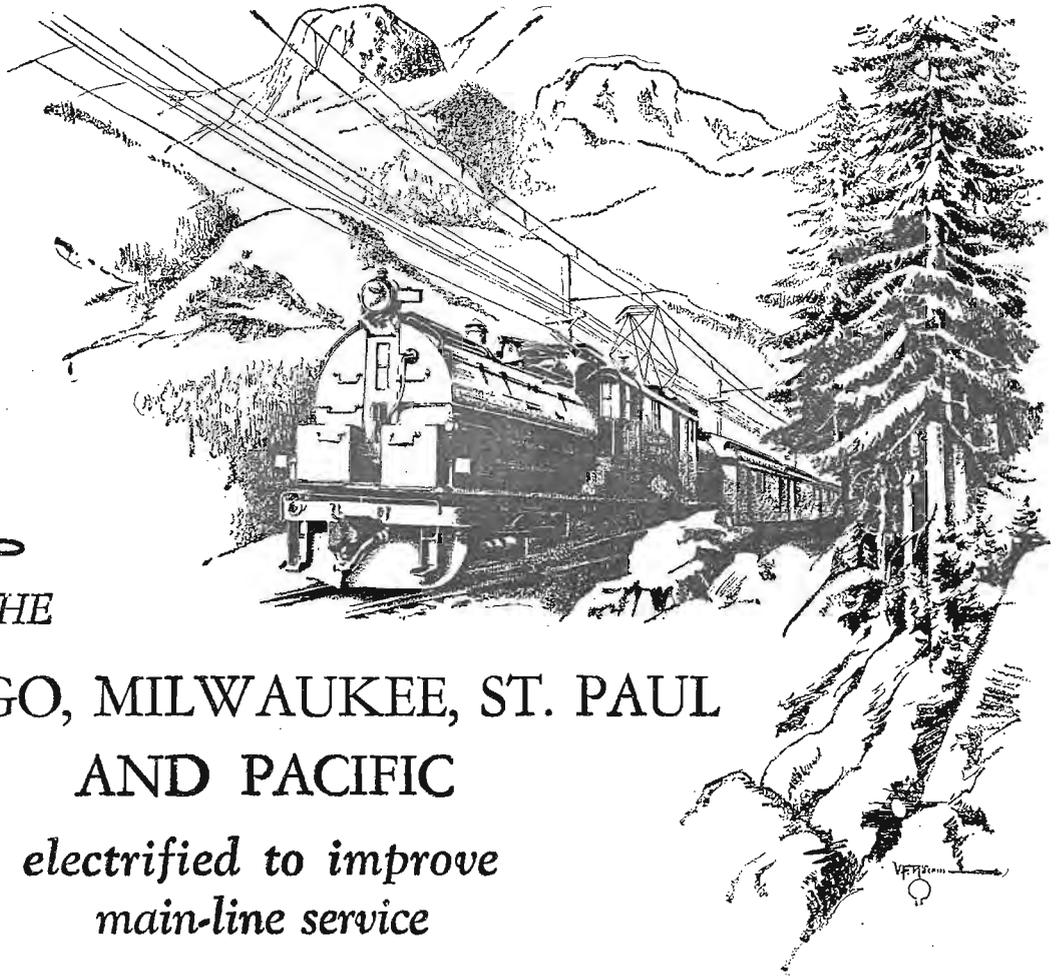


The  
**MILWAUKEE**  
**MAGAZINE**

DECEMBER, 1929



# ELECTRICITY IMPROVES SERVICE AND INCREASES REVENUE



## THE CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC *electrified to improve main-line service*

The Chicago, Milwaukee, St. Paul and Pacific has electrified 660 miles of its main line—the longest electrification in the world.

The change to electric operation, begun in 1915, has been extended to include six steam-locomotive divisions, crossing the Rocky Mountains, the Belts, the Bitter Roots, and the Cascade Range. As a result, 59 electric locomotives are doing work that formerly required 167 steam locomotives; passenger and freight schedules have been greatly improved; and operating difficulties have been largely overcome.

During the first nine years of electrification, there was a very substantial saving, as compared with steam operation, after deducting interest and depreciation on the original investment.

On the long, level stretches of main line as well as in mountainous divisions, electric operation produces more revenue, simplifies operation, reduces maintenance, and gives better service.

Manifold advantages of electric operation have been realized from the use of electric locomotives and cars on main and branch lines, at terminals, and in suburban traffic; gas-electric cars for light-traffic lines; oil-electric locomotives for freight yards; and gas-electric buses for feeder service. Electric floodlights expedite freight sorting, and electric signal systems promote safe transportation.

# AMERICAN LOCOMOTIVE GENERAL ELECTRIC



## Holiday Greeting



AS the Holiday Season again approaches I extend my cordial greetings to each member of The Milwaukee Family.

The year just closing has, all things considered, been a good one on our railroad and it should be a satisfaction to each one of you to realize that through you the interests of the people served by our railroad have been furthered, and that such measure of prosperity as The Milwaukee Road has enjoyed has come from your efforts.

Continuance of these efforts cannot fail to further friendly cooperative relations with the people in all the communities we serve and bring to us the satisfaction that comes from doing well the work that is our portion.

May I add that I am grateful to you all for the cooperation that has been accorded me throughout the organization all through the year.

I wish you all a joyful Christmas and a New Year full of happiness and cheer.

*H. Kaundert*

President.

# Simplex Screw Jacks

For the Home, Workshop,  
or Manual Training

WITH this 500 lb. capacity Simplex Jack, you can straighten window or door frames and avoid planing or resetting locks—level radiators, plumbing, drain pipes, ice box; straighten or clamp glued work, radio cabinets, stretch shoes, etc. This little

## "Jack in the Box"

is for the man who uses tools, or the boys interested in manual training or mechanical toys. It has hundreds of uses. Sturdily built, beautifully finished, and unconditionally guaranteed.

Its purpose is to demonstrate and advertise the exclusive safety feature of the visible screw and power of the larger Simplex Jacks, and will be sent you prepaid for 35 cents—Canada 45 cents. Money refunded without question and instantly if not satisfied.



**Templeton, Kenly & Co.** 1999  
ESTABLISHED 1899  
1020 So. Central Av. Chicago Ill. U.S.A.  
Gentlemen: Please send me postpaid 1 Simplex  
Miniature Jack at 35 cents and \_\_\_\_\_ at 35 cents  
each for my friends.  
A total of \$ \_\_\_\_\_ is enclosed.  
Name \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_  
Mark color desired: Red, Blue, Green.

## To Milwaukee Patrons

While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

Three Forks Creamery Co.  
THREE FORKS, MONT.

## DELICACIES FOR THE TABLE

### Specialties

Butter, Eggs, Cheese, Poultry,  
Game, Fruits and Vegetables

**E. A. AARON & BROS.**  
CHICAGO, ILLINOIS

## PATENTS

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## CHASE & SANBORN'S SEAL BRAND COFFEE

— the most widely  
used and enjoyed  
in the United  
States



The standard  
for over fifty  
years

Seal Brand Tea  
is of the same high quality



## The Tri-Cities

Davenport, Iowa, Rock Island and the Molines, Illinois

### PART ONE

#### Davenport and Bettendorf, Iowa

IN general reference to the three cities which have come to be known collectively, as the Tri-Cities, Davenport, Iowa, by reason of being the largest of the three is the one spoken of first; and in respect of that custom, Davenport and its nearby neighbor, Bettendorf, will be considered first in this story. These towns are on the Iowa side of the Mississippi River, while Rock Island and the two Molines line the Illinois bank; and the scene presented by these thriving communities "in the altogether" as you enter by train, by highway or by the air route, is interesting, gay and full of the inspiration of an intense activity.

A study of the map of the Mississippi River at this point discloses the location of the Tri-Cities on a great bend of the river where the stream has swung sharply about and flows from east to west, as if deciding to return to its earlier haunts and so makes this sharp back-track for some distance. Along this stretch on both sides of the stream are situated these most important industrial centers, all three brought closely together by ties of a common interest and connected by railroad and highway bridges. Of the former, the most outstanding is The Milwaukee Railroad bridge, and of the latter, the "Government Bridge" that spans the river from Davenport to Rock Island and the Illinois shore, leaving from the business districts of both cities.

The situation of Davenport is remarkable for natural beauty and has what is known in commercial terms as "a strategic situation," from the standpoint of manufacture and distribution—it being 186 miles west of Chicago, 341 miles east of Omaha, 334 miles southeast of the Twin Cities, and 315 miles northeast of Kansas City. It is an eastern gate to the state of Iowa.

The river bluffs at this point are high and gently sloped, upon which rises this handsome and substantial city, from the river bottoms to overlook a grand panorama of fertile prairie country, wooded hills and the splendid river like a presiding deity in the midst. It is to those prairies, those woods and waters, that Davenport owes its growth from the time of its inception, when under the guidance of Colonel George Davenport, a government post was founded on Rock Island, and in 1835 this settlement was made on the Iowa mainland. The colony was incorporated in 1838 and received a city charter in 1851. The growth of the city has been identical with the progress of the state of Iowa and of Scott County, of which Davenport is the seat.

Three trunk line railroads serve this territory, and The Milwaukee Road has

long been one of the main arteries for distribution of the immense manufacturing and commercial business of this section; the river also furnishes a magnificent water avenue teeming with the activities of each one of the cities.

#### The State of Iowa

Davenport has developed into an almost strictly industrial city, but back of its industrial growth is the great state of Iowa with its immense farming population and area, and its tremendous agricultural wealth. It is said, with authority, that Iowa soil produces more wealth each year than all of the gold mines of the earth planet. And while we have Iowa's wealth in mind, let us consider some of the vital factors contributing from this great state to the wealth and progress of Davenport. Iowa has over two hundred thousand farms, the average size being 160 acres, and the value of these farms, with the property thereon, is over eight and one-half billion (billion, be it understood) dollars. The grain products of the state average a yearly total of nearly seven million bushels. The number of square miles in the state is 55,586, and dividing its production capacity by its area, there is an average of over 12,000 bushels per square mile.

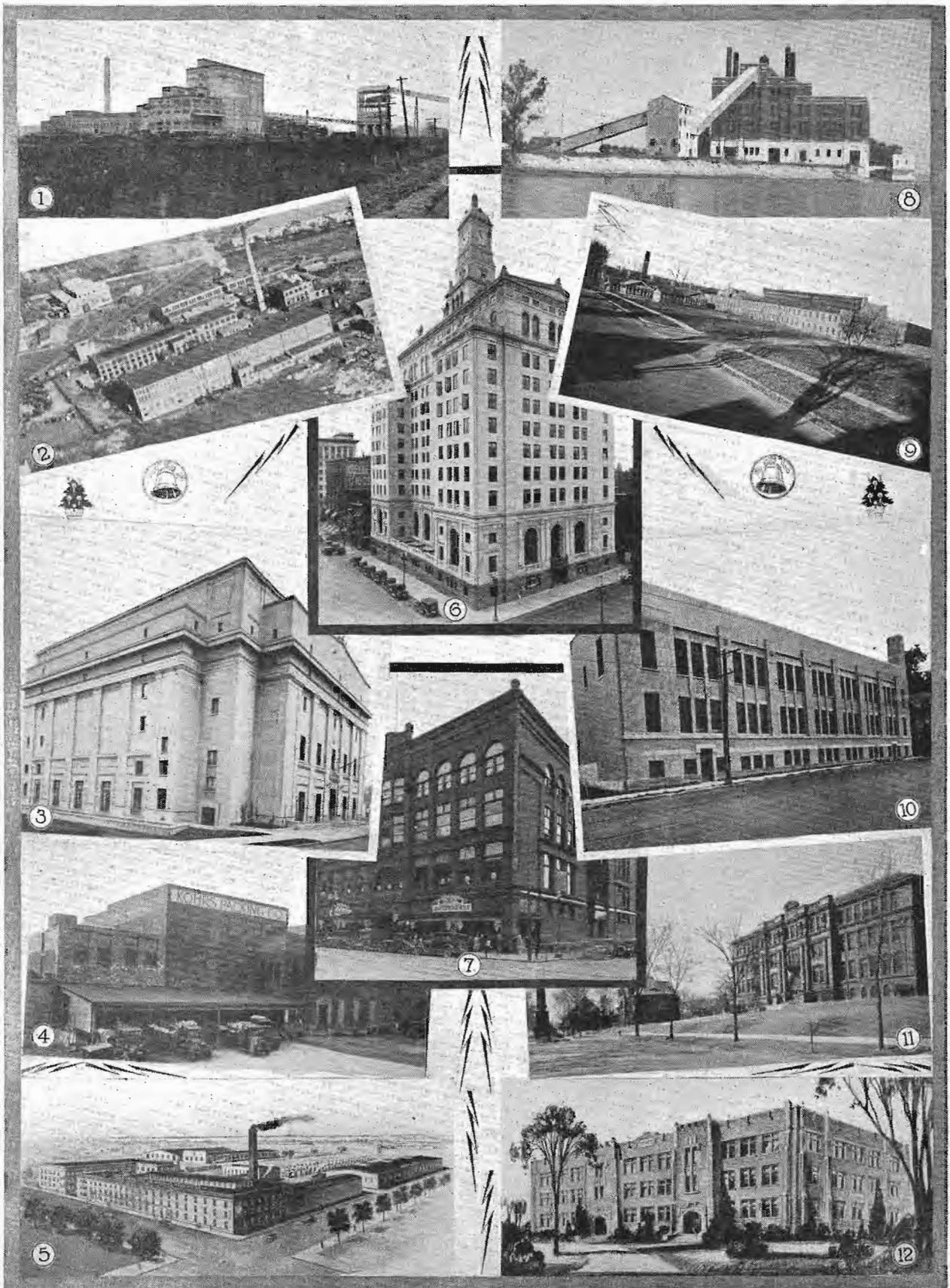
Among the items putting Iowa in the front rank of the farm production column of the United States are these: First in value of corn, oats, horses, hogs, poultry. First in value of farm lands and buildings. First in value of farm products. First in combined value of live stock. First in total value of farm property. First in percentage of farm land improvement. The figures are taken from the 1925 State Census.

