground. However, the warm weather still prevails.

Fullerton Avenue Building

A. M. D.

YOUR correspondent takes this opportunity to request assistance in gathering news for this column. As there are some twelve hundred employees in the building there should be plenty of news. By news we do not mean items that are personal or silly, but items that cover actual activities, etc., of the employees, that would be of interest to their fellow-employees. Let's start the New Year right and make this a real column.

Mary Girard of the Auditor of Expenditures Office made her stage debut in an amateur theatrical December 5. We understand that it was really a most wonderful performance.

Gene Krupka, the grain expert, was a mighty sick lad a few weeks ago, but he's now back on the job and going strong. Gene is studying and the homework was too much for him. Good ol' Gene!

C. Barber and M. Zenk journeyed to De-

troit to visit Mrs. Ben Klein, formerly Amber Delany of the Ticket Auditor's Office.

Hanna Rocco of the Freight Auditor's Office was married November 29, 1930, and will be known hereafter as Mrs. Heuser.

George Franks, champion kibitzer of the building, spent his vacation in the sunny south, in the neighborhood of Tampa, Fla. We've all enjoyed his vacation immensely.

Myrtle Freitag of the Ticket Auditor's Office is wearing a beautiful diamond solitaire. For further information, see Myrtle.

On the occasion of leaving her position as clerk in the Car Accountant's Office, December 2, Sophia Clay was presented with a lovely Italian cut work luncheon set and a novelty hat stand. We feel sure her friends will be long remembered for their kind and valuable expression of good wishes.

Edna Duzlow and Margaret Rose of the Freight Auditor's Office are on a leave of absence because of illness. Here's hoping they recover quickly and return in perfect health.

On December 8 an heir to the Klotz millions was born. Ralph Klotz of the Ticket Auditor's Office and his wife, the former Averil Brieder of the Central Typing Bureau, are the happy parents of a baby boy. Congratulations!

Loretta Drews left the service December 2 to devote her time entirely to household duties. Apparently, friend husband wants more consideration shown when it comes to sewing on buttons, mending socks, etc. On December 1 Loretta was given a dinner at the Colonial, covers being laid for fourteen of her intimate friends. She was also the recipient of a lovely gift.

Art Lindmark of the Statistical Bureau just returned from a week's vacation around Prentice, Wis.

Genevieve Fredricks, formerly of the Auditor of Expenditures Office, is now employed as file clerk in the office of the Superintendent of Dining and Sleeping Car Department.

A. E. Peterson is holding the lead in the Freight Auditor's Bowling League, with an average of 175. Ray Gentz is close on his heels with 174.

Frank Zorn of the Auditor of Station Accounts Office has returned after a severe spell of sickness.

Chris Steggers would rather play bridge than eat. Each evening finds her at a different bridge party, winning first prize. We are told that last week she walked off with five prizes. What luck! How do you do it, Chris?

E. Selk of the Freight Auditor's Office has returned to her desk after an eight-month leave of absence.

There are quite a number of Notre Dame football enthusiasts in the Typing Bureau, but none quite so rabid as Ruth Girard. Remember the Notre Dame-Army game? Well, Ruth was on deck to the finish of the game, and if you'll remember correctly, it poured. After the game she stepped off at the cleaner's with her coat, threw her ruined hat away, and has been sneezing ever since.

Numerous names have been applied to Leon Lew, such as Samson, Hercules, Cabin-boy, etc., but Sir Galahad is the latest. Anyone who saw Lew catch the fainting maiden in his strong arms and tote her majestically off the Fullerton Avenue street car will long remember the gallant figure that "Gal" cut that morning.

A hobby is, of course, principally interesting to the one who spends his spare time at it; but a man without a hobby is missing something out of life. That these hobbies are often a source of considerable profit is just another indication that they do add something to life. The range of hobbies is about as great as the

gainful activities of man. Among our numerous family, we have most of them, both the home builder and the collector, and what they build and what they collect is almost beyond belief. The latest collection we have seen is a very elaborate display of newspaper pictures of the much photographed Hack Wilson of home run fame. One of the boys in the Ticket Auditor's Office who is an ardent fan and himself a star indoor baseball pitcher has been collecting the pictures of the great home run hitter from the day he left the coal mines of West Virginia. It started with a few clippings when Hack came into the big league as a unique character. As Hack grew in popularity the pictures increased in number and variety, but the most prized of the thousands is a series of the chubby outfielder sliding on his stomach to make a shoestring catch.

S. M. East

V. J. W.

SYMPATHY is extended to Dispatcher S. C. Sorenson in the loss of his mother, whose death occurred at the home of her daughter in Mankato, December 1.

Sympathy is also extended to Mrs. Charles Hans, wife of retired Machinist Charles Hans. Mr. and Mrs. Hans had just departed on their annual trip to California, December 3, when word was received that Mrs. Hans' sister had passed away at her home in South Bend, Ind.

Accountant R. G. Evenson and reports that aside from seeing the game, he got wet.

Assistant Accountant Eleanor Moran spent Thanksgiving Day in Milwaukee.

Word reaches us from Conductor C. M. Hubbard that his son, Franklin, who was very badly injured in an accident near Long Beach early in November is much improved. He has been transferred from the Seaside hospital to the U. S. S. Release in San Pedro harbor. The Release is a large white hospital ship which accompanies the fleet on all maneuvers. Franklin is assigned to the cruiser West Virginia.

Mrs. H. A. Wunderlich and little daughter, Ruth, left December 7 for Phoenix, Ariz., to spend the winter with Mrs. Wunderlich's father and mother, in hopes of regaining her health.

General Clerk L. M. Flanery and Machinist Bert Elefson are serving on the jury at the present term of court.

Sympathy is extended to Clerk Ray Hoffman in the loss of his brother, who passed away at his home in Caledonia, December 9. The funeral was held in Caledonia December 12.

William Edward is the name of the new son which arrived at the home of Switchman and Mrs. Martin Crosby December 5.

Conductor Wm. Deare reported for work again December 8, after having been on the sick list a couple of weeks. "Bill" was suffering from a ruptured blood vessel in his nose.

As we recall it, work on the freight dock was pretty hard, but we must have been mistaken. One of the boys, Leo "Mud" Burdette has taken up boxing to get a little exercise and keep in condition. Possibly it is due to having a couple of boxing brothers or from having read of the easy money dragged in by Shires and "Fainting Phil." At any rate, "Mud" went into training and after a few rounds with local talent, he felt ready for a public appearance, but evidently feared the prospect of the first "K. O." under the gaze of his friends, so called on the little wife to administer a few heavy punches to see if he could take it. Now "Mud" knows why they call them the "deadlier of the species," as the first swing to the button with one of

"Mud's" rubbers put the coming white hope away for the long count. "Mud" is starting all over now and says that in the future he is going to confine all warming up exercises to encounters with members of the fraternity.

November 15 saw the birth of a new industry on the S. M. Division, in the form of The Filmore County Reload Association, located at Lanesboro. Stock is regraded and shipped direct to the packers. This is the first organization of its kind in Minnesota. Thirty-eight cars of stock were shipped by the association during the past two weeks and it is expected that the shipments will soon increase to 50 cars per week. At present the shipments are mostly double-deck cars of hogs and are moving to Chicago and points east. Several of the shipments have been sent to Rochester and Albany, N. Y., and Wheeling, W. Va. The advantages of this new organization are shown from the fact that it is drawing shipments from a radius of 50 miles during the first month of its existence.

The long-distance non-stop or endurance horseshoe game which was conducted at Hayward during the past summer evidently received national publicity. Recently one of the contestants, J. C. Hanson, received a communication from a couple of horseshoe experts in Sacramento, Calif., stating they intended to make a trip East the coming summer and would like to meet the local pair at some designated spot for a real horseshoe game. At the present time arrangements have not been completed, but suggestions as to a meeting place are being exchanged.

Many of us knew of the great love Assistant Ticket Agent H. C. ("Chauncy") Scott had for his now-famous rabbits, but few of us expected to hear of his being a Daniel and actually entering a virtual lion's den to rescue his helpless pets from a savage beast. From information at hand we have not found out whether it was the "Thumps in the Hutch" or the clamor of the intruder that awakened the unsuspecting "Scotty," but nevertheless he rushed out into the night to discover a huge, vicious police dog tearing down his hutches. Fear evidently did not deter the defender, for with one bound he was in the pen and at grips with the beast. After a terrific battle the fast-gathering crowd saw the victorious Scott emerge from the enclosure with the beligerent intruder completely subdued. Of course, Scott being a law-abiding citizen, he decided to let the law take its course, and after locking the culprit up phoned the police to take charge of the execution. The next scene sees Scott in conference with the official dog catcher, giving a description of the killer, and we take it the animal has escaped and is still at large. Further evidence that would point to that conclusion is the report that Scott is collecting various pieces of artillery, evidently resolved to finish the job right the next time.

Tacoma Shop Notes

"Andy"

HAPPY NEW YEAR—everybody. Time to turn over a new leaf.

The Car Department bowling team are an up and coming bunch. At the suggestion of Bill Delaney, tan shirts were purchased, and on the back, in red, is sewed a lightning streak, through which the words, "The Milwaukee Road" are inserted. It sure gives the team a snappy appearance, and it also broadcasts to the world just who they represent. The members of the team are: Paul James, captain; Len Juley, E. Carkins, Herb Stark, and Alberts. We might also mention here that the new shirts must have been just the thing,

for ever since they put them on they have won every game to date—before that, it was awful. Might not be a bad idea for the whole bowling league to get some new shirts. Len Hogan seems to have a terrible time. Len is a great hunter, and on one of his trips in search for mountain goats, he had them going around the mountain so fast they got goofy (the goats) and then shot one just as it neared a logging chute. It fell in the chute and slid into camp, saving Len all the trouble of carrying him. Len is also a great lover of dogs, and he has one that is a regular pal of his. The dog got sick recently and it worried Len quite a bit, but after Doc But-ton performed an operation everything was O. K. and the pooch is now in ship-shape again.