#### The Population

The population of Davenport, according to late figures is 70,324, and its area extends over approximately eighteen square miles. About three-fourths of the city lies on the bluffs, the bottom lands being utilized for industrial purposes, easily accessible to railroad facilities, which line its water front from end to end. It has a seven-mile frontage on navigable water and is Iowa's third largest metropolis, and the first city in the state in wealth. It also has some other claims to first position such as the first city in America of its size in per capita wealth. It is worth while to go over again that last statement because it places an honest premium on industry and thrift. The people of this primarily industrial city are prosperous, which means they



Airplane View of Davenport



(1) Dewey Portland Cement Company. (2) Davenport Locomotive Works. (3) Masonic Temple. (4) Kohrs Packing Company. (5) Voss Bros. Manufacturing Company. (6) American Commercial & Savings Bank. (7) Department Store. (8) Riverside Power Company. (9) Blackhawk Foundry Plant. (10) Campbell Baking Company. (11) Davenport High School. (12) Science Building, Ambrose College.



Milwaukee Tracks and Red Jacket Pump Company Plant

own their homes and have money in the bank. They are able to spend money on civic improvements and they have the most modern and efficient of electric lighting systems, paved streets, 732 acres devoted to public parks; they have perfectly appointed and efficient public educational facilities, libraries, churches, colleges and provision for all healthy outdoor sports in golf and country clubs, a fine civic natatorium and many miles of hard-surfaced highways for motoring.

#### Station WOC

Here is the home of the famous broadcasting station WOC, a subsidiary of the Palmer School of Chiropractic, whose headquarters are here, from which emanate wonderful programs of high standard and the great National hook-ups. Station WOC has always been famed for the power of its broadcasting and the excellence of its programs.

#### The Banks

Here also, in Davenport, housed now in a lordly structure, is the first National Bank to begin operations as a National Bank in the United States. Under the Act of 1863 establishing the National Banking System, the first group of banks to be chartered under that law included the First National Bank of Davenport, and due to the energy of the officers of that institution, its doors were promptly opened for business as a National Bank.

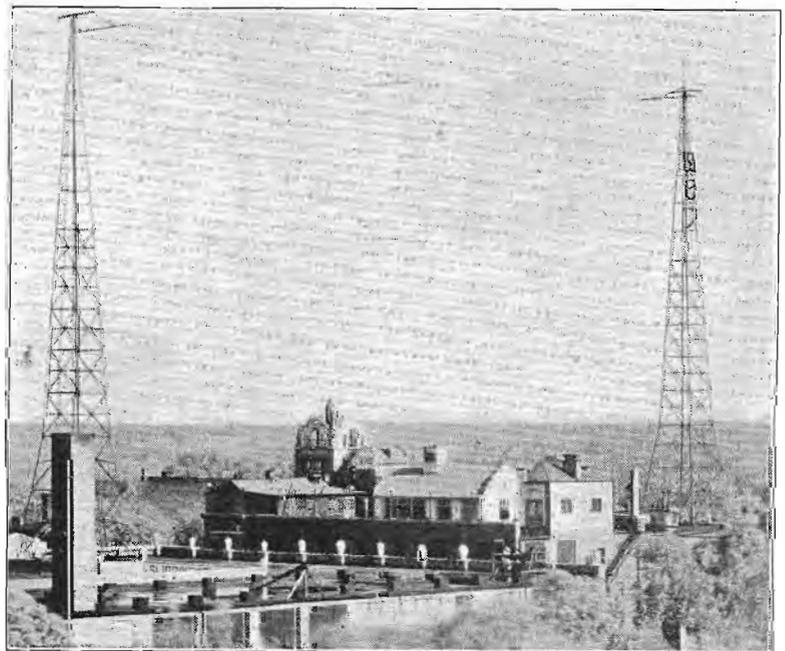
One of the bank's treasures, now, is the old set of ledger and journal containing the fiscal transactions for the period beginning with the opening day. The deposits for that day amounted to \$80,506.93, so this was a going concern from the start. It is now one of the leading banking houses of a district which is

outstanding in the number and substantial character of its banking institutions. In the city of Davenport are eight large banks with deposits aggregating over 62 million dollars, and assets of over 72 millions, which is pretty good evidence of the basic worth of the business of that district. Moreover, Davenport banks have never had a failure, and the Union Davenport Bank is the largest savings bank in the state of Iowa, while the

American Commercial is the largest commercial bank in Iowa.

#### Insurance Home

An interesting feature in the business aspect of Davenport is that it is the home of several large insurance companies, with aggregate assets of more than 15 million dollars and combined premiums of \$4,800,000. The companies are the Guaranty Life, Register Life, Security Fire, Federal Surety and Stan-



Station WOC



First National Bank

standard Federal Fire Company. In this connection, let it be known the state of Iowa heads all the states of the Union in number of its insurance companies, and in that list are the five home offices at Davenport.

### The Industries

The backbone of the great and increasing prosperity of this modern Iowa city is its remarkable industrial development. Manufacturing is the keynote and factories making a wide diversity of products, all operating on a large scale, are the fundamental element of its progress. There are two hundred and twenty-six major industries turning out annually two hundred and eighteen different products, among which may be mentioned foundry products, freight cars, locomotives, agricultural implements, wheels, washing machines, cereals, macaroni, bakery goods, cut stone, cement, pearl buttons, men's clothing, caps, pumps, flour, millwork, stereopticons and motion picture machines, cigars, candy, ladders, brooms, industrial gases, optical products, paper specialties, automotive tools, water heaters, ready-cut houses, etc. The value of the complete factory output averages over 60 million dollars annually, while the number of operatives employed, is according to late figures, 7,736. To give a representative picture of Davenport's industrial life let us look briefly at a few of their major industries.

Davenport and its neighboring cities make of this district a foundry center of importance, equaled by only three or

four other cities in the United States. Thirty-five ferrous and non-ferrous foundries operate in this district, with a 24-hour operating day, causing a ceaseless flow of molten metal into the moulds which cast the finest quality of products of their kind. The night skyline of the Tri-Cities is weirdly beautiful, lighted as it is by the flaring stacks of the countless foundries.

Blackhawk, one of the leading foundry establishments of Davenport, has, during the past year made some notable additions to its plant in order to provide space for increasing production in their various lines. They have also a large experimental laboratory which has been maintained in connection with the industry, and this might raise the question: "Why an experimental laboratory in connection with a foundry where the business is to melt iron and run it into moulds?" But it is an interesting feature of this particular business, for in the laboratory is maintained a force of experts constantly busy testing, working out problems for patrons and attempting new ideas.

The Blackhawk Foundry enjoys the distinction of being the largest melters of aluminum in the state of Iowa, with an equipment installed at a cost of \$40,000.

The French & Hecht Company are large makers of steel spoke wheels for farm machinery and other "engines of industry," operating at Davenport and Springfield, Ohio. This concern for over forty years has been engaged exclusively in this manufacture, and French & Hecht wheels are known wherever farm implements, tractors, trailers, road machinery, etc., are used. It is the largest organization in America specializing in the design and manufacture of steel wheels

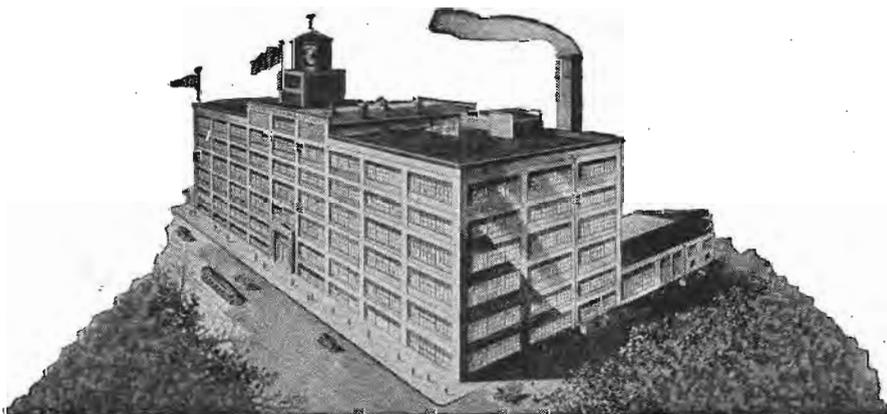
for farm implements, tractors, trailers, road machinery, auto truck and other equipment.

The Davenport Locomotive and Manufacturing Corporation is one of the busiest in the Tri-Cities area. It operates 24 hours each day, its products are varied within its own special line, and for years its goods with the "Davenport" stamp have reached the markets of the world. For more than 30 years this company has been engaged in making industrial locomotives, and for a long time their product was exclusively the steam unit. Now as new forms of power are being utilized gasoline and gas-electric or diesel-electric locomotives have been added to their line.

Fifty years ago the Red Jacket Manufacturing Company started to make iron pumps for farm use, and from a limited territory of 150 miles radius served in 1879, the Red Jacket Company has expanded until today, Red Jacket Pumps are marketed throughout the world. This plant is the largest of its kind in the world devoted exclusively to making pumps and well supplies. This company's plant has two switch tracks and is located on the main line of The Milwaukee Road.

Dewey Portland Cement Company is one of Davenport's largest and most important industries, with an immense plant located in the industrial area on Milwaukee tracks. This plant alone ships in the neighborhood of 20,000 bags of cement a day, going to all sections of the country.

The Davenport Machine & Foundry Company manufacture grey iron and fine steel castings; machine work of any kind, and structural and ornamental iron. This concern uses 25 cars of pig iron and 20 cars of steel for its year's production,



Crescent Macaroni & Cracker Company



French & Hecht Company Plant

and its structural steel department gives it additional facilities not usually found in foundry equipment. The value of their products is approximately \$600,000.

The Frank Foundries Corporation, manufacturers of grey iron castings, is an old established firm in Davenport, with an annual production of \$500,000. This modern foundry takes on complete foundry jobs all over the United States, and is turning out complete furnaces for several national concerns.

Another large user of Milwaukee Service is the Western Flour Mills, the largest flour milling concern in the state of Iowa. Seven side tracks enter this plant, with a capacity of 35 cars per day; and 25 cars may be worked upon at one time. The capacity of these mills has been doubled since 1928.

The Independent Baking Company last year made over two million dollars of high grade crackers and cookies which were shipped to every corner of the country. This company has not shut down a day in four years, and a gradual expansion is now under way, and the huge factory buildings may soon occupy even more ground in the finest of Mississippi valley industrial developments in west Davenport. The business has been in Davenport 24 years and occupied its

present plant since 1915. Roughly, the monthly output in crackers and cookies is 800,000 pounds.

The Crescent Macaroni & Cracker Company is the largest factory of its kind in the country, last year shipping well over one million dollars in products. This concern also manufactures fig bars, the daily output of this department being now one million fig bars. Their principal products are bakery products, macaroni, spaghetti, noodles, cookies and cakes.

The Kohrs Packing Company, packers of pork products, was established in 1872, and the annual value of their production runs well over \$4,000,000. Their jobbing radius is 200 miles, while carload shipments of Kohrs products go to every state from the Atlantic to the Pacific, and from Chicago to New Orleans. In 1927 they installed a refrigeration plant at a cost of \$150,000.00 the equal of any in the United States in modernness.