Noble Carlson just returned from a two-months' visit in New York. He had no more than returned when he was hauled to the hospital for an appendix operation, and is reported as getting along fine.

Earl Rappe, pipefitter, has been on the sick list for about two months, and we hope that he will soon recover.

Thos. Gorman, helper, is also on the sick list. We have not heard just how he is getting along, but we hope it's good.

We have heard that Dave Wright has bought a Ford of the ordinary garden variety, and he is taking good care of "Lizzy," too . . . paved roads, only, she's got sore feet.

We don't know just how much truth there is to the statement that Al Pentecost, Fred Lowert and Perley Horr, as a trio, are going to sing Christmas carols from house to house, in the morning.

The bowling league is having a lot of fun now, two teams tied for first place and four tied for fourth place.

George Mitchell, our meterman, we understand is digging a basement under his home. There is a lot of good exercise in that job, and from George's remarks we take it that it is the last basement job he will ever attempt.

Electric Apprentice George Marshall is getting plump and rosy and looks fine. Married life must agree with him.

Sam Grove, machinist, has been spending a couple of months visiting with his brother in Chicago. He is back on the job in good shape—no bullet holes, either.

George Paulson, Toolroom machinist, has been called for jury duty.

We understand that Mrs. Murray, wife of Welder Frank Murray, has been ill for some time, and our sincere hope is that she will soon get over her illness.

Bill Strinsky is still at his home very ill. Bill has had quite a time of it, and we hope that he will soon get over it.

Mrs. F. Marchal, wife of former assistant blacksmith foreman, passed away recently. Mr. Marchal passed away a few years ago.

John Gumaer, machinist on the brass lathe, is a fellow that is as steady as a clock. He has not been known to be away from that brass lathe for a good many years. However, one day recently he was missing, and upon investigation we found that he was laying off for a day. But for a while there he had us worried.

Our old "Two Gun" Jim Stevenson is back on the job after a couple of months spent amongst the wild animals in the mountains. Things get pretty tame for Jim in the city, so every now and then he has to get out in the wide open spaces, where he can let loose with both barrels.

Louie Scaman is now parading around in a pair of Toreador pants, and boy, if anybody looks like a Mexican matador, it's he—all he needs now is a red shawl, a bull and lots of room.

George Bartle has gone for a visit with relatives and friends in California.

Des Moines Division Items

Frenchy

WE REGRET to announce the death on Saturday, December 6, of Mr. R. B. Dunn at Laurens, Iowa. Funeral was held at Laurens Monday, December 8. Mr. Dunn was employed as Engine Hostler at Storm Lake until April, 1929, the time the bus was installed, when he was transferred to other work at Perry. Mr. Dunn had many friends on the railroad who will miss his cheery manner and pleasant smile. We wish to extend our sympathy to Mrs. Dunn and family in their bereavement.

Mr. and Mrs. George Finnicum have gone to California to spend the winter months.

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CHICAGONEW YORK

Mr. and Mrs. Frank Price spent the Holiday Season with their daughter and family at Terre Haute, Ind.

Mr. J. T. Loftus was appointed roadmaster on the Des Moines Division November 26, succeeding Mr. H. F. Zimmerman, who was returned to his former location at Granville, Ill.

Conductor Nick McGrath left recently for a southern trip and will spend the Holiday Season with his sister in Tampa, Fla.

Engineer A. J. Deitrick and family left recently for a trip to California, visiting Los Angeles and San Francisco.

The clerks in the Superintendent's office were the recipients of a fine box of candy from the new bridegroom, Lyle Luther. Here's hoping some one else gets married soon.

Mrs. G. R. Dickman, formerly of Des Moines, is visiting at the home of Mrs. J. W. Porter at 1916-34th Street. Mrs. Dickman has many friends in Des Moines who will be glad to hear of her presence in the city.

Mrs. C. R. Stahl recently returned home to Albert City after an operation performed in Des Moines.

Mr. C. E. McGrew recently took his brother home to Varina after an operation in Des Moines.

Mr. and Mrs. C. W. Rink spent Thanksgiving with their son and his wife in Topeka, Kansas. The son and his wife arrived at Des Moines December 12 to spend Christmas with his parents in Des Moines.

Willard J. Hakes is the proud possessor of a new Chevrolet coach.

Mr. O. M. Case, agent at Adel, has returned to work after a short illness.

R. H. Conrad and family spent Thanksgiving in Cedar Rapids.

J. F. Kane and family spent Thanksgiving visiting friends in Rock Island, Ill.

Splinters from the Wooden Shoe

Browning

HOPE you all had a Merry Christmas, and that your New Year will be a happy and prosperous one.

The ore season on the West End closed earlier than usual this year, the last ore train moving to the dock on November 14. The tonnage of ore handled this year was less than a year ago, but we hope to make up for this in the coming year.

The first dam of the billion-dollar hydro-electric project on the Ontonagon River near Rockland is about completed. It is hoped that the electric power developed will be the means of opening the many copper mines in the Rockland-Greenland district in the near future, which in turn will mean more business for our division.

Eric Gehrke, our division accountant, spent three days in Chicago attending the meeting of division accountants.

Julia Johnson has returned from her two weeks' vacation, which was spent in New Orleans and parts of Alabama. She reports having a wonderful time.

John Phillips has been on the sick list, but is back on the job again.

A. A. Seeman, dispatcher, is now seen around Green Bay quite a bit, due to working three days at Channing and three at Green Bay as relief dispatcher.

About 40 cars of logs per day are being loaded at the various landings on the Ontonagon line. It is expected that this loading will soon increase to 100 cars per day and continue to April 1.

The usual large number of deer were killed in Upper Michigan during the season just closed. Chief Dispatcher Worthing, Channing, brought home a 300-pound buck from the White Pine District.

While we are on the deer subject, we understand John Giese got back from deer hunting. Says the bullet didn't go off as the deer was coming up the hill at him so he (John) had to pull stakes for parts unknown. Eric Gehrke was more fortunate, as he came home with one. Says the deer got right into his way and he couldn't miss it.

Congratulations are offered to Clara Hnilicka, who became the bride of Harvey Hansen—and Magdalen Browning and Cecil Huntley, who were all married on Thanksgiving Day.

Byron Thiele and wife are on the sick list. Mrs. Thiele is confined to the hospital and Byron is at home. We hope they both recover quickly.

Congratulations are offered to John Landry and wife on the arrival of a new daughter.

J. Parke Channing, now a resident of New York City, formerly with the Engineering Department of the old Milwaukee Northern Railroad, after whom the town of Channing was named, has donated a fund to the village for the construction of a Community Building. The building when completed will house a gymnasium 65x50, a library, club room 25x40 and up-to-date shower rooms. The building will be maintained by the School District for public use.

Alvin (Red) Nelson joined the ranks of the Benedicts and is honeymooning on Lines West. Good luck, Al.

Fred Krug is having a hard time figuring out whether LeRoy Monroe Carmichael bought a gas stove or a new radio. Keep trying, Fred, and let us know the facts. Take a hint, Roy likes to eat.

With the termination of the Packers' football schedule the health of the grandparents of the Car Department boys has taken a turn for the better.

We understand Cecil McAbee had a battery charger which he loaned to Irvin Thiesfeldt. Irv proceeded to hook up the battery, but charged his battery backwards and ended up by paying the usual charge at the battery shop for charging.

We understand the Car Department and Store Department have frequent Declamatory Contests represented by John Jacobson and Don Burke respectively. Ed. Handlen claims these Orations are bringing about closer cooperation between these two departments. Good luck and more success, Donald.

We understand Wally Stram will soon be known as a "Flying Colonel." He has gone into aviation with a bang.

Art Dysland complained of having sore fingers. We understand he did penance by peeling eight bushels of potatoes for a Brotherhood Supper.

Sympathy is extended to Frank Washburn, car foreman, who was called home on account of death in his family.

We understand Rufus Hyski and Louis Detry of the Yard Office are having a daily combat over ink slinging and wild women. Detry wins on the ink question, but Hyski is in a class by himself when it comes to the wild women question.

The basketball team has a 500% standing at present with Little Dick Schauer leading the way with an average of 16 points scored per game played. Good work Dick, keep it up.

Congratulations are also offered to Car Foreman M. L. Hynes, who was married a few months ago.

Harvey Johnson, storekeeper at Channing, was seen at Green Bay for a few days.

New buffet-parlor car, Forest Glen, has been assigned to the Superior Division and is operated daily on No. 46 between Green Bay and Chicago. This car was open for inspection to the public of Green Bay and a good many

people took advantage of viewing same. It is, no doubt, a very beautiful car and the interior decorating is not only beautiful, but has a very interesting history connected with it. We are all sure proud of the new car.

Iowa (East) Division and Calmar Line

John T. Raymond

CONDUCTOR and Mrs. Philip Shoup of Marion went to Tulsa, Oklahoma, to spend Thanksgiving with their daughter.

Agent H. E. Ramsey of Oxford Junction was off duty several days account of the death of a relative. Gerald House acting as relief agent during Mr. Ramsey's absence.