The Gordon-Van Tine Company, established on the Mississippi when Lincoln was president of the United States, are manufacturers of all kinds of mill work, sashes, doors, complete houses to be shipped to purchaser all over the world; hardware, paints, glass, and all necessities of a house. They maintain their

own branch offices in practically every big city. Exports go to all parts of the world. The value of their yearly production is approximately \$7,000,000.

The McClelland Company manufacture sash doors, interior finish, cabinet work, sold to jobbers, dealers, contractors, practically all of which is shipped outside of Davenport. Their raw materials are shipped in from the south and the Pacific Coast, several hundred carloads coming in from the Pacific Coast each year. The annual production of the McClelland Company exceeds \$1,000,000.

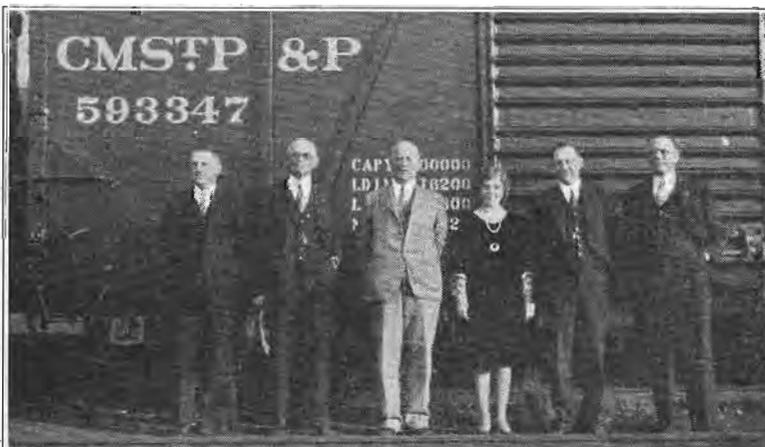
The Phoenix Flour Mills make the famous "Maud S" flour, which is used entirely by the large Schultz Baking Company in Detroit, Chicago and other large cities. One thousand barrels of flour is the average daily output of the mill, while 1,000 tons of feed are made monthly. The yearly value of flour and feed is \$2,600,000.

The White & Wyckoff Manufacturing Company, a comparatively new company in Davenport, manufactures a complete line of high class social stationery of all kinds, as well as writing tablets, greeting cards, composition books, envelopes and paper specialties. This company was established 40 years ago in Holyoke, Massachusetts, and is now one of the largest of its kind in the east.

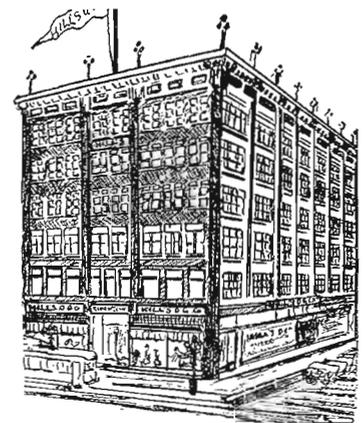
The Nichols Wire Company, an old established firm in Davenport, has a yearly output of more than \$4,000,000. Their chief products are wire nails, all kinds of woven wire fencing, steel fence posts, corrugated sheets, all kinds of sheet metal products, composition roofing, wall board, bolts and miscellaneous hardware. The Nichols Company is an exclusive agent for Rubberoid products in this section.



C. M. St. P. & P. R. R. Freight House, Davenport, and Station Force



Left to Right—A. T. Paulsen, C. P. A.; P. L. Hinrichs, C. F. A.; A. Mallum, D. F. & P. A.; Gladys Carlson, Stenographer; J. A. Linelan, C. F. & P. A.; J. H. Riddell, Chief Clerk.



Department Store

The Voss Washing Machine Company is one of the largest manufacturers of washing machines in the world. Its first factory started in 1877, has developed from the first hand-power machine to its present machine power product, with a factory capacity of many thousands of machines per year. The name "Voss" has gone into the world on over 1,000,000 washers.

The Brammer Washing Machine Company, with a yearly output of \$400,000, manufacture the White Lily Washing Machine, as well as washing machine tubs for other concerns. Approximately 24 carloads of lumber are required annually.



Western Flour Mills Plant

The famous Ralston Purina Co. has a big factory here, which turns Iowa oats into rolled oats and the "Checkerboard" line of cereals. Over two million dollars is the annual production of this factory.

The Lee Broom Company was organized in Davenport in 1870 and has given every country in the world a clean sweep. Recent consolidation of its western plants ranks it as one of the largest broom manufacturing concerns in the country.

The United States Broom Company, makers of industrial brooms, has a yearly output of approximately \$300,000. This company makes 100 dozen brooms every day.

The Westco Chippewa Pump Company makes commercial and industrial pumps, and has equipped some of the largest buildings in the country. Twenty-five different types of electric pumps are made and ten different sizes of deep well pumps.

The Peter N. Jacobsen Cigar Company is the largest cigar factory west of Chicago. Its production last year amounted to well over \$600,000. Every day 45,000 Brown Beauty and Walter Wellman cigars leave this factory and help keep smiles on the faces of happy workers all over the west.

The Victor Animatograph Company sends moving picture cameras, projectors, stereopticon lantern slides and spotlights into every country in the world. It has over 50,000 machines now in use in 26 countries. Its annual production amounts to \$300,000.

Of the many other industries, the limitations of this article will not permit special mention; but they all have an interest and an importance peculiarly their own, and each one adds a measurable quota to the tonnage of this company whose tracks reach the entire length of the city's water front and serve the Tri-Cities from east and west on main line trackage.

#### A Commercial Center

Let it not be thought because this story dwells upon the driving wheels of industry that Davenport has not many claims to prominence as a great and efficient market place serving the prosperous tributary country, for it is an important jobbing and retail point. It has 120 wholesale establishments doing an annual business of \$50,000,000. There are several large department stores catering to the retail drygoods and household trade; as well as stores and shops of every description, comparing favorably with those of

the large metropolitan centers. It has several large and thoroughly modern, fire-proof hotels, all doing an excellent business, which is always a good barometer of the local prosperity.



Lend-a-Hand Club



Department Store



Union Davenport Bank

#### Parks and Homes

Davenport's thirteen parks covering, with five public playgrounds, 757 acres, provide space for out-door sports of all kinds. The percentage of owned homes is 75, so it may readily be guessed that the residence districts are generally attractive, for a home owner is, in the very nature of things, a proud possessor and takes pride in the upkeep and beauty of his home.

Davenport owns a fine public zoo, has a handsome municipal art gallery and a public museum. There are two public golf courses, besides two country clubs, municipal bathing beaches, tennis courts and ball diamonds to furnish recreation and amusement for the residents. Down on the river front opposite The Milwaukee's passenger station is a beautiful park where there has recently been erected a memorial concert pavilion, where in the warm summer evenings, music may be enjoyed to the cool murmur of the great river close by.

#### St. Ambrose College

In addition to the excellent system of public education, Davenport has commercial schools and colleges of higher education. Of these latter, St. Ambrose College is one of its outstanding institutions. It is a Roman Catholic institution incorporated in 1885. The campus contains about twenty acres on which are located the college buildings, with space left for a football field, two baseball diamonds and a splendid new stadium. The college buildings consist of old Ambrose Hall, the first building, and several later and strictly modern structures devoted to the various branches of the curriculum; including a fine gymnasium, library and dormitories.

Davenport has so much of interest as a virile American production plant, so much of attraction in its beautiful location; and so much of intrinsic worth in all its relations to active and busy life, that one takes leave of its story feeling that adequate appreciation has scarcely been rendered.

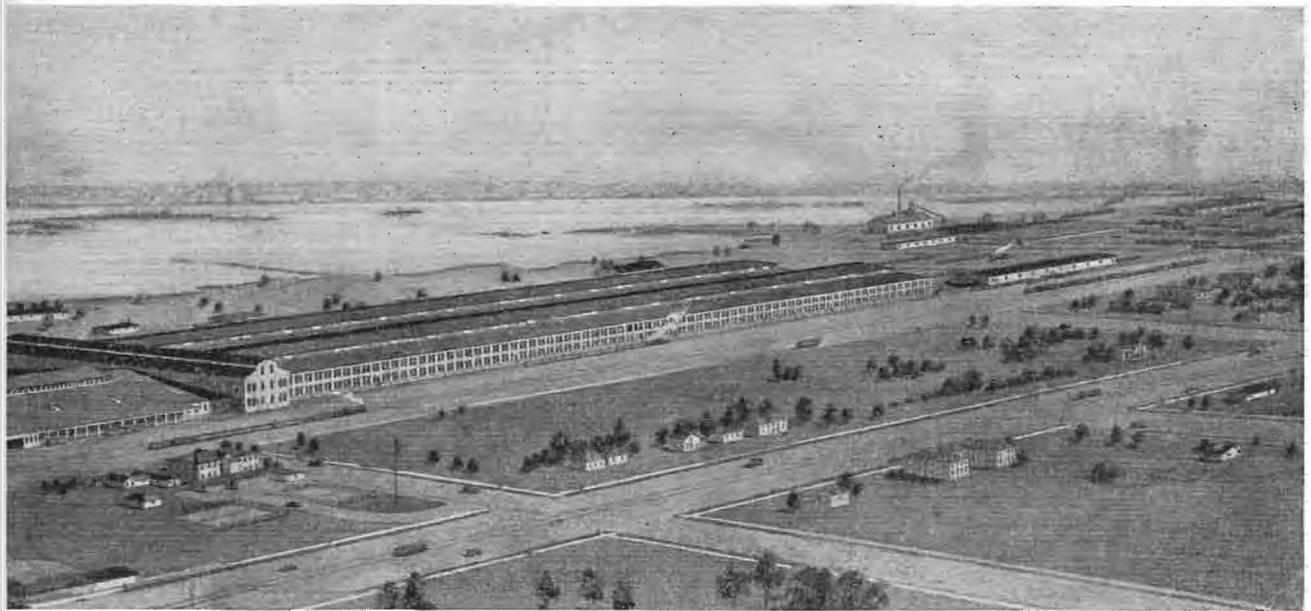
The story of the Tri-Cities is to be concluded in the January issue of this Magazine, in which Rock Island and the Molines will be featured. —Editor.

#### Bettendorf, Iowa

IT is not possible that there lives any man whose daily labor calls him out among the freight cars and motive power of a railroad who does not know "Bettendorf." Bettendorf axles, Bettendorf trucks and Bettendorf freight cars are



Bettendorf on the Mississippi



The Bettendorf Plant, Bettendorf, Iowa

seen and known wherever there is a railroad, and these products stand for the highest in quality and best service. The great Bettendorf plant, established at Davenport in 1895, was a small institution then, engaged in making steel axles, with hardly sufficient equipment to fill their orders. Then the vision of the founders expanded, and the Bettendorf railway car truck was launched.

The business outgrew the location and the company went on building factories and foundries, and providing housing for its employes until "Bettendorf" became a city in its own right, and was no longer an appanage of Davenport. It is a thriving industrial center with the great buildings, tall stacks and the varying equipment required in the ramifications of the Bettendorf productions, presenting a picture of industry on a grand scale, which is just what is carried on in that locality.

Bettendorf steel axles and railway car trucks are an almost universal concomitant of the railroad freight car. The Bettendorf freight cars are the latest addition to the line of Bettendorf products with an output of 12,000 box cars per year. They make steel under frames, with an output of 30,000 per year and the number of car trucks reaches an annual production of 320,000. At Bettendorf also is located the big Zimmerman Steel Plant, making open hearth and electric steel, an "interlocking interest," so to speak.

### Bensenville Chapter

*Louise Suter, Historian*

**A**BOUT 25 members were present at the October meeting of the Bensenville Chapter held at the club house on the 2nd. A short business meeting was held at which it was voted

to give Mrs. William Rands, chairman of the Ways and Means committee, a rising vote of thanks for the work done at the booth during the Bensenville Carnival week.

Evidently this chapter's news miscarried last month so we wish to repeat the tale of our success in said booth. At the annual Fall Festival of the village, the Ways and Means committee, assisted by the entire membership, ran the booth at which sandwiches, hot coffee, cold drinks and ice cream were sold. As the event lasted an entire week, all of the members were required to help, which they gladly did, as the venture was a great success, netting the club almost \$300.00.

Our librarian, Mrs. Hugdahl, reports that there are now 679 books on hand and that 50 were sent to another chapter during the preceding month.

Mrs. Joseph Bodenberger, vice-president; Mrs. Frederick Oakes, treasurer, and Mrs. William Rands were appointed on the reception committee for the annual luncheon.