Conductor Chas. Carrington was the victim of a serious accident which occurred in Savanna Yard early Saturday morning, December 6. Both legs were crushed about midway between the knees and ankle, so that amputation was necessary. Everyone on the division deeply regrets this severe injury that has happened to Conductor Carrington, and earnestly hopes for his early recovery. At the time these notes are being mailed, December 14, his condition is reported favorable and slow improvement is looked for.

C. J. Oleson, station agent at Stone City, has been off duty for several days on account of illness. F. E. Sorg acting as relief agent.

Yard Master Lyle Cleaver, Atkins Yard, has been off duty for several weeks account of illness. We hope he will be on the job again soon. F. Newcomb is acting Night Yard Master.

Don W. Fox, operator, Delmar, has resumed work after an extended leave of absence account sickness.

Conductor Andy Schader has resumed work on the Calmar passenger after spending three weeks in Wisconsin.

Conductor C. W. Rollins took a ten days' vacation, A. E. Young relieving on Nos. 93 & 94 between Marion and Calmar.

Miss Marion Pazour, 21-year-old daughter of Peter Pazour, crossing flagman at Cedar Rapids, and sister of Conductors Frank and Louis Pazour, passed away November 23 after an extended illness. Funeral services were held at Marion and interment made in Mt. Calvary Cemetery at Kenwood. The magazine extends sincere sympathy to the bereaved family.

Conductor Elmer Shook, who has been off duty for several weeks on account of illness, has resumed work on Nos. 90 & 97, between Davenport and Oxford Junction.

Conductor J. L. Roberts is off on account of sickness, W. I. Farrell relieving on Nos. 7 & 20, between Marion and Omaha.

Brakeman Harold W. Orvis has gone to the Washington Boulevard Hospital, where he will submit to an operation for hernia.

Lester Cleveland of the Superintendent's Office is serving on the District Court jury at Cedar Rapids, which is another way of breaking away from the routine of the office for a time.

Passenger Brakeman Ray Mark is working as Passenger Pilot in the Bridge Subdivision District of the Union Pacific at Omaha during the absence of S. Hollingsworth, who was injured recently when struck by an automobile. Ed. T. Poole had taken the braking job left vacant by Mr. Mark on Nos. 3 & 4 between Omaha and Marion.

Coast Division

"Kirk"

CHRISTMAS is over and most of the New Year's resolutions are broken, but summer is on the way and the days are getting longer each day. Trust that Santa was good to you

and that you didn't make too many resolutions, then you won't feel so badly after they are broken.

The Clerks' dance given Saturday night, December 7, was a huge success, as everyone had a fine time. Don't know that they made much money, but as long as expenses were made who should worry? From the description Dick Wende gives—well—you shouldn't miss the next one.

Fred Rasmussen has taken over the duties of roadmaster's clerk at Tacoma, his former job of car distributor having been abolished. Daisy Webb, just now, is looking around for a place to light, but don't know yet just where it will be.

The silk seems to be coming in a rush this month. Have a silk boat on the 20th, another on the 23rd, and still another on the 24th. These will be special trains over the division, which, with the other specials incident to the coming and going of the college folk for the holidays, will probably mean a little overtime for Sam, but he is used to that.

Mr. E. L. Cleveland is now on the job as trainmaster and we are all glad to see him around again. It's tough on W. E. Cummins, though, who has gone back to running a train and picked on the gas car on the Grays Harbor Line; probably wanted to see how it would be to have a car of his own to run, as I understand the Missus does most of the driving of the Buick.

Mr. A. C. Bowen is also installed at Bellingham as chief dispatcher in Mr. Cleveland's place.

Harry Anderson, formerly of the Baggage Room, Tacoma, was in the office the other day and looks to be the same old Harry. He has been working at Ocean Dock for some time and living in Seattle. Also attending a night school during his spare hours.

Superintendent D. E. Rossiter of Spokane was a visitor also the other day, and everyone was glad to see him again. Said the folks over here on the Coast really didn't appreciate the fine place we have to live and that when he got through with railroading he was coming over here to enjoy the good weather.

Mr. C. F. Negley and the Mrs. have just returned from their vacation, which they enjoyed immensely. Thanksgiving was spent in Sioux City with relatives and old acquaintances, making the trip well worth while. C. F. looks good for another year among the berries and O. S. and D's.

Section Foreman John A. Anderson of Loveland is spending the winter in California along with the rest of the millionaires.

G. I. Russell, our baggageman at Tacoma, is away on his vacation, which I understand he is spending on his farm along the Seattle highway, bucking woo and getting the soil ready for another year's crops. 'Sunny how some people rest up.

John Mooney, crossing watchman, passed away November 25, 1930, at the age of 79 years. Mr. Mooney had worked for the Milwaukee about 55 years, starting as water boy on the track, afterward becoming section foreman.

Section Foreman Jules B. Wangsford also passed away November 27, 1930, at the age of 61 years. Mr. Wangsford had been on leave of absence account of illness.

The sympathy of the Coast Division employees goes out to the families of these fellow workers.

Understand Mr. F. N. Hicks spent the week-end with the Mountaineers at their camp at Lake Keechelus, probably looking for bears, as the deer season has passed.

A platform is soon to be constructed just east of Humpback for the accommodation of the Boy Scouts, who have a camp at that point. This stop will be known as Silver Peak.

Resorts along our line in the Cascades are increasing all the time for those who wish to get out of doors and play in the snow during the winter months or fish in the summer.

Safety First record for the Coast Division for the first ten months of this year shows a 70 per cent reduction in reportable injuries and a 40 per cent reduction in lost time injuries, compared with last year's record. This is a good record and if we keep the good work up we will eventually be where the accidents are few and far between. Let's keep the good work up.

Iowa Division, Middle and West

Ruby Eckman

MRS. SUE DELANEY, mother of Conductor W. S. Delaney, died at the Perry hospital in December as the result of pneumonia which developed after she had been burned and inhaled smoke in a fire in her apartment. Mr. Delaney had been called about midnight and early in the morning his mother, smelling smoke in the house, got up to investigate. She found a fire in a clothes closet and was badly burned trying to extinguish it. Her cries for help were heard by neighbors and the door of the apartment forced and, with the aid of gas masks, firemen entered the home and found her. The remains were taken back to the old family home in Morganfield, Kentucky, for burial. Mr. Delaney was accompanied on his sad mission by Engineer J. Snipe, a close friend and former neighbor in Kentucky. Mr. Delaney's father died when he was a small lad and he has made a home for his mother for many years.

The home of Herman Killiam, a Des Moines Division conductor who lives in Perry, was badly damaged by fire the early part of December. Mr. Killiam and his children were in Des Moines at the time and entrance to the home was not made in time to save much of their property. The fire occurred at midnight, the family having gone out of Des Moines during the afternoon.

Engineer Oscar Woods should become a golf player, in order to properly appreciate a patent which has just been issued to his son-in-law, Harley Potter. Harley, who is quite a golf player himself, has recently taken out patents on a golf glove. It is designed to protect the player's hands where the strain of holding the

club comes, yet is open enough to allow a free circulation of air so the hand will not perspire. He has arranged with a sporting goods manufacturing firm to make and distribute the article and from here out, he will sign his royalty checks in addition to his regular salary checks.

Mrs. Howard Gentine, who was a former stenographer on the Iowa and Illinois Divisions, and whose husband was a machinist at Savanna at the time of their marriage, has recently been appointed by the governor of Illinois to act on the board for unemployment and relief work in the city of Chicago.

Grace will have the supervision of the relief work in seven wards in the city.

News of the accident which cost Conductor Charles Carrington his legs, was heard with regret in Perry. Charles has been braking on one of the Savanna to Perry runs for some time.

Mr. and Mrs. Phillip Ray are the parents of a nine-pound daughter, born to them at his wife's home in Perry December 6. Mrs. Ray is a daughter of Mr. and Mrs. Ethan Johnson of Perry and the proud Grandpa is also in the Milwaukee family. Phillip is a ditcher operator.

Lewis Brown, one of the B and B force, employed on the Iowa and Des Moines divisions under L. B. Larson, chief carpenter, was found dead on the streets of Des Moines November 30. Mr. Brown, whose home was in Jefferson, has been working with Foreman Charles. They were doing some work at High Bridge and the crew went into Des Moines to spend Sunday. Mr. Brown got up to take the first bus out of Des Moines to resume work Monday morning and while enroute to the station suffered a heart attack. He was found later by other early morning travellers and identified by Milwaukee officials, as he carried a pass in his pocket. The remains were taken to Jefferson for burial.

Mrs. Richard Barker, whose husband was for many years an employe on the Perry Roundhouse force, died at her home in Perry December 1. Mrs. Barker was 84 years of age and had been a resident of Perry for 49 years, as the family came to Perry when the road was built and Mr. Barker commenced work. Burial took place at Perry.

Engineer Milo Dillon, who retired some time ago and who is now running a chicken ranch at Excelsior Springs, Mo., came up to Perry to see his daughter and her family in November. Milo has a grand-daughter about a year old now, whom he thinks is about the finest ever.

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William Cook, one of the veteran agents on the Iowa Division, died at his home in Collins in November. Mr. Cook was born in 1861 in Fall River, Wis., and commenced work as a telegraph operator for the Milwaukee in 1886. He was for many years agent at Collins, retiring some years ago when his wife's health became such that he had to be with her. He had done relief work when needed until a few months before his death. Burial took place at Collins.

Miss Elizabeth Hullerman, daughter of Engineer E. C. Hullerman, recently received an appointment as junior typist in the Veteran's Bureau at Washington, D. C. A recent letter to her family told of an invitation she had received to attend a tea given by Mrs. Herbert Hoover. Needless to say, the young lady was quite thrilled at the experience of an invitation to the White House.