# THE MILWAUKEE MAGAZINE

Union Station Building  
Chicago

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

Address Communications in regard to Editorial Matters to:

**CARPENTER KENDALL, Editor**  
Libertyville, Illinois

**ARTHUR E. NEDHAM, Assist. Editor**  
790 Union Station, Chicago, Illinois  
In Charge of Advertising

Single Copies, 10 Cents Each  
Outside Circulation, \$1.00 Per Year

U. S. Postage on This Magazine is  
Three Cents

## Milwaukee Employes' Pension Association Members Entered on Pension Roll, October, 1929

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

Name	Occupation	Division or Department
Frank Jonas	Section Laborer	Iowa Division
Fred M. Hobbs	Locomotive Engineer	Kansas City Division
Stephen J. Standart	Locomotive Engineer	Kansas City Division
Charles Preston	Section Foreman	Madison Division
Andrew Fredrickson	Section Laborer	River Division
John Carlson	Carman	Minneapolis Shops
Louis Eriksson	Machinist Helper	Minneapolis Shops
Carl Schrank	Section Laborer	La Crosse Division
G. F. Martin	Building Carpenter	Milwaukee Terminal
Herbert L. Conant	Locomotive Engineer	Wisconsin Valley Division
Herman J. Mahnke	Carman	Milwaukee Shops
Joseph Moser	Blacksmith	Milwaukee Shops
George C. Halbman	Extra Gang Foreman	S. C. & D. Division
Leo L. Bernauer	Flagman	Police Department
Charles Berodin	Paint Mixing Foreman	Milwaukee Shops
A. W. Reichard	Moulder	Milwaukee Shops
Fred Cawrey	Locomotive Engineer	Dubuque Division
Stanley Rojewski	Laborer	Milwaukee Shops
Harry Smith	Boilermaker	Western Avenue Shops
Chris J. Egholm	Car Cleaner	Iowa Division

C. W. MITCHELL,  
Secretary-Treasurer.

## Bowling Notes

Standing of

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

Team	Won	Lost	Per Cent	Average
Ticket Auditor	20	7	740	897
Assistant Comptroller	18	9	666	869
Freight Auditor	15	12	555	854
Auditor of Expenditure	15	12	555	843
Auditor of Station Accounts	13	14	481	857
Car Accountant	12	12	444	850
Comptroller	7	20	259	808
Boosters	6	18	250	794

#### INDIVIDUAL AVERAGES

Player and Club	Games	Average
Gumz, Ticket Auditor	23	195
Krumrei, Ticket Auditor	27	188
Dale, Comptroller	24	188
Glesner, Auditor of Expenditure	27	187
Lange, Auditor Station Accounts	27	186
Treskett, Car Accountant	27	185
Knoll, Car Accountant	15	184
Peterson, Freight Auditor	27	182
Hegardt, Boosters	24	179
Cusinski, Auditor of Expenditure	27	179

High Team Average—Three Games		Aud. Sta. Accounts	
Ticket Auditors	2,823	Aud. Sta. Accounts	2,809
High Single Game		Car Accountant	
Assistant Comptroller	1,053	Car Accountant	1,004
High Individual Average—Three Games		Treskett, Car Accountant	
Gumz, Ticket Auditor	678	Treskett, Car Accountant	646
High Single Game		Knoll	
Gumz	256	Knoll	256

## Bowling Notes

W. Hettinger of the Car Accountant's started the evening of October 22 with four blows in the first four games. We have a mental picture of E. J. K. after the fourth one.

C. Lange also started the night off in great fashion by making a nose dive over the foul line. He probably thought he was still up at Fox Lake.

H. (Tobin) Tobiaski's first ball on October 22 was a gutter ball. That makes him eligible to become a member of the Gutter Ball Club. His second ball hit the head pin on the nose, leaving the "Big Four." It was sure a great start.

Frank Dale, rolling with the Limberger Barbers (pipe the name), slapped the pins for a 737 count with games of 247, 266, and 224. He had fourteen strikes in a row; six in one game and eight in the other. He claims there are no grooves in the alleys.

J. Shemerowski, assistant comptroller's, shot the "Steamroller" series of the month with games of 124, 116, and 139 for a total of 379. Never mind, Johnny, it might have been worse.

Dale (comptroller's) and Gannon (aud. sta. acct.) bowling October 22nd, rolled neck and neck for the dollar up to the last frame, where Dale rolled into a split and Gannon struck out. Final score—Dale, 212; Gannon, 223.

Krumrei, our genial ticket auditor's anchor man, tried to replace his ROCK OF GIBRALTAR—Gumz, by substitution of Midget Faus on October 22. Of course Faus lived up to his size and bowled accordingly, 532. If this is any criterion for getting high score, I think Dave Staley should start bowling to help out the car accountant's team.

J. Gannon contributed two fouls to make it a successful evening. He claims the foul line boy needs glasses.

H. Rau of the auditor of expenditure's shot a 242 game. Great work, Harry!

P. Jacobsen of the comptroller's piled up thirteen blows for a total of 415. Paul, you are sure good to the kitty.

Here's H. Rau again with three games of 170 each, a total of 510 rolled November 12. Who said Harry wasn't a consistent bowler?

H. Peters had four railroads in a row in his first game, November 12th. Peters believes that he has enough railroading at work without running into it while at play.

T. J. Martin, manager of the ticket auditor's bowling team, has been holding daily pep meetings in order to increase the morale of his team which, at present, is in a terrible slump. Our suggestion is a cheer leader.

It is to be noted that Chicago is not the only city on the old Milwaukee Road that can boast of a strong Milwaukee Bowling League.

The "Alley Notes" showing a sixteen-team league at Seattle, which includes one team from Tacoma, has been organized and the writer being a charter member of the Milwaukee Road League at Chicago is very glad to receive word of a sixteen-team league at Seattle, and hopes that when the Annual Milwaukee Tournament takes place that at least one team representing the Pacific Coast will attend.

Standing of

### C. M. ST. P. P. R. R. LADIES' BOWLING LEAGUE

Fullerton Avenue Chapter End of the Third Week		
Team	Won	Lost
The Bat	7	2
The Pacific Limited	7	2
The Columbian	5	4
The Fast Mail	4	5
The Pioneer Limited	4	5
The Arrow	3	6
The Olympian	3	6
The Sioux	3	6

#### INDIVIDUAL AVERAGE

Player	Average
B. Albright	152
J. McDonald	148
M. Porten	146
E. Reck	139
M. Drebes	139
G. Larson	131
E. Collins	125
L. Teske	124
H. Rohde	112
M. Teske	105

On Monday, October 21, the ladies of the Fullerton Avenue Chapter of the C. M. St. P. & P. Women's Club formed a bowling league composed of eight teams of three girls each.

A twenty-one week schedule will be rolled. The start was very successful as all the girls were right on the job. The league is composed of about fifty per cent of beginners, and at the present writing all seem to be very enthusiastic about it.

Miss Erna Reck was in the lead for the first week with an average of 146 for her three games. This, you will note, is a real start and if the girls continue to follow her pace, some mighty fine averages will be had at the end of the season.

The ladies in the above league are anxious to bowl against teams of other chapters located near Chicago. They would be more than gratified to receive a challenge from Milwaukee.

# One Christmas Eve

By Ted

IT is twenty-five years ago, on Christmas Eve, that the strange thing, of which I am going to write, happened; and when the story was told to me, it brought to my mind a bit of fugitive verse that I had picked up somewhere. As I remember it, the verse was something like this:

"Some dreams we have are nothing else  
but dreams,  
Unnatural and full of contradiction;  
While others of our most romantic  
schemes  
Are something, more than fiction."

I had the story from an old track-walker on the B. & C. R. R., stationed up on Mogul Mountain where the rails skirt along the edge of the hill and lose themselves in a tunnel which cuts under the summit and brings the road out on the opposite side where it lowers gradually to sea level. There are some good fishing streams up that way, and I planned a vacation that year, to go up to a point where I had seen, from the passing train, a pleasant looking little cabin in a sunny spot, where one could look away down the valley or up to the lofty summit of old Mogul; while across the canyon there tumbled out of a great hole in the mountain side a splendid waterfall that plunged off its precipice with reverberating thunder and went dashing over the rocks down to meet the stream that flowed on the canyon bed. That waterfall was one of the scenic features of the B. & C. advertising. It seemed to me that if I could arrange for shelter and food with the residents in that lonely place, it would mean real rest and probably plenty of recreation in the way of fishing. When I arrived at my objective one bright summer day, I found the only inhabitant of the cabin was an old man, who courteously bade me enter and looked the curiosity he was too polite to speak, quite naturally wondering what I could possibly be doing away up there in the mountain silences. It was quiet over on that side of the canyon, except when the railroad trains pounded along the rails, and for that reason, perhaps, the noise of the cataract opposite was all the more insistent when you got to a point where the breeze brought it to you.

I explained my business to the old man and he seemed really glad to take me in, although he warned me that he lived simply and had but little to do with—because it was hard, he said, to "pack" stuff up the mountains, and the railroad men would more than often forget to bring him in any supplies. He said there were plenty of fish in the nearby streams, there was some game on the hillside and perhaps we could "get along," so I was installed.

For a week I fished and hunted with persistence; and the rewards were plentiful. But the old man had his duties to perform on the track, and he was faithful, so it left him little time to keep me company on my expeditions after fish or game; and at length I fell into the habit of following him about a few hours during the day, which was the way I came to hear this strange story.

Across the canyon from the present route of the railroad, in plain sight, however, was an embankment of earth, overgrown now with verdure, which was to the trained vision unmistakably an abandoned railroad grade that pointed directly toward the gaping hole in the mountain wall, out of which poured the river I have spoken of. The grade did not lose itself until almost upon the rushing stream just where it veered and shot over the precipice. The more I looked at this spectacle, the more curious I became, and I finally asked old Nelson if he had ever known of a railroad having been over on that side of the mountain. He did not answer me at once, but sat looking over there and smoking, thoughtfully. At length he said, "Yes, this railroad started over the mountain on that side, and that was the grade." Then he stopped and puffed away at his pipe. "But," I said, "they surely never meant to dive into that river bed, so why does the grade go so straight into it?" "It's a strange story," he said, "and few people believe it now, but I was there at the time and saw the thing happen, just as it was foretold by the girl." Again he stopped and shook his head as if the memory were something overpowering, but my curiosity was thoroughly aroused, and this is the story I got from him, of that Christmas Eve, a quarter of a century ago.

The railroad was about completed, and the work at the tunnel was driving ahead fast with the hope that the big bore could be opened up before winter set in. Day and night the incessant pounding of the drills went on while the men on the work plodded back and forth in regular routine between the tunnel and the camps. The camp buildings were high up on the mountain, and when the places were pointed out to me, I could make out through the undergrowth, here and there, the broken-down buildings and mouldering remains of what must have been a very large and well situated construction camp. Nels said it was a fine camp and the credit of it all went to the tunnel boss and his excellent wife, who lived in a detached cabin on the trail just above where the men passed to and fro on their "shifts." The drill men, the men working with the dump cars that shuttled back and forth in and out of the tunnel, the young timekeepers and all of the camp personnel, had, many times, had occasion to test the human kindness of Jim Brady, the tunnel foreman, and his good wife. She always had a cheery good morning for the boys as they went by; she took care of them in their little spells of illness, and always at the weekend there was an extra big chocolate cake, some homemade pie, or something of the kind for anyone to sample who might come to the door.

And as there was not much in the way of diversion where the time was getting so short before the mountain might be completely snowed under, the boys dropped in at Mrs. Jim's hospitable table pretty regularly of a Sunday. Up to a few weeks before Christmas, part time leaves of absence had been allowed on

Sundays when the camp would be pretty nearly deserted while the men were down at the little city at the foot of the hill. But these "leaves" were cut off as winter came on, and there was nothing to do but accept the situation or quit. The tunnel superintendent had held out the hope that if no obstacles were encountered, the heading might be opened through in time for the men to have Christmas Day off. But things did not get on so well; toward the last some water seeped through that gave the "Boss" quite a bit of concern, and one or two slight cave-ins had occurred, and it was said the sound of running water could be heard as the heading advanced. It certainly began to look as though there would be no Christmas holiday.

Among the boys who came most often to Foreman Jim's cabin and who seemed to feel the disappointment of no holiday the most, was Bert Caswell, one of the men on the engineering staff. Bert had a sweetheart in town and they had planned for a happy Christmas together.

Nan Hunter was stenographer in the office of the construction engineer, and had made friends with most of the boys who went back and forth between the offices and the work on the hill. She was an orphan, her father, a mining engineer, having died a few months previous, and this first Christmas without "dad" could not help but be a sad one, spent alone in the little home he had left her at his passing. When Bert Caswell came onto the work, he had but lately lost his mother, and this had seemed to be a bond between the boy and the girl, that had brought them closer at every meeting. So when the news came down the hill of "No Christmas Holiday," Nan was grief stricken. What was to be done with the little tree she had bought, the nice little dinner that was planned, and the little boxes tied with bright ribbon, she had fixed up for Bert's surprise. And oh, to have to spend the day alone! Nan went home that night a very sorrowful young woman, and the sense of loneliness did not leave her as the days to Christmas crawled slowly along. She thought if only the time would pass and the day be gotten over some way, perhaps she could bring a little patience to bear until the tunnel would be driven through and the boys then could have their holiday. She put away her Christmas packages, sent the tree across the street to a family of little ones who would not probably have much Christmas cheer, and tried to think she could be brave about it all. But if only "daddy" were here, she kept saying, and as she said it it seemed to her more and more that he *was* near. She seemed to feel his presence as if he were trying to comfort her and trying, too, to tell her something. "Foolish," she thought, "to be imagining things like that." "Dad" was far away and probably was not interested in Christmas trees and Christmas cheer. But the feeling clung. It seemed as if "dad" were there close beside her, and she almost thought she could hear him call her. At home, in the little house, alone, she felt his presence more strongly. She was not afraid, nor did she have any dread of the feeling that was daily growing more strongly in her mind, that "dad" was trying to say something to her.

The day before Christmas dawned with a lowering sky and a heavy wind that bore on every blast the promise of the long dreaded blizzard that would tie up the work on the hill. The tunnel "shifts" went on and off as usual, but there was a sense in the air of something impending. Mrs. Jim had made as many big cakes as her store would allow, and the word was sent around that Christmas day there would be "open house" at Foreman Jim's. As the men went up or down the trail leading past the cabin they stopped and were presented with a little gift and a bite of the Christmas cheer, which was all that Mrs. Jim had been able to do for them. While the other boys took their enforced labor philosophically, Bert confided to Mrs. Jim that he felt he could not get through the day with Nan down there alone, and probably crying her heart out. Mrs. Jim was sympathetic, and promised him if it did not snow by nightfall, Foreman Jim would try to get off long enough to go down and bring Nan up, and they would have a real party after he should be off for the night.

The snow began to fall in the afternoon, and the storm grew worse every hour. No hope of getting down the road with the wagon to bring Nan up, and no possibility of going down the trail with the horses. The trail would be quite wiped out by nightfall the way it was snowing, increasing as night came on. No one who has not encountered a blizzard in the mountains, with the wind howling, trees falling and blinding snow driving into his face, can realize the terrors of such a storm.

The men went onto the night shift stumbling through drifts and making progress only by keeping together and fighting their way by concerted effort. Once inside the tunnel entrance a zone of quiet was reached as far as the storm was concerned, and the work went on as usual.

It was Bert Caswell's "trick" and he had plunged into the tempest with the others. Mrs. Jim was putting up a lunch for her husband while he was getting ready to go on to the job to be there after the shooting of the nine o'clock round, when both of them started up feeling that they had heard a voice calling through the storm for help. As they listened the cry came again, this time unmistakably a voice, a woman's voice, calling for help. In an instant Brady and his wife were out in the storm and plunging in the direction of the voice which they heard again, distinctly, but as if the limit of endurance were about reached. Some of the men who had gathered at the bunkhouse, through with their day's work, had by this time heard the cry, and they, too, were on the trail. Down the hill through the terrific storm of wind and snow, they stumbled, the big searchlight helping them to keep somewhere near the direction, and together. Flashlights and lanterns bobbed this way and that, when the neighing of a horse and the faint cry came again, nearer, and down the steep slope the searchers could see the dim outline of a pony and rider heading bravely into the storm and making what headway the stocky little animal could, through the drifted snow. When rider and pony were finally reached, they found Nan Hunter, exhausted and nearly frozen. Strong arms lifted the girl and started back up the trail, while others al-

most carried the tired horse to safe quarters. Gasping and breathless, Nan held out her hands to Brady, saying, "Oh, Mr. Jim, go down and tell them. The nine o'clock round must not be shot. It is sure death to them all. And Bert, oh, my Bert, he is down there too, do go, Mr. Jim, go and tell them to run for their lives. It's sure death. Daddy said so. They must all come out of the tunnel, all of them, I say. The walls will not hold much longer; and if the nine o'clock round is shot the water will come so fast there will be no chance for any of them. Please, please, Mr. Jim, go; daddy said to hurry, hurry, hurry." "What is this you are saying, my girl," said Jim Brady, as he and his wife stooped over her while the startled men were gathered around in stricken silence. "What are you talking about, Nan? What brought you up here on such a night? Who is 'daddy' who told you to come, and what did he mean? Can't you tell us?" "Oh," Nan cried again, "don't wait, the nine o'clock round must not be shot. Daddy said so."

"You must have had a bad dream, poor girl," said Brady, "of your daddy, today, in your disappointment at being alone." "Oh no, Mr. Jim," wailed Nan, starting to her feet. "It wasn't a dream, daddy was there. I saw him. He talked to me and he told me there was a lost river in the mountains and you would drive into it tonight, and no one could get out in time if the nine o'clock round was shot. He said they must all come out immediately. Daddy told me to get onto the pony and ride fast to warn you; and he said he would take care of me. Please don't wait any longer, it will be too late." The men stood around, dumb and wondering, more than half afraid that what the girl was saying might be true, when Mrs. Jim rose to her feet and turned her firm determined face toward the group, saying, "There's something to this, I'm sure. Get together, men, bring all the lanterns and turn on all the lights, and let's get to the tunnel as fast as we can. The girl has had a warning. She's not crazy nor asleep. We must get down there and get the men out. I feel it is the truth she is telling. Come, quick." Gathering their lamps and coats, they all plunged into the night, rushing down the trail heading toward the faintly glimmering lights of the tunnel entrance where work was going on slowly against the biting blizzard. Just as a long train of empty dump cars was about to pull into the tunnel, Jim Brady dashed up and without foreword or parley, ordered every man off the work and out of the tunnel. The drill over and the dynamite placed, the drill men had already come down and were on their way to the entrance when Jim Brady's big voice boomed out the order, "Everybody out, danger. Run for your lives," and catching the urgent warning of his voice, a grand stampede for out-doors began. But none too soon; already the staggering roar of rending rock far back at the heading, was beginning and as the men battled their way to high ground, with a deafening crash a mighty wall of water tore its way through the tunnel, carrying everything before it, while the speechless group of men and two women huddled on the heights above, watched the work of those weary days and months swept off the face of the earth like brushwood before the wind.

With prayers and thanksgiving they stole back to the camp trying in hushed monosyllables and shaking voice to express their gratitude to the brave girl who had risked her own life to save them. Back in the cabin, hours after, Nan and Bert were still trying to tell each other how happy they were, while the groups gathered around to hear Nan tell and retell her belief in seeing her father and hearing him tell her to warn the men at the tunnel. She insisted it was not a dream. He had come to her, saying she was not to be afraid, he would guard her, but that she must go and warn the tunnel workers they were driving into a lost river; and the work must stop, for the river would surely break through.

That was the story of Found River, as it was named afterwards, when wondering crowds gathered on the hills to look down on the released waters as they plunged over the cliff into the depths below; at the yawning aperture that would always remain, and hear again the story of Nan Hunter and the strange warning that sent her to a rescue.

### Armistice Day Program

ARMISTICE DAY was celebrated in the Union Depot, Milwaukee, by the Milwaukee Railroad American Legion Post No. 18, Monday evening at 8:00, with an elaborate program.

The music of the evening was furnished by the American Legion Auxiliary Band from Post No. 1, the band being under the leadership of Jack Mead, who deserves a lot of credit.

The Tap Twins, Lodean Spencer and Pearl Ackerman, delighted the audience with their clever steps.

Miss Katherine Mitten gave a reading entitled, "The Kaiser's Dream," also "The Baseball Game," and Miss Mitten proved that she is an artist in her line.

The acrobatic dance by Peggy Javor was one of the features of the evening, and Miss Javor was brought back several times.

Dorothy Brown, xylophone soloist, entertained with several selections and also Gus Haglund with his accordian.

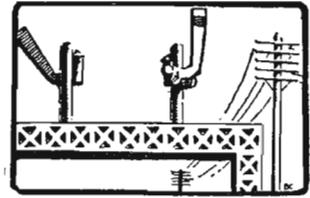
The program was closed with the Master Magician Wellnitz. Mr. Wellnitz, who was assisted by Mr. Bartholmew, held the audience spellbound with his slight of hand performance and the mysterious hat.



Billy and Bobby, Grandsons of Mr. and Mrs. W. L. Lyons, Seattle



# BUREAU OF SAFETY



## Safety Records

Attention, Supervising Officers!

(Send your safety records in to Mr. Flanigan in accordance with his Circular No. 72-A of July 19th, so that others can be informed of your accomplishments through this column.)

M. J. Flanigan  
Assistant to General Manager



John L. Thompson

THE picture herewith is that of District Safety Inspector John L. Thompson, headquarters Chicago, Ill., who has charge of Safety First matters on the C. & M. and Terre Haute Divisions and in Chicago Terminals (except for the locomotive and car shops).

Mr. Thompson entered the service of the Milwaukee Railroad as a fireman on September 18, 1905, and was promoted to engineer on November 11, 1909. He served during the war as a marine engineer in transport service, and after the war, returned to service as an engineer until his appointment as district safety inspector in January, 1929.

Inspector Thompson has a big job on his hands in endeavoring to have such a large terminal as Chicago establish safety records for other points to shoot at, and in carrying out his program, he calls attention to the fact that "Safety First" is not a new idea and requests that all the employes in his territory remember that safety is of first importance in the discharge of their duties on the railroad. He asks that you make it a point to attend the Safety First meetings, study the safety rules and whenever you observe a rule being violated by a fellow employe, call the offender's attention to it.

Mr. Thompson says: "Let's all try to realize what accident elimination means and its contribution to the happiness and general welfare of employes and their families, who, under the old order of things, were the chief sufferers. Our road belongs among the leaders in accident prevention. Let's exercise the 'Old Milwaukee Spirit' and put it there."

### New Year's Resolutions

M. J. Flanigan,  
Assistant to General Manager

THE month of December always recalls pleasant memories of things that have taken place during the current year. Many of us look back with much pride upon the accomplishments which have been made, both in our business and personal affairs, and at the close of the month when we begin to think of the new year before us, we are prompted to

make certain resolutions, which we feel will operate to our benefit during the coming year.

There can be no more beneficial resolution for a railroad employe to make than that which would read in a manner similar to the following:

"Be It Resolved, That during the year 1930 I will diligently study and endeavor to memorize as many as possible, if not all, of the safety first rules so that when performing my duties I shall ever be mindful of the fact that they must be done in the most careful manner possible so as to avoid personal injury to myself or fellow workers. Where my duties are such that the lives of passengers and the freight handled by our company are more or less dependent upon the manner in which I perform my service, I will make it a point to see that my work is carried out in such a manner as to insure the safe handling of these persons and these commodities. Where I find a fellow worker resorting to unsafe methods and practices, I promise to admonish him in a kindly manner so as to feel the satisfaction of knowing that I have done my part in preventing injuries to a careless fellow worker, and perhaps saved his life. I fully realize the extent to which my employers are exerting themselves to better the conditions under which we are required to work and in due consideration of the effort being put forth by the Milwaukee Road, I promise to carry out this resolution to the best of my ability by attending the monthly safety first meetings and by complying with the instructions along the lines of safety first, as well as other instructions which may be given to me by my superior so that when the year 1930 draws to a close I can look back with much satisfaction, knowing that through my own acts my body was spared the pain of injury and that my family suffered no discomfort, such as would have taken place had I been injured, perhaps fatally, or otherwise."

Such a resolution on the part of every employe of the Milwaukee Railroad would loom up before him while carrying out his daily tasks, and there is no question but what it would do much toward making the Milwaukee Road a safer place to work and establish many happy connections which will not be forgotten. It should be remembered that safety is of first consideration, and when the time comes when each employe makes safety part of his life to such an extent that he or she feels its presence at all times, being ever mindful of the sad results which go hand in hand with careless

habits, then, and then only, will accidents be entirely eliminated. Make safety a habit of mind—it is a good habit.



William Wells and Family

### A Clear Record for 36 Years

THE above is a picture of Section Foreman William Wells and his family. Mr. Wells started to work for the Milwaukee Road in 1893 at Shullsburg, Wis., on the Madison Division, and during his long period of service has never had an injury of any kind to himself or the men under him. He started to work as a section laborer and after three years took charge of the section E-1 at Shullsburg in 1896.