Miss Isabelle Rogers, daughter of Engineer and Mrs. William Rogers, was married in Chicago on November 23rd to Daniel Schoenecker of Chicago. Mr. and Mrs. Schoenecker took a motor trip to Canada and will make their home in Chicago.

A wedding of interest to railroad folks took place in Perry on November 16, when George Slater, car inspector, was married to Miss Emma Unrau. After a wedding trip, which included a visit in Chicago and with the bride's sister, Mrs. Harry Buswell, at Savanna, they returned to Perry and went to house-keeping in the Merritt Apartments.

S. E. Hollingsworth, who holds the job as passenger pilot at Council Bluffs, was on the layoff list for several weeks as the result of an accident. While it was a lost time case, the accident could not be classified as a reportable accident as it happened while he was en route home from work. He was struck by an automobile, knocked down and had a shoulder dislocated, and was otherwise quite badly bruised.

Brakeman Merle Johnson and wife welcomed a little daughter into their home on November 22. The Johnsons live in Perry now, having moved from Ferguson recently.

Engineer Wallace Rawson and daughter Ardis spent Thanksgiving with relatives in Wisconsin.

Mrs. Walter Lindquist and two daughters, former residents of Minneapolis, have moved to Perry and are now nicely located. Mr. Lindquist was recently transferred to Perry as perishable freight inspector.

Conductor A. B. Cate took a few days off in November to go up to Aberdeen to visit at the home of Chief Clerk Verto Reichert. Arthur took the misses along and they had a pleasant visit with their daughter and her family, as well as Jimmie Keenan, an Aberdeen train dispatcher who learned to dispatch trains like a lot of other officials have, on the Iowa Division.

Chicago Terminals

Guy E. Sampson

ANOTHER year has passed into history and we are now facing another. We all can look back on what was accomplished in 1930, but what is to transpire in 1931 is yet a closed book which will open page by page as the days go by. Just as each of us made history last year so will we, who still remain throughout 1931, make more history. There were new high score records hung up last year, but none of them have acquired a 100 per cent efficiency record as yet, so here we go for 1931. Let's shoot a little higher on the barometer of success and set a still higher record this next year. There are so many

things to improve in that every employe can become a contestant, no matter what department he is in. Safety First. Fuel Conservation. Better per Diem Deliveries. Reduction in Loss and Damage Claims. New Business Acquired and many other ways that we can improve in over last year. And the time to begin is not next week or next month, but today.

Mr. R. A. Woodworth was appointed trainmaster with headquarters at Bensenville, and took charge of the new position December 15. Since the transferring of Trainmaster Herwin from the terminals to Green Bay last fall there had been no trainmaster located in that part of the terminal, but Assistant Superintendent C. E. Elliott had been taking care of those duties in addition to his own. But on December 15 a new arrangement went into effect whereby Illinois Divisions 73 and 69 were to be made up at Bensenville instead of Galewood, and C. & M. 163 and 65 were to be made up at Galewood instead of Western Avenue. The management felt that with this additional business being handled at Bensenville Mr. Elliott would need the assistance of a trainmaster, hence the appointment. We all know Mr. Woodworth will like his position here, as he is sure to find another loyal band of employes who stand ready to lend any assistance possible to improve any conditions pertaining to business of the railroad.

During the last week of November Machinist Emil Huggahl of the Bensenville Round House force, went to Menominee, Wis., and brought his mother, who is 83 years old, to live with his family during the winter. Soon after her arrival she contracted a slight cold, from which she never recovered, and on December 13 she quietly passed away. Her son accompanied the remains to her Wisconsin home for burial. Besides her son here, the deceased leaves another son in Menominee, a daughter in Minneapolis, and a daughter in St. Paul to mourn her departure. The sympathy of all employes is extended to the bereaved ones.

A couple of switchmen from Western Avenue went to their former homes in Wisconsin during the deer hunting season, and they promised us faithfully before going that they would send us some reports, and no doubt some photos of the big game they were going to bag. But, alas, no word has been received up to date and this is our last day of grace if we want to keep up our record of never missing filling our column in the Magazine. You see, we can't set this train back for additional tonnage. No, sir, we are going to run it with what tonnage we have ON TIME. So if they come in with some interesting news later it will have to go on the regular train next month. And this goes to all who have interesting items for the Magazine; all our news is mailed the morning of the 15th and if connecting lines fail to get their material in promptly, well, it misses the connection, and has to go next time, when it won't be as fresh news as it would if it had arrived in time for the present issue.

J. P. Lynch, a former Illinois Division brakeman, had one of his legs amputated at a Chicago hospital the fore part of December. Having been troubled with large boils breaking out on his body he went to the hospital and it was found that he was troubled with diabetes and that the infection had settled in the lower limb. At last reports he was getting along nicely.

Harry Salsgaber, an Illinois Division brakeman residing at Bensenville, was injured the first part of the month. While a pusher engine was pushing his train up Elgin hill an air hose broke on the train. As he was standing in the caboose he was thrown, injuring

his arm and leg. After a few days' vacation he was back on the job.

Mrs. Marion Rands went to Green Bay December 13 and spent the week-end with the A. W. Herwin family. Mr. Herwin, who is now trainmaster at Green Bay, formerly lived at Bensenville when he was trainmaster in the terminals.

Mrs. Robins, wife of a Milwaukee employe residing in Milwaukee, spent a week at the home of Engineer and Mrs. Harvey Craig-nille, in Bensenville.

Terminal employes sure did some wonderful work in raising the fund to help the unemployed. It is reported that the Women's Club at Bensenville have up to date investigated and helped 24 families, the funds for the assistance coming from the money raised by subscriptions by those who are working steady. It is sure a wonderful work, and those contributing and the ladies handling the funds all are entitled to much praise for the good they are doing.

Dan Norton, clerk in H. J. Cammeron's office, accompanied by his wife, her sister and her husband, returned from Oklahoma December 13. They were called there the week before by the illness of Mrs. Norton's mother. Dan said they made the 750 miles on the going trip in 26 hours, the two men taking turns at the wheel of the auto. Returning they made the trip in 30 hours, but stopped in Kansas City for four hours.

Walter (Heavy) Franz, chief car clerk at the Puzzle Office at Bensenville, who had been ill the past three months, returned to the office for an hour or so December 13. While sick, Walter lost about 75 pounds, but even with that reduction he still carries avoidupois. The boys were all glad to see him able to return to work.

Walter Jackson, Pat Carey, Flossie Rowan and Goldie Webber all have been conducting themselves in such a good manner that we are unable to tell of any of their special antics this month, and that's something interesting. All nice boys, but you see all boys are better just before Christmas. Wonder why?

Ernest LeRue is again employed as helper at the Bensenville depot. The position was discontinued last spring and Agent Floyd Sullivan has been trying to do all the work himself, but it was found the business at that station was too heavy for one man to handle, so the helper was put back again.

In closing this month's items, let us wish every reader of these lines a Happy and Most Prosperous New Year. We all hope that we have the entire year before us to make the most of. May you be happy all through the year.

Galewood News

Jerry Murphy, our esteemed interchange clerk, under Chief Yard Clerk W. H. Balousek at Galewood, is back at his desk today after a long illness. We are glad to see Murphy back.

Also, our old friend "Lou" Urban, who had quite a prolonged siege of ill health, is back with us again. Lou came back on November 17, and we sure wish him better health for a long time to come.

You know, Lou is about the oldest employe at Galewood, and we are sorry to learn that he failed to join our able pension association some years back when he had the chance.

Galewood is being dolled up with new switchboard batteries, now being installed by the Chicago Telephone Company, who are removing the old and cumbersome cases installed some years ago. I bet A. F. Wagner will like the additional room this is going to give his department.

Chicago Terminals Car Department

H. H.

CHICAGO TERMINALS visited with first good snow in the shape of a small storm, commencing on November 24th and continuing through the 25th, accompanied with practically zero weather. No delays or tie-ups, with the exceptions of slight reductions in train tonnage.

Saw the Talking Picture "Danger Lights" in a Chicago theatre, and same was very interesting, especially when one has travelled over the part of our line where the picture was filmed. Milwaukee sure gets a big hand in this picture.

The Light Repair Track at Galewood Yard No. 1, formerly located in McCarty's Yard, just East of the Heavy Rip, has recently been abolished and the light work arranged so that same can be given space on the heavy rip. This new arrangement is working out very successfully, not only from increased efficiency, but mainly from a Safety standpoint. I know the men appreciate this well ordered change, due to the hazardous condition as well as unhandy conditions which existed at the abandoned location.

Carman Helper Edwin Broker of Bensenville spent an enjoyable week with relatives in the State of Nebraska, where he reports having the pleasure of meeting the Governor-Elect of that state, which is pleasant news.

The Pheasant Hunters of the Bensenville Car Department who all had bids in months ahead to be off on the opening day, seemed to be playing in hard luck. W. Steging and Al Kolze, two of the hunters from the repair track force, registered Blank as far as getting pheasants were concerned.

The writer would appreciate occurrences of interest at the various repair points in the Chicago Terminals concerning Car Department activities, as it is felt added interest can be drawn to our magazine if little occurrences with which our men are familiar with are printed, but up to the present the field for information is poor, a good comparison with pheasant hunting. LET'S HEAR FROM CAR DEPARTMENT EMPLOYEES.

Safety Section—Attention!

The Best Efforts and Co-operation of Every Car Department Employe in the Chicago Terminals is absolutely needed in Putting Over a No Reportable and No Lost Time Injury Record for Year 1931.

"What," who said this was a hard thing to do, if you think it is you are out of order, when points like Mannheim, Bensenville, Western Avenue can go practically two years and over without a lost time or reportable injury there is no excuse for other points together with them being unable to go through the Year 1931 without a lost time or reportable injury.

Some of you 600 or more Car Department employes in Chicago District may wonder how this record can be obtained, we call it a record because it was never done before the year 1931. Well, here is the key to it, this performance can be easily accomplished if each and every one of you make a resolution, make it right now, see that your fellow worker who may not be able to read, makes a resolution to the effect that Safety will be your First Consideration. The Red Book of Safety Rules is written in the blood of past injuries, profit by the suffering of others. There is no one big enough to make a single one of you violate a Safety Rule or do a thing which you think is unsafe; if there is, you report it to your

superior. No, we must say this in all earnestness. Who, among you Car Department employes, woman and man, would like to spoil this record of your entire department by getting injured, due to some rule violation, who would like to take the consequences? And be locked upon by your entire outfit as being the one that violated a rule, got a little careless or Forgot Safety? This has ceased to be a single station affair and is now a Chicago Terminal Proposition. Best of Luck to each and everyone of you. We're all pulling together. We are the Chicago Terminal Car Department and we are going to go through 1931 without a Reportable or Lost Time Injury. BUT TO DO THAT we need the earnest Help of each and everyone one of you. Without that help we cannot succeed, so don't "YOU" fall down.

Out Where the West Begins— East End of the Trans- Missouri Division

D. H. A.

SUPT. H. M. GILLICK has received a well-deserved promotion and has been transferred to Aberdeen as superintendent of the H. & D. Division. Mr. and Mrs. Gillick have a host of friends on this division, who regret seeing them go, and the best wishes of all go with them to their new home. George H. Hill of Milwaukee, formerly chief dispatcher here, will be our new superintendent. We are glad to welcome the Hills back among us.

Mr. and Mrs. Fred Schetzle have returned from Rochester, Minn., where Mrs. Schetzle underwent an operation for goitre. We are pleased to know that she is much improved in health. They have gone to housekeeping in the Hall Apartments.

Mrs. H. H. Rinderneck is visiting at the home of her parents at Sioux Falls, S. D., and Topsy goes around with a long face, feeling lonesome.

Russell Conrath of Durree, who has been a patient at the Mobridge hospital for the past three weeks, is now convalescing at the home of his mother, Mrs. R. S. Lewis.

Mrs. Martin Walsh spent a week here visiting her numerous friends.

Miss Betty Conger, who underwent an operation for appendicitis, is getting along nicely.

Dr. and Mrs. G. A. Sarchet have moved into their beautiful home on 7th Street, East.

Miss Lorraine Collins, who is taking nurses' training at St. Paul, spent a few days here visiting at the home of her parents, Mr. and Mrs. James Collins.

Snooze Carlson spent Thanksgiving here, at the home of his parents.

Wedding bells are ringing again—Miss Ethel Hale and Mr. Henry F. Sandman were married December 1. They will make their home in Miles City. Congratulations.

Miss Maxine Fuller had the misfortune to slip and sprain her leg quite badly. She is secretary for Mr. Freeman at the high school and manages to get around pretty well on crutches. Miss Turdus Lease also fell and broke her ankle.

Mrs. Ann Anderson is spending the week in Minneapolis, Minn.

Christmas is almost here, and our lovely big tree is to be erected on Main Street this week. We will have the usual Christmas program, the singing of Christmas carols and speeches, but will not give out candy and nuts to the children this year, as the money will be used to fill the Christmas baskets for the needy. Wishing all our readers a Merry Christmas and a Happy New Year. We almost forgot to mention that our doll, "Betty Co-ed," will be given away at this Christmas tree program, at 5:00 p. m., and the name of the winner will be announced in the next issue of the magazine.

West I. & D. Division

F. D. S.

CONDUCTOR STEWART has taken a vacation for the rest of the winter. He left for the West Coast on December 8. He is driving through this year.

Henry Hinker, section foreman, and wife are visiting with relatives at Wells, Minn., for a couple of weeks. John Albertz will act as foreman while Henry is away.

Mr. Platt, chief dispatcher, attended a claim prevention meeting at Minneapolis the first part of December. Also understand that he was figuring on taking a little side trip up to Duluth, and he might go across into Canada, just to see the country, but he had to give up the latter part of the trip because he was short on time.

Savings Department

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CHICAGO

Fred Harter, yard clerk, took a couple of days off and went to Sibley and Mason City to see all his old friends and visit with his mother and sister.

Marvin Payne, engineer, is visiting with friends for a few days and looking over the old home town. Marvin has been working on the East End out of Mason City for the last year.

Ed Stanton was around the other day calling on his friends. Says that he is feeling pretty good and will soon be able to go to work.

Engineer H. Carney gave the Ticket Office at Mitchell a tip on two tickets to California and return, which business was secured.

At this writing everybody is getting ready to go home for the holidays. With the fare and one-third rate that the railroads are giving, we are looking forward to a nice bit of business.

Relief Agent Wisebecker is now at Chancellor and will be there until the position is bid in by some older agent.

Dennis Moran, operator at Chamberlain, was in Emery and Mitchell visiting with friends between trains.

Agent H. Jacobs has moved his family to Plankinton and is getting lined up. He says that he likes the town real well.

Earl Jefferson, fuel supervisor for the H. & D. Division, was in Mitchell the first part of December, looking after the coal and visiting with friends from the I. & D. and S. C. & D. Divisions.

Superintendent Ingraham was in Mitchell the first of December and held a traffic meeting. The attendance was not what it should have been. We had a very interesting meeting and Mr. Ingraham gave a very good talk.

Mr. Cody and M. M. Wolverton attended the meeting held at Mitchell. They both gave some interesting points on the traffic part of railroading.

Squeaks from the Milwaukee Division First District

OUR best wishes for a speedy recovery are extended to Engineer R. K. Curtis, who has been confined to his home for the past three weeks with an infection in his legs.

No doubt when the bills come rolling in after the first of the year it will be squawks we will be hearing instead of squeaks, not only on the Milwaukee Division but on all divisions.

By the time this appears in print we expect to see Fireman Roy Wheeler back on the Rondout switch engine. Roy, you remember, ate one of Bill Hallacher's big steaks, and being top-heavy fell off the board walk at Rondout, fracturing his arm.

Conductors Heagney and Healy are now officiating on No. 163 and the Nigger Local on the Janesville Line.

We also miss our old friend Bob Helton at Sturtevant, but extend our best wishes to him in his promotion to trick dispatcher. The Janesville Line trains sure get over the road on time with Bob handling the key.

Conductor A. J. Proeber is back on the job running Nos. 165 and 166, after a pleasant time spent in the north woods hunting deer. Don't know whether he got enough meat to last him until spring or not.

Brakeman Bunco Riley has given up the idea of becoming a song writer and is holding down a job braking on the J. Line time freight.

Since Nos. 91 and 92 have been discontinued, Conductor H. L. Jewell has taken a job running in the pool, and Harry says he thinks he will have to get a pair of field glasses so he

can see to the head end of these ninety-car drags.

Our deepest sympathy is extended to Conductor Jack Dalee and family in the loss of their wife and mother, who passed away the latter part of November after a lingering illness.

The old C. & M. Division is no more, being now known as the First District of the Milwaukee Division.

And, as we are now about to embark upon a new year with all the dangers and pitfalls so prevalent at this season, let's all unite to make this the First District in Safety as well as in name, by practicing Safety First at all times.

We extend to all our best wishes for a very Happy and Prosperous New Year.

Our best wishes for a speedy and complete recovery are extended to Brakeman Jimmie Leathers, who is confined to the hospital with an infection in the leg.

River Division Gleanings M. M.

ANOTHER cycle in the course of time will have passed within a few more days, and then we start making our New Year's resolutions. No more has the anxiety of Christmas passed than the resolution idea comes next. Of course, all resolutions, or at least the best of them, will pertain to Safety First and precaution.

Machinist Will Shepherd of the Wabasha Roundhouse was called to Appleton on account of the death of Mrs. Shepherd's mother. Mrs. Shepherd had spent the past few weeks with her mother before she passed away. Mr. and Mrs. Shepherd have the sympathy of the employees.

The good news that Mr. W. W. Conley, popular conductor on the River Division, and who has been in a critical condition at St. Joseph's hospital in St. Paul, is improving slowly and will soon be able to return to his home. Mr. Conley has the best wishes of all on the division and it is the wish of all that he will recover sufficiently to be back on the division again soon.

It surely is a conundrum to many why Hilbert Koepnick, electrician at Wabasha, will make the long trip to Milwaukee every Saturday. Mr. Paul Jensen spends his week ends at La Crosse, and, of course, it is a nice town, too.

Mr. Meyers, operator at Hastings, took a trip over the Wabasha Division recently.

News just reached us at this writing that Mr. F. G. Hemsey, traveling engineer, was taken ill and his many friends wish him a speedy recovery.

H. & D. Division News D. S.

THE regular Brotherhood of Railroad Trainmen meeting was held Thursday night. 30 members were in attendance. Election of officers took place. J. L. Jackson was re-elected president and Conrad Detling was chosen secretary and treasurer. Refreshments were served by the "Lady Trainmen."

Chas. Speers has bid in the Sunday lay-over at Linton.

Harvey Ryan is working as timekeeper with a Dakota Central Telephone crew. Grover Towner will attend the Trainmen Convention.