Mr. Wells has fond memories of the days when he pumped a hand-car over his section, which is all on a hill, and which he did for ten years. He then bought a motor car, which was in use until last year, when one was furnished by the railroad. He recalls the days when there were five good ore mines at Shullsburg and often speaks of how the small engines used at that time had all they could do to pull five cars of ore over the hill.

Mr. Wells has lived in Shullsburg all his life and his two boys are now working for the railroad. He attributes his success in the prevention of personal injuries to the manner in which he has instructed the men under him until they had been thoroughly accustomed to doing the work, and also to the fact that he is very careful about picking only careful men for his section. A careless man could never obtain work under him.

### Safety Record Something to Shoot at

THE locomotive shops at Minneapolis, under Superintendent G. Lamberg, went from August 21, 1928, to June 20, 1929, without a reportable injury. This point employs 550 men and during this time worked 1,032,259 man hours. They then went until September 7, 1929, before there was another reportable injury, or in other words, these 550 men worked 1,299,914 man hours with only one reportable case.

This is a very commendable record, but one that can and will be duplicated many times in the very near future.

When supervisors and men make safety a habit, when safety work comes from the heart, as well as from the mouth, when Safety First becomes a living principle in every employe's life, then and only then will such records be equaled and surpassed.

LET'S HASTEN THAT TIME.

### 33 Years' Service Without Injury to Himself or Men Under Him



William Carpenter position he holds at the present time.

**M. R. WILLIAM CARPENTER** started to work for the Milwaukee Road March 1, 1896, as a section laborer. After four years he was promoted to section foreman at Gratiot, later transferring to Darlington, then back to Gratiot, taking charge of Section 38, which

When he first started, he worked ten hours a day and during his time has laid many rails with extra gangs and the regular force. In 1909 he bought a motor car. Prior to that time, or for 13 years, he pumped a hand car.

Mr. Carpenter was born in Wyota, seven miles northeast of Gratiot, moved to the latter point when he was ten years old, and has lived there ever since. He has seen many changes in the railroads since first entering service and takes much pride in the fact that he has never had a serious accident on his section and intends to keep up this good record.

### War Versus Carelessness

L. S. Cunningham, District Safety Inspector

ANOTHER Armistice Day has passed into history. Several years have passed since the youth of America singing "Over There" joined the conflict known as the World War. Many were killed and many more were crippled; the sacrifice of America for her ideals. On Armistice Day, many an American father and mother shed tears, but through those tears come smiles of pride. Their boy died for his country and the ideals of a free people.

I believe there were some 100,000 of our boys killed and injured in the two years America was at war. Of this number, I am told, 37,528 were killed in action. A terrible toll of young manhood in two short years. Gen. William T. Sherman said "War is hell," and the general said a "mouthful."

We have been at peace for several years now. We hear from all sides the cry to outlaw war and we are hoping the leaders of men will be successful in their efforts to forever stop the slaughter of human beings by settling international disputes through warfare.

Terrible as war has been, carelessness, however, makes the two years our boys faced that "Hell" in France take second

place in the number of casualties; 96,500 American citizens were killed in 1928 in accidents. Some 1,000,000 were injured. All this in ONE year, and what for? The losses in France were terrible, but were a sacrifice for an ideal. I fail to find any ideal connected with the toll of carelessness in 1928.

General Sherman was correct in his statement concerning his opinion of war and I am sure that if he lived today, he would make a similar statement concerning carelessness and thoughtlessness. Who among us can stand up and take exception or even be indifferent to this awful sacrifice of 1928, as the exponents of safety cry out daily for help and co-

operation? Must an accident occur to some people to convince them that it is humane to be safe and practice safe and sane habits? Why is it we must lay down iron-clad rules in industrial America and enforce them to force men to think?

I ask you again: How can any fair-minded man or woman maintain an attitude of indifference to this great movement of safety going over the country like a tidal wave when we stop and realize that the toll of carelessness in one short year is nearly three times as great as the toll of war covering a period of two years?

Think it over and practice *safety first!*

### Safety Records

Roadmaster Art Jersey, Rocky Mountain Division, Deer Lodge, Montana, sends in the following list of section foremen who have not had a personal injury of any kind on their sections since January 1, 1929:

Name	Location	No. Men Employed
Lon Clary	Bearmouth	3
Ralph Rose	Bonner Junction	3
Tom Petroff	Bonner	3
J. J. Kelly	Little Gold Creek	3
H. Hansen	Missoula	4
P. J. Cummins	Missoula	5
John Lombardi	Primrose	4
Ben Martello	Huson	5
Charles Aktepy	Soudan	4

This represents a total of 43 track employes, including foremen, who have established a very nice record, and goes to show that even the small section crews can do their bit toward improving the record of the railroad as a whole.

The Bozeman, Mont., roundhouse, under the supervision of Roundhouse Foreman Hawksworth in Master Mechanic E. Sears' territory, has gone through a period of three years without an injury of any kind. There are only three men employed at this roundhouse. It is a nice record, nevertheless.

Master Mechanic Sears at Deer Lodge also calls attention to the record established at the shops at his headquarters. During the month of October the shops, where approximately 130 are employed, went through the entire month of October without an injury of any kind and have had a clear record since March, 1929, except for an injury to a machinist apprentice, which did not amount to much. Mr. Sears does not hesitate to praise the co-operative spirit of the employes at this point and is determined to continue the record over an indefinite period.

The Rail Mill, operated by the store department at Savanna, Ill., closed the season's operations in October. During the seven months this plant was operated with an average of 53 men, a total of 175,000 tons of material was handled and only one lost-time injury occurred during that period. This is deemed quite a remarkable record, considering the hazardous nature of the work. Much credit for this record should go to J. J. Roe, superintendent of the rail mill, for the manner in which he assisted in the educational program being carried out by the Safety First Department and the way he handled his men, cautioning them and giving proper instructions so as to avoid serious injury.

The locomotive department in the Chicago Terminals, under Master Mechanic C. L. Emerson, has the following to report:

The Western Avenue roundhouse, in charge of General Foreman H. L. Mitts, employing approximately 290 men, on October 31 completed the eighth consecutive month without a lost-time or reportable injury.

Galewood Shop, in charge of General Foreman J. H. Hale, where 300 men are employed, completed the sixth consecutive month on October 31 without a reportable or lost-time injury.

The Bensenville roundhouse, in charge of General Foreman R. J. Weber, with 235 men, completed the third consecutive month on October 31 without a reportable or lost-time injury.

The car department forces at Madison, Wis., consisting of 14 men under Car Foreman John Potts, has not had a personal injury of any kind since June, 1926. Mr. Potts explains that this record has been accomplished because of the consideration for safety that each man has for himself and fellow worker, and that the men are continually cautioning each other about safe methods and practices, always exercising perfect teamwork whenever the work being done requires more than one man. Car department men at this point are very conscientious about attending the division safety first meetings.

The division storekeeper at Deer Lodge, Mont., Mr. G. A. J. Carr, where an average of 31 men are employed, has not had a reportable injury since May 16, 1927. The local storekeeper at Harlowton, Mont., Mr. G. J. Ellis, with an average of six men, has not had a reportable injury since May, 1926. The local storekeeper at Avery, Mont., Mr. Dene Boyle, with approximately six men, has not had a reportable injury since May, 1922. These are fine records for the store department on the Rocky Mountain Division, and much credit goes to Division Storekeeper Carr, who is making every effort to keep up the good record.

The B. & B. Department on the West H. & D. Division, under Chief Carpenter C. J. McCarthy, has accomplished some very nice records:

B. & B. Foreman L. G. McGrea, with an average of six men, has not had an injury of any kind since 1924; B. & B. Foreman William Fisher, with approximately six men, has not had an injury

of any kind since December, 1926, and B. & B. Foreman Marius Broten, with six men, has not had an injury of any kind since September, 1927. All very good records.

The H. & D. Division signal department force, consisting of 11 maintainers under the supervision of Mr. R. C. Dueland, has not had a reportable or lost-time injury for the past three years and the last minor injury occurred on July 5, 1928.

Roadmaster L. W. Winfrey of the H. & D. Division takes much pride in the fact that Section Foreman Anton Peterson of Webster, S. D., and Anton Van Kempen of Andover, S. D., have not had an accident of any kind on their sections during the past ten years.

Roadmaster F. H. Natzell, H. & D. Division, reports that Section Foreman Fred Peterson of Granite Falls, Minn., has not had an accident of any kind on his section since October 24, 1922.

The month of September, 1929, was really a bad one from the standpoint of reportable and lost-time injuries. While the system as a whole showed a decrease of three reportable cases and two lost-time cases as compared with August, 1929, the reportable injuries, when compared with last year, show an increase of three employes killed on lines east and a reduction in the total injuries for the system of only 52 per cent. We had looked forward to a much larger reduction and were rather disappointed in the final result.

However, the month of October, 1929, so far as the records at the present time are concerned, show that we will have a reduction in reportable injuries of approximately 75 per cent when compared with October, 1928. Let's all co-operate and make it a point to see that the injuries are reduced considerably during the months of November and December.

## The Foreman and Safety First

By Adolph Knudson, Store Laborer, Harlowton

TODAY we find many important and progressive movements in industry, and among the foremost is that of "Safety First." As yet the movement is young. The surface has been but scratched, therefore it is gratifying to note that progress has been made in the effort to reduce injuries, fatal or otherwise.

To attain anywhere near a full measure of success in this great movement there must be heart-felt co-operation between the employer and employees. An important link, I might say the chief link, in this chain of co-operation, is the foreman. He is the point of contact, if you please, the buffer between the employer and employees. His is a difficult position. He must have favor alike with the higher-up and those working under him.

For one of the rank and file to deal with this important subject is difficult and I fear I shall be floundering in water far too deep for me, but fully realizing the importance of the subject under discussion, it is with pleasure that I accept your chairman's invitation to present this paper today.

It is a foreman's duty, a duty he cannot rightfully neglect, to safeguard those working under him in all respects. He must see to it that they have the proper tools with which to do their work, and that they are always kept in a good, workable condition. He

should, if possible, assign a competent man to the duty of keeping those tools in proper condition and at certain intervals give them a personal inspection.

He should make sure that newly employed men fully understand the "Safety First" rules and, if need be, train them in the ways of safety. He should watch for the careless fellow and, if after continued cautioning he does not mend his careless ways, remove him from the payroll.

The foreman should be ever on the alert and know what his men are doing at all times and how they are doing it. This he should do by dropping around occasionally and inspecting their work. Under no circumstances should he accept the word of others regarding actions, quality, work, etc., as final. To hold the confidence of a group of men there must be fair play; and fair play, in case of a controversy, demands a fair hearing. Among the men he must have no favorites.

The rank and file of the men should be encouraged to make suggestions as to improvements in the service and working conditions. These should be then carefully weighed by the foreman in charge and, if practical, put into operation.

## Company D, 13th Engineers, Attention!

A ROSTER of the members of the 13th Engineers has been asked for and The Magazine is requested to give the call publicity in order that the members of "D" Company may be advised and send in their names and present addresses. The following letter explains the matter and the names may be sent to Mr. W. G. Burns.

Editors, Railway Magazine,

I. C. R. R., C. R. I. & P. Ry.,

C. G. W. Ry., C. M. St. P.

& P. Ry., C. & N. W. Ry.,

A. T. & S. F. Ry.

Gentlemen:

Twelve years ago your railways were enthused in the organization of a company which helped to make famous the 13th Engineers Railway of the United States Army, that saw two years' service in France, which regiment was cited in general orders of General John J. Pershing, decorated by the French Government and praised by all of the allied troops.

When they returned to Chicago in 1919, after their work in France was done, your railway officers and employees gave them a most wonderful reception. On July 13, 1929, these boys met in reunion, twelve years after they first answered the call of their country and found that their ranks had been broken by members that had answered the "Final Call."

It is the plan to again get a roster of these soldiers, that they may be advised of the reunions which are to occur from year to year. Will you not, therefore, give this matter publicity and see that lists are recorded for your railway and sent to Mr. E. J. Carr, Room 802, Central Station, 135 E. 11th Place, Chicago.

You may be interested in knowing when in reunion on July 13, 1929, the following message was sent to General Henri Gouraud, the one armed hero of the Dardanelles:

"The members of the 13th American Engineers first American Regiment under your orders, gathered today for their annual reunion present to their first French Commander and honorary member their respectful greetings."

Yours truly,

W. G. BURNS,

13th Engineers Railway,

Madison and Canal Sts.,

Chicago, Ill.

As I have said before, the foreman's position is a difficult one. It can be made more or less so according to the confidence and respect the men have for their foreman. It is a well-known fact that a loyal man always works in the interest of his employer, a disloyal man never. A loyal man is, usually, a satisfied one and where that condition exists we most always find a cautious man. One that has a thought for the safety of those about him and himself.