We are all sorry to hear of the death of I. P. Stager in a Minneapolis hospital. Mr. Stager was in poor health for some time. Funeral services were held from the Huebl Chapel. The local Brotherhood of Railroad Trainmen

had charge of services at the grave. Mr. Stager held the office of B. R. T. Secretary for nearly two years. He was liked and respected by all who knew him.

Ben Phillips has returned from a ten-day trip to Minneapolis, where he visited his parents.

Mr. and Mrs. Steve Casabar have severed their connections with the Interstate Company and have left Moberg, where they were stationed for the past five years.

Wishing you all a Happy New Year and Lots of Fun in Thirty One.

Twin City Terminals Leda Mars

EFFECTIVE December 1 the clerical forces at the Twin City Transfer were merged with the Local Freight Station organization, and the jurisdiction of Mr. J. P. Fahey was extended to cover the Minneapolis Freight Station, with the title of supervisory agent. The new furniture, typewriters and other office equipment made necessary by the consolidation has added to the appearance of the Local Freight Office, as well as to the efficiency of the service and has created a very favorable impression with the patrons of the railroad.

Mr. Fahey was given a very delightful surprise by the clerical staff moving with him from the Twin City Transfer, who, on the occasion of the consolidation, presented him with a beautiful watch as a token of their esteem.

The eighteenth annual Traffic Club banquet was held in the ballroom of the Nicolet hotel on December 4. Several out-of-town Milwaukee representatives were present: H. A. Scandrett, president; E. B. Finnegan, freight traffic manager; O. T. Cull, general freight agent; P. C. Sanders, assistant general freight agent; G. W. Loderhose, assistant freight claims agent; A. J. Keller, Chicago coal freight agent; Creston Harris, general agent, Winnipeg; J. M. Cunningham, general agent, Duluth; Ralph Neuses, traveling freight agent, Duluth, and several others.

Mr. and Mrs. E. H. Bannon went to the Wisconsin-Minnesota football game at Madison, Wis. Although he now lives in Minnesota and Wisconsin is his native state, we wonder for which team he rooted.

We all were very sorry to hear that Mr. Peel's niece, whom he raised as one of his own from childhood, was accidentally killed November 15 while on a hunting trip in northern Minnesota.

Bill Ryan hurt his back some time ago while on duty in the yards. He was confined to the hospital but is back home again. We all hope he is steadily improving and will be back to work soon.

Mr. and Mrs. Henry Walworth will spend the Christmas holidays with their daughter in Washington, D. C.

Convention of the Radiological Society of North America at Los Angeles

A PARTY of about one hundred Chicago and eastern members of the Radiological Society of North America left Chicago November 26 in a special train over The Milwaukee to attend the annual convention of the Society, held in Los Angeles. Special stops were made along the scenic portions of the route to enable the travelers to see the beauties of the western country.

"Dad"

(A true story, typical of the work done by the Milwaukee Women's Club all over the system)

HE was not rich in worldly possessions. He held neither high official nor social position—he was just the janitor of the depot at Moberg. A man who had lived the allotted three score years and ten. A man so silent, so reserved, so stern of demeanor, that to the casual observer he might seem to repel all friendly advances, but he must have been a lovable character after all, for to the men and women employed in the depot and surrounding offices, he was familiarly known as "Dad Traynor."

It was just before Christmas, 1929. The members of the Milwaukee Women's Club were filling and arranging attractive baskets of fruit and Christmas dainties for distribution among the sick of the Milwaukee families. Mrs. Beaver, Sunshine chairman, turned to the others with these words: "You know 'Dad Traynor' is in the hospital with cancer of the throat. The doctors say he can not get well, and he hasn't a relative in the world. Don't you think he should have something especially nice for Christmas—a bright cheery plant or bouquet?" With expressions of sympathy all agreed that "Dad" should have his Christmas flowers.

I happened to be one of the committee to make the rounds of sick rooms in the homes and hospital that Christmas Eve, and I know as we climbed the stairs to "Dad's" room (never having met him), we wondered what our reception would be; then, too, one of the men had remarked: "Jim Traynor won't want a lot of women making a fuss over him." But our fears were groundless, for "Dad" was a born gentleman. We were welcomed with dignified but friendly courtesy, and when he saw our gift we learned that he was an earnest student, an ardent lover of flowers and plants, and we knew that Mrs. Beaver's suggestion had been an inspiration. This was only the forerunner of many such inspirations, for from that time until the day he died, she took a kindly, friendly and personal interest in "Dad's" comfort and welfare.

During the months that followed, many visited that little room in the Moberg Hospital. Two men came almost daily to cheer "Dad's" weary hours. One, a friend of long standing—the other a priest of God. Friends and acquaintances dropped in with more or less frequency, their first visit undoubtedly impelled by the desire to perform a friendly act, but I venture to say many returned, drawn by the wonderful personality of the man, who was in himself a powerful sermon. As he lay there day after day, he knew almost beyond the shadow of a doubt that his span of life could be measured, not by years or months, but by days and hours—and yet he was unflinchingly courteous and patient, and nearly always cheerful. He forgot self to evince a keen interest in affairs about him. Intense pain was his constant companion, but he bore it with true Christian fortitude. Surely, few turned from that bedside without renewed determination to "carry on" more courageously—to bear their own burdens more patiently.

Of all "Dad's" visitors, none was more faithful than Mrs. Beaver, a woman to whom he had been practically a stranger until that Christmas Eve, when she assumed her duties as Sunshine chairman of the Milwaukee Women's Club. Regularly, at least once each week, and oftener, two and three times a week, through snow and cold she came, nearly

always bringing some little gift. Frequently it was grape juice from her own cellar. Sometimes flowers she had asked some friend to give—later it was the first spring buds from her own garden. Then sometimes she would call and say, "'Dad's' plant is so withered," or, "'Dad's' flowers have been gone for several days. Don't you think he could have some fresh ones? He hasn't very long to be with us now; I can see him failing." And though flowers as a rule, are given sparingly, because the bulk of the club's funds are used to provide food, clothing, shelter and warmth for our most unfortunate families, "Dad," because he had no family ties, was an exception, and was seldom without bright flowers for his hospital room.

A few days before Easter I called to inquire for the sick, and to suggest an Easter lily for "Dad," but Mrs. Beaver had anticipated me, "Dad" already had his Easter lily. "I gave it to him today," she said, "one with lots of buds, because, you know he loves to watch them unfold." No wonder I turned from the phone with a warm feeling about my heart for that woman, with all the cares of a busy housewife—a husband running on the road, a little son in school, a daughter coming home from college for the holidays—and yet she had time to see that an old man had his Easter lily, not at the last moment, but days before Easter, so that he, who had so few pleasures, could enjoy in the fullest measure, watching the buds unfold.

Early one Monday morning several weeks later, the phone rang, and a tearful voice at the other end of the wire said, "'Dad' passed away last night, and I feel so bad. I visited the hospital Saturday with his gift for Sunday, but I did not get to talk with him. I went to his room three or four times but he seemed to be asleep." And she could hardly be consoled by my assurance that she, above all people, need have no regrets as to her care for "Dad." She stood beside his grave and as the impressive funeral services ended and we turned away, she said through her tears, "It was all so simple and so beautiful—just as 'Dad' would have liked it to be. I feel that if he can see us now he is happy." And later as she showed me the gift he had requested her to have after he was gone, "Wasn't it lovely of him to think of me? I didn't do anything to deserve this. I only did my duty." When she reads these words I know she will think, "why so much ado? I only did my duty." But we all know that duty so faithfully and cheerfully performed, is nothing less than perfection. And I feel sure that in Mary Beaver's book of life there is no brighter record than that of the hours she spent making "Dad's" last days on earth a little more cheerful—a little happier.

Bright Future for Lignite Coal New Developments in Processing Important to The Milwaukee Road

THE Milwaukee Road serves a large area in western Dakota undermined with enormous deposits of lignite coal. If this coal can be so processed that it can be used industrially it will mean much to the future of our railroad. The following quotation from the "North Dakotan," published by the Greater North Dakota Association, will be of interest to the entire Milwaukee family:

"The industrial map of the United States may change as a result of researches just concluded by a University of North Dakota professor in the Uni-

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versity of Minnesota chemistry laboratory," says the St. Paul Dispatch.

"The man," the Dispatch continues, "is Dr. Irvine Lavine, Assistant Professor of Chemical Engineering at the North Dakota institution, who is at Minnesota University on a year's exchange professor ship.

"He has proved that it is possible to steam-dry lignite coal into a good grade of commercial coal.

"The possible change of the nation's industrial map is a movement of the steel and iron industry from Pennsylvania to northern Minnesota. In that case, the old expression, 'Pittsburgh plus' would change to something like 'Crosby plus' or 'Duluth plus.'

"For years North Dakota scientists have been trying to find a cheap method of processing the vast deposits of lignite coal in western North Dakota to make them available for commercial use.

"In the western half of North Dakota and reaching into Montana and Wyoming, is the greatest coal deposit in the United States. It contains 1,104,103,000,000 tons of lignite coal—32 per cent of all the coal in the country. In northern Minnesota are the greatest iron ore deposits in the world.

"The only thing that has prevented the two from getting together to form the iron and steel center of the world is the fact that lignite has two disadvantages. One is that lignite contains about 40 per cent moisture, just that much added weight of no value which must be transported. The other, and more important one, is that as this moisture dries out the chunk of lignite coal crumbles or slacks, leaving only a mass of dust.

"These two handicaps have prevented the lignite from being used very generally or at any great distance from the place where it is mined, although it is used to advantage in state institutions of North Dakota and in other large plants there.