A disloyal man, we find, often has no thought for the safety of those working with him.

## Safety First

"Doc."

(Apologies to Longfellow)

The shades of night were falling fast

O'er city, hamlet, farm and prairie vast.

He walked between the rails,

Lost in thought despite the wails

And shrieks of the hurtling steed,

Warning, protesting, the impending deed.

The train was stopped and the crew went back,

Looking for something beside the track.

Wrapped around the whistling post

They found him, the body unguarded e'en

by his ghost;

His head split open, and inside they found—

Excelsior!

## They Were the Finest Lot of People

THE following letter is another laurel for the V. E. A. In it the chief engineer of the steamship "Princess Marguerite" of the C. P. Ry. Company, expresses his opinion of Milwaukee Vets as being the finest lot of people his steamship ever carried.

S.S. Princess Marguerite,

Victoria, B. C.,

September 21, 1929.

Mr. E. W. Young,

c/o C. M. St. P. & P. R. R.,

Dubuque, Iowa.

Dear Ed:

I think that I should tell you that Captain Hunter, purser, Mr. Taylor, chief steward, Mr. Burch, and I, are agreed that the C. M. St. P. & P. Pioneers are the finest lot of people we have ever carried on this ship. We will long remember you and your friends with a great deal of pleasure, and hope that you will come again, soon and often.

With kind personal regards, I am

Yours truly,

J. A. HERITAGE,

Chief Engineer.



W. E. Niblack, Agent, Bixby, Minnesota, and His Little Grandson

# Christmas

By Edward J. Belzer

*In lumine Tuo videbimus lumen.*

(In Thy light we shall see light.)

THE world has whirled its way around the sun once more and we have come again to the Christmas season.

Prickly, glistening, green holly leaves are seen everywhere. A sprig of waxy mistletoe swings from the lamps in the hall. Crisp, cold snow blows up and down the streets with the dry sound of driven sand, but the fingers of frost have drawn delightful curtains of crystal lace across the window panes to shut the chilly streets away from those in the warm homes.

There is an electric thrill in the homely atmosphere; and though the children have gone to bed, there is pattering, rustling, whispering, and giggling suspicion abroad that "to bed is not always to sleep."

It is Christmas Eve!

Midnight booms out of the neighboring clock tower and it is Christmas Day. Peace upon earth—peace and good will.

Out of the faintly luminous skies a whispering host of snow flakes begin to drift down across roofs and road. . . . They fall upon the hot hearts of men and quench the fires, but leave them warm, not chilled.

Year after year, how the magic of memory hallows this hour, and how the whole day is sweet with perfume and keen with the color of unselfishness and love.

In how many million homes, in how many hundred million human hearts, the Christ-child is reborn each Christmas day and cradled in mangers from which the black dogs of hate and selfishness have just been ousted.

It is Christmas morning, and millions of Stars of Bethlehem shine down—from mothers' eyes—upon millions of kiddies' cradles. For unto us is born this day the Saviour of unselfish love.

It is a miracle. No person who really stops to think about Christmas can disbelieve in miracles—or in God, the Supreme Miracle.

Here we are, good and modern folks, interested in beauty parlors, theaters, golf and business—here we are again madly celebrating the birthday of an obscure young carpenter who died two thousand years ago. He wrote no book, struck no blow for freedom, had no money, no influential friends, no power at all, and was executed for high treason, like a common criminal. Everything He taught sounded crazy then, and sounds only a little less crazy now—the idea of telling an armed world that the real weapons of happiness are meekness, poverty and love.

He lived and died in a town smaller than—well, any one of our small unimportant towns. Men to outward appearances just like Him are living and dying unnoticed every day, yet we do not celebrate their birthdays. How was He different? What was there in that puzzling talk about brotherhood and forgiveness and love that dropped such a powerful seed in the simple hearts of His few friends, as into ours today?

And why, in this country as well as throughout the whole world, do we decorate all stores with holly and silver ribbon? Why do sober folks go mad with love and generosity and spend hundreds of dollars, where a few months ago, they were grudging pennies? Why the stock-

ings, the trees, orphans' benefits, home celebrations? Why are all the business places blazing with lights and are fragrant with evergreens for His day? Why, indeed, unless despite all our materialism and stupidity, we know or we feel it, that He was right—that love, humility and forgiveness is the secret that we all are seeking, the magic formula without which our human hearts would never be satisfied.

Sometimes very young persons—mentally young, that is, for they may be gray-headed—sometimes these mentally young persons try to explain Christmas on the ground of habit, custom, business and sentimentality. But what a pitiful delusion that is. Human beings are eternally changing everything, discarding the old ways, casting aside the useless

## The Christmas Tree

N. B. D.

Today I found her thimble and some thread,  
Wrapped 'round the quilt blocks she had laid away  
With odds and ends, the treasures she had kept  
To pass the time out there on winter days.  
I folded up her dresses, one or two,  
Just as she left them. Some time I will try,  
Perhaps another may find use for them,  
Just now I'll put them by.  
But I can bear that; I can even smile;  
Finding her glasses. . . . Every little while  
She'd lose them; laugh at finding them again.  
And I can bear rosemary . . . and the ivy plant  
She gave me, that last day, I tend and train,  
Seeing her fingers 'gainst the dark green leaves,  
Hearing her sing.  
We planned tonight to light the Christmas tree,  
There by the gate, that those who passed might see.  
These many years she's been in Paradise;  
I only see her footprints in the snow,  
Because today I found an old, old box  
Of holly wreaths and bells and mistletoe.

garments of the past. Alexander, Cæsar, Napoleon—these are but vague names to us. Their thoughts mean nothing; they are heroes no longer. We read Socrates, Emerson and Shakespeare, but we do not celebrate their birthdays with music, gifts, flowers, bells, feasting and friendship. We do not sit in churches and listen to songs and sermons about them.

No, it is a deeper, finer thing that makes this day different from all other days. For a few short hours we turn back to that strange Nazarene with His incredible doctrine; for a little while we are indeed the Sons of God.

Stupidly, perhaps, with the material things He despised, with furs, jewels, ritual and extravagance, yet honestly, too, we try to follow His footsteps on this one occasion. We make the children happy in His name; we gather our friends about us as He loved to gather and share our joys together.

Once again toys crowd into frosted store windows, and hurrying, burdened

men and women greet each other in the streets; once again organs strain in the great scented churches, and kneeling thousands hear the message "Gloria in Excelsis Deo" which brought peace and good will to the earth.

Considering this world-wide spectacle of Christmas one feels it strange that thinking human beings will sometimes ask: Do you suppose there ever was really a Jesus Christ and a Miracle?

The answer is self evident. There not only was, but there is, a Jesus Christ. He exists at this moment as no other human being ever did or ever will exist. No living human, today, lives as does this long-ago Carpenter; no living human being is despised, discussed, and loved so by so many of mankind.

And as for the miracle. Well, just notice the Christmas preparations just this one year in your own town. Notice the word "Christmas," the colors, the greens, the stores; listen to the voices of the people. And then ask yourself in all reason what a miracle is, if this is not a miracle.

FIAT LUX! (Let there be light.)



Donald (Top) and Grace, Children of Machinist John Todd, Harlowton



Howard, Son of R. M. Division Conductor Pogreba

# Current News of the Railroad

## A War Memorial to Milwaukee Road Employes

### Who Gave Service in Defense of Their Country

THE project of a War Memorial to Milwaukee men and women who gave service to their country in the Civil, Spanish and World Wars, which has been under consideration for the past year is now about ready to present to the Milwaukee personnel.

The ideal favored by the committee in charge, is a towering shaft to be erected at a suitable spot on the Continental Divide where it can be seen for many miles in all directions.

The Milwaukee Railroad Women's Club is sponsoring the project and it proposed that it will be financed by contributions from employes. Carl S. Jefferson, general attorney for the railroad is at the head of the committees and Mrs. O. W. Dynes, wife of the general solicitor is chairman for The Women's Club. Search for the most suitable spot is now in progress. It will be built upon a rocky crest open to the sun, with the sky as background so that it may be clearly seen by passengers on passing Milwaukee trains; flood lights will illumine the shaft and a high power beacon light on top will be seen for many miles around.

The designs being considered are by company artists, and when completed the memorial will be a one hundred per cent Milwaukee Road tribute to its fallen comrades.

## A Witch on a Broomstick

### Hallowe'en Menu Decorations on Milwaukee Diners

DINING car patrons of The Milwaukee were treated on All Hallowe'en to an unique menu card decoration reminding perhaps of the days of their youth. A silhouette of the proverbial witch astride of a broomstick appeared on the menu; and instead of the customary French terms describing the courses and the varieties of food served on the diners, suitable names were substituted, such as: Consomme a la Witch's Well; Mackerel a la Tam O'Shanter; and salad a la Alloway's Auld Haunted Kirk, etc.

## The Football Season Over

### A Large Volume of Football Business This Year

AMONG the football movements by special train and special cars over The Milwaukee during November were: Twenty-seven members of the U. of S. D. squad from Vermillion, S. D., en route to West Point to play the Army team. The Purdue squad, to play Wisconsin, with band and "fans" from Chicago to Madison in a ten-car special train. The train, which left Lafayette, Indiana, at 9:00 p. m., November 1, left Chicago at 1:00 a. m., November 2, arriving at Madison at 4:30 a. m. Returning it left Madison at 11:30 p. m. the same day, and arrived at Lafayette at 7:30 a. m., November 3.

The Michigan squad, fifty strong, left Chicago in special cars on No. 101, No-

vember 14, for Minneapolis, where they played Minnesota. Green Bay Packers squad arrived in a special car in Chicago, November 21, over the Milwaukee, en route to New York. The Kansas Agricultural College team arrived in Chicago, November 27, in special cars from Kansas City to Milwaukee, to play Marquette University team on Thanksgiving Day.

The University of North Dakota squad arrived in Chicago in special cars, November 29, playing Loyola University on November 30. The party returned via The Milwaukee the night of December 1.

Shattuck Military squad from Fari-bault, Minn., to Delafield, Wisconsin, in special cars; and a party in special cars to attend the Minnesota-Indiana game at Minneapolis.

## Sung in Minneapolis on Thanksgiving Day

### The Paulist Choristers of Chicago Gave Their Annual Thanksgiving Song Service.

THE Paulist Choristers of Chicago went to Minneapolis on Thanksgiving Eve in a special train over The Milwaukee. Two annual concerts are given in Minneapolis by this organization of 32 sopranos, 14 altos, 10 tenors and 10 basses.

The choristers returned by special over The Milwaukee, the evening of November 28.

## The Silk Trains

### Nearly Seven Million Dollars' Worth of Raw Silk on its Way East

IMPORTATION of raw silk in huge quantities continues. On November 16, raw silk valued at more than five million dollars arrived in Chicago, from Seattle, over The Milwaukee Road. The valuable commodity was packed in bales and loaded into baggage cars directly from fast ocean liners. The shipment arrived in two special trains. On November 21 another similar shipment valued at two million four hundred thousand dollars arrived from Seattle over The Milwaukee. The shipments were consigned to eastern textile districts, and because of the enormous investment and the high rate of insurance under which the cargo is moved, silk trains are moved on a fast schedule.

## Travelers De Luxe

### One Hundred Thousand Gold Fish in a Private Car.

ALL gold fish do not lack privacy. Traveling in a private car, accompanied by a caretaker, approximately one hundred thousand of them arrived in Chicago on November 18, on The Olympian train. The fish came from Japan and loaded in tubs, and were transferred to 300 specially manufactured containers for the trip by rail. Part of the shipment was unloaded in Chicago and the rest went to New York.

## Car Loadings to November 21

DURING the period, November 1 to 21, inclusive, cars loaded on The Milwaukee, and received from connections,

totalled 119,254 compared with 121,089 during the same period last year.

From January 1 to November 1, The Milwaukee Road handled 39,309 more cars than during the same period in 1928.

## Activities on the Superior Division

DURING the past three months we have had an extra gang on the Superior Division under Roadmaster J. P. Whalen, of about 200 men, relaying 40 miles of steel on the Middle and East Division, track now being reballasted. After the completion of the job, about November 1, we will have during the past fourteen months relaid 75 miles of steel and reballasted 80 miles of track on the Superior Division and we have the assurance of getting better than sixty miles of steel for next year.

Train No. 10, leaving Green Bay, time has been reduced so that now people of Green Bay have a four-hour 55-minute train between this point and Chicago.

During the month of August stations on the Superior Division loaded almost 12,000 cars of freight of various commodities and the volume of business exceeded 140,000,000 gross ton miles, which was 15 per cent greater than any month on record.

The volume of ore handled this year over this line between the Iron Ore District and Escanaba, Mich., will approximate two million tons.