"The University of North Dakota long has been experimenting in an effort to make this tremendous coal pool more available, commercially. Most of the experiments have been along the line of briquetting—a process by which the coal is carbonized and then formed into artificial lumps under tremendous pressure. The trouble is that the process costs too much.

"Now, Dr. Lavine has just finished a year's research at the University of Minnesota in which he has successfully adapted a method which the Germans use for processing their low-grade coal. By this method the lignite merely is steam-heated and thus dried 'from the inside out,'" says Dr. Lavine.

"Put into a drum, it is surrounded with live steam at a pressure of 150 to 225 pounds and left from two to three hours. Then the steam is taken off and either ordinary or preheated air is drawn over it, rapidly drying it. The heated steam, which has penetrated to the very center of the lump, forces out most of the moisture. The coal, thus dried, does not slack as it does under ordinary atmospheric drying. Neither does it slack later."

Western Products Meeting New Demands

ADDED to an already imposing list, new demands now are being made by eastern consumers upon the Pacific Northwest territory for a number of specialty products which are identified particularly by the highly satisfactory quality produced in the western sections.

For example, the lettuce trade of this area is comparatively new but the territory from Puyallup to Bellingham, in western Washington, shipped nearly 3,000 carloads of lettuce last year and is expected to be sending out 10,000 carloads annually. The first carload shipment of Washington rhubarb went out from the Puyallup Valley in 1926, but last year 100 carloads were handled. The first straight carload of western Washington green peas was sent out three years ago but 250 cars were shipped in 1929.

Washington ferns are being shipped east by the carload, packed 750,000 to the car, and handled by refrigerator service so that they reach eastern florists in good condition. Such evergreens as salal, Oregon grape and huckleberry are also moved in bulk, the 1929 shipments having amounted to 135 carloads. The Christmas tree trade, only 10 years old, last year amounted to 450 cars, some going as far as Florida.

Cold pack berries gained from 200 carloads in 1925 to 700 in 1929. The first car of flower bulbs was sent out from Washington in 1927 and the business jumped to 46 cars last year. Each car contained 275,000 roots. Washington wild rose roots are finding a market as far east as Long Island, about 10 cars a year being used.

In seven years, eastern purchases of Washington eggs increased from 394 carloads to 2,200 cars, each car containing 600 cases of 30 dozen eggs each.

Climate and soils peculiar to the Pacific Northwest go a long way toward imparting a superior quality to a varied list of agricultural products which makes them especially attractive to distant buyers. Some foods, such as lettuce, that have come in more recent years to be very important in the year 'round diet of the American people, are ready in the Northwest for the Nation's markets at times of the year when other sections are not supplying these products. (From "The Northwest.")

More Successes on Sun River Project

Farmers on Greenfields Division Near Fairfield Have Good Crops

THE Greenfields Division of the Sun River project is one of the best areas served by the new Gibson storage dam, which will provide abundance of water for this project. The future is bright for shipping from the Fairfield station because of this good territory. This year, in spite of the drought, farmers have secured good yields.

J. A. Shoquist, living a few miles north of Fairfield, raised sixty acres of Supreme Wheat, which yielded 40 bushels to the acre. Mr. Shoquist has virtually grown up with the Sun River project and has lived on his farm for the past twenty years. The completion of the Gibson dam is a great encouragement to him after having lived through the pioneer stage of this project.

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HARRY A. WHEELER, Vice-Chairman First National Bank, Chicago

Mr. Shoquist farms 200 acres out of a total of 320 acres owned. He diversifies his crops with sweet clover, peas, alfalfa and barley. The peas are contracted for by a seed concern which has its headquarters at Bozeman. Under the contract the crop brings 3½ cents per pound, and is considered a good revenue producer. The cows, some hogs and the garden are adjuncts of the Shoquist farm.

Another farmer, A. Weiss, living in this territory, has just completed the harvesting of 70 acres of seed peas which yielded 32 bushels to the acre, and were contracted for at a price of \$2.10 per bushel. The pea fodder is worth in the neighborhood of \$6.00 to \$7.00 per acre, for feeding purposes. The pea crop all over the district is very satisfactory.

A visitor among the farms of the Greenfields Division finds the greatest of optimism concerning the future of the area. The kind of farming being done there makes it seem certain that the project is an important agricultural district that cannot but succeed in a substantial and permanent manner.

JAMES ANDERSON

VETERAN Section Foreman and Laborer James Anderson died at his home in Cooper, Iowa, November 11th, in the eighty-third year of his age. He was a native of Denmark and came to this country in 1869, commencing his service with this company when the C. M. & St. P. Ry. took over the Des Moines & Northern. Previously he had worked on the Rock Island and for Mr. Hubbell, the then owner of the D. M. & N. Section Foreman Long, of Cooper, contributes the following in regard to his service: "Uncle Jimmie worked as section foreman under E. H. Barrett, roadmaster, and held that position until 1919, when he resigned as foreman and worked as section laborer until the spring of 1928. He then retired, taking his pension. 'Uncle Jimmie' and his old friend, Mr. F. M. Hubbell, passed on the same day, ending together the lives of two old faithful friends."

Mr. Cooper is survived by two daughters and four grandchildren. Funeral

services were held in Cooper and burial was made in the Franklin Township Cemetery.

A Washington Turkey Ranch

C. B. Barrett, Agent, Usk, Washington

ONE day in November, the writer with a companion, visited the turkey ranch of Mr. and Mrs. F. W. Rhoades, about four miles from Usk, Washington, and it was some sight that greeted us, as this year they raised over 700 turkeys, many of the young toms already weighing 25 to 30 pounds.

Mrs. Rhoades has supervised the feeding and has made a specialty of fine birds for the table, and much of their success is due to their careful feeding.

Last year they sold most of the birds locally, selling, however, many in Spokane, and supplying the Davenport Hotel.

However, their reputation has been spreading and this year they received many orders from distant points, among these an order from Henry Ford, Dearborn, Mich., and one of their young toms graced his Thanksgiving table.

Their heavy sales will of course come at Christmas time and they will then furnish the Davenport Hotel about a ton of young toms.

The price has been lower this year than for many years, but because of the quality Mr. Rhoades has been getting from six to ten cents per pound over the regular market and this year will clean up a profit that many a man might be proud to receive.

Here is certainly a case where thrift and hard work have shown fine results, and any one desiring birds for breeding purposes might do well to write these people as they have a number of pens of fine breeding birds.

A. D. SPELLMAN

VETERAN H. & D. Division Conductor A. D. Spellman died at his home in San Gabriel, California, on December 21st, from a heart attack while sleeping.

Mr. Spellman had not been in service for several years and had made his home in California since his retirement.

Celebrates Her 53rd Year of Service

PATRONS of the railroad at Zumbro Falls would not know how to transact their business with the company if a new face and an unfamiliar voice were to greet them at the ticket window, in the baggage room, at the telegraph key or the freight house. "Minnie Smith," agent for fifty-three years, is the well beloved and familiar figure of The Milwaukee at that point; and her face is as smiling, her voice as cheery and her service as helpful and prompt as any days of yore. She is just that many years "young," that's all; and long may she flourish. Here is what the Minneapolis Journal's (Zumbro Falls, Minn.) correspondent says about the veteran woman agent of the Milwaukee: "Beginning of her fifty-third year as a railroader meant the customary routine for Miss Minnie Smith here today, because trains run as usual on holidays. As a result she sold tickets, clicked off code on her telegraph key, hoisted a few pieces of baggage and express and then went back to her living quarters in the depot building to await the next train.

"She does everything that has to be done around the Milwaukee railway station, where she has resided since the midsummer of 1882. Friends have claimed for several years that she is the world's outstanding woman railroad employe in terms of service, and thus far none has disputed her claim. She has been off duty only a few times, because, she points out, her work comes first.

It was in 1878 when she began her work for The Milwaukee Railroad. She was agent and operator at Hammond, not far from here, coming here four years later."



A. W. Wienecke, Mrs. Wienecke and great-grandchildren.

Puget Sound Pioneers, Attention

DUES for 1931, for the Puget Sound Pioneers Club are now payable and remittances may be made to the following: J. A. Rawls, Lewistown, Montana; J. G. Kussel, Mobridge, S. D.; E. L. Dunlap, Miles City, Montana; L. J. McCormick, Deer Lodge, Montana; P. J. Cummins, Missoula, Montana; J. P. Downing, St. Maries, Idaho; H. Cahlan, Tacoma, Wash.; L. S. Cunningham, Missoula, Montana, or to J. E. Brady, secretary and treasurer, 2908 No. 22nd Street, Tacoma, Wash.

They Commend The Milwaukee Railroad for Its Official Designation

THE following official bulletin from The Milwaukee Reator will be of interest to Magazine readers, especially those whose associations and affiliations with this company reach back into the early days when almost all of the personnel either hailed from or had family connections in the Cream City. The bulletin reads:

"MILWAUKEE" RAILROAD COMMENDED FOR NAME

In appreciation to the Chicago, Milwaukee, St. Paul and Pacific Railroad Company for the use of the name "Milwaukee," the Milwaukee Real Estate Board adopted the following resolution at its weekly meeting on November 11:

WHEREAS, The Chicago, Milwaukee, St. Paul and Pacific Railroad Company has officially designated its railway system as the "MILWAUKEE ROAD," and has now consolidated three divisions terminating in our city, into one division, to be known as the "MILWAUKEE DIVISION," and

WHEREAS, by its official acts above mentioned, this public service corporation has conferred upon the City of Milwaukee great honor and distinction, and

WHEREAS, by the spreading of the name "MILWAUKEE" upon its literature, its rolling stock, and by the use of this name in its official records, this corporation is securing for Milwaukee great and lasting benefits in advertising, which money could not buy, and

WHEREAS, we consider it proper and fitting that public acknowledgment of this outstanding action and formal recognition of its great benefits to the City of Milwaukee be made by the city and by its civic association.

THEREFORE, BE IT RESOLVED, that the Milwaukee Real Estate Board, as one of the civic associations having the interest of Milwaukee at heart, does hereby place itself on record as recognizing the benefit which has accrued and will accrue to our city by the policy of the Chicago, Milwaukee, St. Paul and Pacific Railroad in having its system designated as the "MILWAUKEE ROAD" and that this organization does hereby convey its appreciation of such action to the officers, directors and stockholders of said railway.

FURTHERMORE, BE IT RESOLVED, that a copy of this resolution be sent to the officers of said railway company, and

BE IT FURTHER RESOLVED, that a copy of this resolution be sent to the Common Council of the City of Milwaukee and all civic bodies affiliated with the Civic Alliance, with the suggestion that they take like action.

After Fifty-Six Years of Service

AFTER fifty-six years of continuous service, A. W. Wienecke, Dubuque Division engineer, has retired to spend the evening of his days in well-earned rest.

Mr. Wienecke was born in Dubuque, Iowa, August 31, 1848, and has lived in

that city all his life. He went to work on the railroad firing a stationary engine under Master Mechanic Sutton, in September, 1874. In 1875 he worked as handyman and fired an engine whenever there was a chance. He became a regular fireman in 1878, and was promoted to engineer in 1881.

He worked on the night switch engine for many years and for the past twenty-five years has been on the day switch engine. He has always been a supporter of Safety First and had the reputation of being a careful engineer.

The picture on the preceding page was taken at his home, with Mrs. Wienecke and his great-grandchildren.

Harlowton Chapter

Mrs. Halverson, Historian

HARLOWTON CHAPTER held its regular meeting on the evening of December 1st, after which a game of bridge was enjoyed, Mrs. Rice holding high score and Mrs. Halverson consolation.

Our Ways and Means committee, consisting of Mrs. Baxterm, chairman, with Mines, Juhen, Ahern and Haugen assisting, have been working very hard. They put on a Hard Times Party for the Christmas Tree Fund, which was very well attended. Refreshments were served.

A Christmas tree was planned for the railroad children on December 23rd, and our Social chairman, Mrs. Nissen, will have a children's Christmas program for the tree.

Our Membership chairman, Mrs. Van Dyke, is still working on membership, bringing in four new members this month. We think this is a very good showing for this time of year.

Our Sunshine chairman, Mrs. Wade, has been very active the past two months taking care of the sick and needy. The amount spent on relief work the past month was six dollars and forty-five cents.

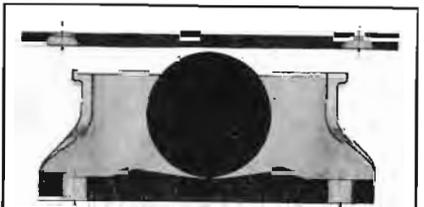


Views of The Station Park at Chillicothe, Missouri

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Second Hand Man: "Have you got any old thing around the house that doesn't work, ma'am?"

Lady: "Yeah, but I don't think the law would allow me to sell him!"



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For Rent—Furnished rooms. Two or three desirable rooms; with or without meals. Convenient to Edgebrook station; thirty minutes from Union Station. Frequent suburban train service. Mrs. O. D. Aeppli, 6256 Lundy Ave., Phone Kildare 0077.

For Sale—Chinchilla rabbits in pairs or trio, priced reasonable. They are from the Conrod strain; high-grade stock. Also two pairs of silver foxes for sale or trade—what have you? E. Bechtle, Box 88, Aberdeen, South Dakota.

For Sale—Reed wheel chair in good condition, \$12.00. George F. Jewett, Allen Grove, Wis.

For Sale—Home-made fern baskets, with legs, at \$1.75 apiece. George Spital, 4032 32nd Ave., South, Minneapolis, Minn.

For Sale—Seven-room house, with hot water heating plant, located at 114 2nd Ave., N. W., Aberdeen, South Dakota, 1½ blocks from Milwaukee passenger station. Well adapted for subletting, acquired on a trade and will sell to a Milwaukee Railroad employee on monthly payments. F. R. Scott, Agent, C. M. St. P. & P. Ry., Waubay, South Dakota.

For Sale—Mink, silky dark, northern, sixth generation, pen-born, domesticated and acclimated, high-grade stock, very prolific, with a 550 per cent increase over ranch. Also excellent males from registered parents. Rigid culling exercised. I grade carefully and price honestly. Suggest prompt inquiry. Write Henry Wanous, Proprietor, Argonaut Mink & Fur Ranch, Olivia, Minnesota.

For Rent—Four and five-room apartments. Lovely, light, 4-room apartment, second floor, in Forest Glen, 1½ blocks from Elston Avenue and C. M. St. P. & P. Ry. depot. Best suburban service of 24 trains daily. Thirty minutes to depot. Private yard and large porch. Favorite gas range and porcelain-lined refrigerator. All modern conveniences, with hot water heat and hot water furnished. New building, newly decorated throughout. Will rent furnished or unfurnished. Surface lines, near forest preserve, golf course, near stores, churches and schools. Rent reasonable. One month concession. Also five large, light rooms on first floor. Private yard and porch. Free use of garage for care of plant. New Universal in-drawer gas range. Large Frigidaire. Will rent furnished or unfurnished. Heat furnished by American hot water heating plant. Possession immediately. Rent reasonable. One month concession. Apply Mrs. William Florence, 5219 North Leanington Avenue, Chicago.

For Sale or Trade—My newly-built six-room home at 6527 30th Avenue, Roosevelt Heights, Seattle, Wash. Hardwood floors, built-in closets, etc. Tile (Duro-lite) bathroom and kitchen effects, electric range, sun room, fireplace, hot air furnace, full concrete basement, fully equipped. Large lot and fine garage. Walking distance to University of Washington, Roosevelt high, and grade schools. Mountain and city view hard to beat. \$5,500 on trade—10 per cent less on prompt sale. Buyer to assume \$1,900 mortgage as part. Will trade for good producing farm. Must be paying one. Interested in Montana field crops, beets, beans, etc.; also small furs other than foxes. Write owner, R. C. Floch, Gold Creek, Mont.

For Sale—"Little Cop"—best automobile protection you ever saw. You won't need insurance on your car with this, no one will come near it, and your spare tire will be safe, too, for the least touch anywhere on the car will start the noise. Easy to install, shipped complete, prepaid, \$5. Address Box 337, Three Forks, Montana.

For Sale—One Kohler 1,500-watt automatic lighting plant, four Acme S. V. E. portable motion picture machines, all in good working order, and just the thing to start a motion picture theatre in some small towns. These are silent machines, but can be equipped for sound. Will sell very reasonable and allow time on bankable notes. Address W. J. Luth, Agent, Pembine, Wis.

For Sale—Pedigreed Boston Terrier puppies. Sired by "Velvet Touch" (the dog with the perfect head), his weight 13½ pounds. The dam is sired by "Intruder's Tiny Toy," he by the famous "Intruder." These puppies are rich seal brindle with even white markings, cobby bodies and short screw tails. They all have heads which are a credit to their famous father. In short, I am offering five Boston puppies possessing the finest of breeding and type—priced reasonably. Full particulars furnished on request. Address Ford Conlin, 106 44th St., Milwaukee, Wis.

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Letter to Dad

(Reprint from I. B. T. News)

I've thought of you a lot, dear dad,
Since you have gone away;
I think of you and miss you,
Each hour of every day.

For you were such a pal to me,
And loved me, oh, so true;
Not only that, but you were just
As good to mother, too.

We didn't think we'd lose you—
You were so big and strong;
But then that awful accident—
You didn't linger long.

They say you're never coming back—
It makes me feel so blue;
I thought that I would sit right down
And write these lines to you.

I hate to tell you all the news,
For it may make you sad;
For things are so much different
Since I lost my precious Dad.

But I said I'd write and tell you;
So I guess I'd better start;
And I hope that you'll forgive me,
Even though it breaks your heart.

You know that nice big house we had—
My mother, you and me;
Well, we don't live there any more,
For we have moved, you see.

The landlord, he was awful,
And he wouldn't let us stay;
For when the rent day came around
My mother couldn't pay.

I heard her tell him how she missed
Your pay check every week;
And she was sad, and cried so hard
That she could hardly speak.

She went to work the other day,
But I can't tell you where;
Because she said you'd feel so bad
If you knew that she was there.

She doesn't earn much money,
And the work is hard to do;
But we will have to do our best
Without the help from you.

I wish that I could help her—
But I'm so small, you see;
I wonder why God took my Dad
Instead of taking me.

I guess I won't go far in school,
As you wanted me to do;
For mother says it costs so much—
That she can't send me, though.

Our neighbors say 'twas all your fault—
You thought safety was a fad;
That guards were just for boys like me—
And now I've lost my Dad.

I'll bet if you could just come back
And see us for a day,
You'd know that safety was for men—
That "Safety First" does pay.

I have the safety button, Dad,
The company gave to you;
You pinned it on my little hat—
It was no use to you.

I hope that other daddies
Won't ever think that way,
But get right in the safety game,
And play it every day.

Just one thing more I'll tell you,
When I get to be a man,
I'll wear your safety button, Dad,
And be careful as I can.

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