Nos. 3 and 2, because of the heavy travel between Chicago, Milwaukee and the Lake Territory at Wausaukee, Pembine and Coleman, handled more passenger business than ever, necessitating running the trains in two sections during the latter part of the week during the months of July and August, also part of September, indicating that the tourist travel is increasing to lake resorts on this division.

The new track scale at Green Bay, which cost approximately \$14,000.00, went into service October 17, 1929.

The Reiss Coal Company have expanded their facilities at Green Bay and two new tracks have just been completed. We look forward to a substantial business from that company this season.

In August, 1928, an automobile dock was constructed adjacent to the Fox River at Green Bay, for the purpose of transporting automobiles by rail from the Green Bay port to rail points, after having moved by water from Toledo and Detroit to Green Bay. Before the close of the season last year approximately 800 automobiles were transported over our line. Since the season opened this year in April up to the close of September, 5,588 automobiles, 1,497 carloads, were moved by rail from Green Bay over our line to points as far west as Seattle, Wash. This is very attractive revenue and everything points to a continued increase to this business.

## The Season's Work on the S. C. & D. Division

WE have been doing a considerable amount of construction work on the Sioux City Division this summer renewing all the main line switches in Sioux Falls yard and relaying about two miles of main line track. We have relaid 35 miles of steel on the Mitchell Line

and are now applying new angle bars on 60 miles in this territory which we think will make the Mitchell Line one of the best pieces of railroad in South Dakota, outside of our own H. & D. Division.

We have raised and rebalasted a stretch of two miles west of Rodney from 3 to 7 feet, to get the track out of mud and water, which has been a serious handicap for good operation for the past four years. We are right in the midst of the building of a new double track line for a distance of 3¾ miles between Sioux City depot and Brughier's bridge, which is located about one mile east of Sioux City shops. This is going to eliminate all street crossings through the west part of town, making a level railroad and double track line which will make a much better operation. This line certainly can be classed as being built to reduce accidents and is a good promoter of the Safety First idea that we have on this division.

We have gone two entire months, i. e., September and October, without having a reportable accident. The Mechanical Department has gone four months and every man on the S. C. & D. Division has made himself a Safety First advocate. Bulletins are issued every day, posters are put in conspicuous places, signs are built and periodicals distributed among the men to bring about the safe movement which we feel has been accomplished by a definite program. The Safety First slogan sign on our roundhouse at Sioux City is conspicuous to the public and it brought out considerable comment as to the good thought that it leaves the passing motorist, who can always profit by a Safety First thought called to his attention by some slogan conspicuously placed. We have had a number of extra gangs all summer and still have three large gangs and one small gang operating during the entire period for which we have not had a reportable accident.

The year's work is showing results which can only be attained by the closest co-operation of every one on the payroll and I would like to take this opportunity of thanking those who read the Magazine regularly, for making possible such a report.

### Building Work on the Coast Division

THE building game is in full swing on the division at the present time and will be completed before we get "snowed up." Bunk house at Cedar Falls to take care of the men laying over at that point and the men who will soon be there in snow service is under way. This will be a great improvement over the old bunk cars which formerly served the men in snow service. There will be room to stretch out which was not always true in a bunk car.

At Hyak there is under construction a bunk house for the use of the operators at that point which will be a big improvement over the present quarters.

At Kittitas a bungalow is under construction to replace the sub-station bungalow which was destroyed by fire a short time ago.

Potato warehouse is also under construction at Kittitas. This building will be about 56 by 118 feet and will house at one time about 28 carloads of potatoes. This is a flourishing business in the valley around Kittitas and Ellensburg and means much to the railroad to have a good warehouse. An auto truck scale will also be installed in connection with the warehouse in order that correct weights may be obtained.

Nalley's Pure Food Products have about completed their new factory and warehouse on Puyallup Avenue, Tacoma, and we have a spur into the plant which means considerable added revenue. If you wish good salad dressing, sandwich spreads or pickles, use Nalley's.

books had been audited and found correct, by Mr. Carroll Peterson, an accountant of the railroad company.

Mrs. O. W. Dynes, chairman for The Women's Club of the War Memorial Committee, reported two plans ready to submit for consideration, which were on exhibition. She reported that Mr. C. S. Jefferson, chairman of the committee for the men representing the railroad had, with others, investigated various sites and favored a location on the Continental Divide.

Mrs. Carpenter Kendall, chairman of the Song Contest Committee, reported that the prize had been awarded to Moberge Chapter for a song entitled "The Bells of Harmony," the words and music by Mrs. Ora I. Miller of Moberge, South Dakota, and that the song would be heard at the Get-Together Luncheon the next day.



Mrs. Ora I. Miller

Five directors were added to the General Governing Board and should be considered members of the Executive Committee, two of the new directors having residence in Chicago and the other three in various parts of the railroad system.

The matter of the summer recess was discussed and it was voted that no chapter shall have more than a three months' recess during the summer.

Other questions voted upon favorably were: giving aid to needy persons for a period of six months, after which time, the case should be taken up with the Executive Committee for advice as to extending further aid. One other member beside the president of a chapter or her representative should be allowed to attend the Annual Business Meeting. The First Vice-President-General was assigned to the work of supervising the relief work and placing the final signature upon requests for financial aid made upon the Governing Board, effective at once, and that the Constitution be amended to conform to this ruling.

Mrs. E. H. Bannon, Chairman of the Nominating Committee submitted the roster of officers for the coming year, and the following were elected: President-General, Mrs. H. E. Byram; First Vice-President-General, Mrs. Carpenter Kendall; Second Vice-President-General, Mrs. M. M. Burns; Third Vice-President-General, Mrs. H. M. Gillick; Treasurer-General, Mrs. W. W. K. Sparrow; Secretary-General, Miss Etta M. Linskog; Recording Secretary-General, Miss Vila M. Graves. The time until the close of the meeting was taken up with reports

## THE MILWAUKEE RAILROAD WOMEN'S CLUB

Summary of Activities Covering Period October 1, 1928, to September 30, 1929, Inclusive, as Compared with Period October 1, 1927, to September 30, 1928, Inclusive

	Oct. 1, '28, to Sept. 30, '29	Oct. 1, '27, to Sept. 1, '28	Increase
Total Amount Expended for Relief, Mutual Benefit, and Good Cheer.....	\$18,632.66	\$17,496.12	\$ 1,136.54
Total Number of Donations.....	\$6,018		
Total Number of Personal and Telephone Relief and Sunshine Calls.....	16,488	12,448	4,040
Total Number of Messages of Sympathy Sent.....	1,605	1,564	41
Cleared on Ways and Means Activities.....	\$13,800.81	\$14,738.31	†\$ 937.50
Total Membership.....	12,597	9,854	2,743
Increase in Membership Over Dec. 31, 1928.....			1,405
Balance on Hand in all Treasuries on Sept. 30, 1929.....			\$21,216.98
Chapters Operating Circulating Libraries.....			11
Number of Books in Circulation.....			2,500
Number of Books Given Out During Year Ending Sept. 30, 1929.....			7,000

†Includes 2,676 donations which were without cost to the club. †Indicates decrease. General Governing Board, November 12, 1929.

### The Annual Meeting and Get-Together Luncheon

THE Annual Meeting of the General Governing Board was held in the club rooms of Fullerton Avenue Chapter, Chicago, October 25th, with the presidents or alternates of 45 chapters present.

The routine business and reports of officers were heard and acted upon. The report of the Treasurer-General showed the cash balance in the General Board

Fund, as of October 15, 1928, \$7,304.24. Receipts per capita, \$576.20. Contribution from the railroad company, \$5,000.00. Miscellaneous receipts from all sources, (including 1928 annual luncheon tickets) \$2,117.62. Total receipts, \$7,693.82. The disbursements were: Relief Work, \$4,446.17. Other expenditures (including annual luncheon), \$2,202.36. Total disbursements, \$6,648.53. Cash balance, as of October 14, 1929, \$8,349.53. The Treasurer-General reported that her

of chapter presidents, about half the number present giving their reports, the rest holding over until the next day.

## The Morning Meeting, October 26

The meeting was called to order at 10:30 A. M. by the President-General. Reports of chapter presidents concluded.

The reports of the general chairmen were then read: Mrs. C. S. Jefferson, Constitution Chairman, reported that the Constitution had been reprinted with revisions resulting from recommendations voted upon at the previous annual meeting.

General Chairman (pro tem) of Mutual Benefit, Mrs. Carpenter Kendall, reported the various amounts advanced upon request of the different chapters for relief work, both from the time it had first commenced sending out money for this purpose; and the amount advanced during the past year. A summary of these amounts will be found on another page.

General Chairman of Ways and Means, Mrs. H. A. Scandrett, not being present, her report was read by Miss Lindskog. There was cleared on Ways and Means activities during the past year, a total of \$13,800.81 as compared with \$14,738.31, the previous year, a decrease of \$937.50, which might be accounted for by the increase in membership dues not making the raising of so much money in other ways so necessary. The chapters were commended on the splendid showing they had made. She urged chapters not to carry the raising of funds to such an extent that the employes and their families would feel that membership in the club meant a continual drain upon their resources but on the other hand recommended that every chapter endeavor to do something every year to increase the amount in their treasuries, as such activities in addition to being necessary, had a tendency to bring members of The Milwaukee Family together.

Chairman of Distribution, Mrs. E. F. Rummel, reported amounts of supplies sent out during the year, with the total cost of such, and the amounts received in payment.

The Secretary-General, Miss Lindskog, gave a general report of the work of the club as a whole, including the amounts expended for relief, mutual benefit and good cheer; donations, other than money; relief and sunshine calls; messages of sympathy sent; amounts cleared on Ways and Means; and the balances in all of the treasuries as of September 30, 1929. She also gave a report on membership by chapters, showing a total membership to date, of 12,597.

The following were elected directors: Mrs. H. A. Scandrett, Mrs. M. J. Larson, Chicago; Mrs. W. F. Ingraham, Mason City; Mrs. P. H. Nee, Aberdeen, South Dakota, and Mrs. W. C. Givens, Ottumwa, Iowa.

## The Get-Together Luncheon

THE annual luncheon this year was held in the beautiful dining room of the Drake Hotel, Chicago, with 842 seated, the largest gathering of the kind in the history of the Women's Club.

The afternoon was introduced by the entire company standing and singing "America." During the service of the four-course luncheon, music and "stunts"

of a number of chapters were rendered. Savanna Chapter had its choral sextette; Wausau Chapter staged a little feature of the North Country winter entitled The Snow Maidens. They had sleigh bells 'n' everything, and tossed snow balls about the tables as they passed. Fullerton Avenue Chapter Glee Club sang Miss Lawler's stirring Milwaukee Railroad Song, which was loudly applauded. Portage, Ottumwa, and others were vocal and visible in various ways, contributing to the gayety of the occasion.

The program was opened with rendition of the new Milwaukee Railroad Prize Song, "The Bells of Harmony," words and music by Mrs. Ora I. Miller of Mobridge, S. D., for which Mobridge Chapter had received the prize offered last year by the Governing Board. The soloist for this occasion was Mrs. Rose of Mobridge, whose beautiful voice was greatly enjoyed. Mrs. Miller, herself at the piano, led an orchestra of four pieces and the song met with a great ovation at its close. Mrs. Miller was complimented and asked to stand to receive the applause of the club members. The song is a fine composition, and as sung by Mrs. Rose, with the able accompaniment, was an outstanding feature of the afternoon.

Mrs. Byram spoke a few words of commendation on the splendid record of the chapters during the past year, assuring everyone that she felt more pride in the Women's Club every year. She said she felt sure we were only on the threshold of our splendid opportunities, and that the work of the organization would go triumphantly on. She then introduced Mr. H. A. Scandrett, president of the railroad company. The president is a welcome guest at all Women's Club functions, because he is always cordial and sincerely interested in the benevolent activities of the club. Mr. Scandrett pleasantly referred to his first appearance at last year's Get-Together, saying also that he felt even more at home this year in the general atmosphere of good feeling which he said he had come to feel as typical of all Milwaukee Railroad meetings.

He particularly liked the name "Get-Together Meeting" with its suggestion of strength. He spoke especially of the influence for good which the Women's Clubs could exert in the Safety First movement, and the excellent effects of their co-operation with the Safety Committees in the work of eliminating injuries and casualties among the railroad personnel. In speaking of the reports he had received of Women's Club in relieving distress and suffering among the railroad employes and their families, he referred particularly to the great number of personal calls which had been made, saying that there was no possible estimate of the far-reaching good coming out of such personal contacts. He assured the club women of his continued interest in the good work they were doing, and on behalf of the railroad company he presented the company's check for five thousand dollars, adding "a modest check of my own." Mr. Scandrett's announcement was received with applause and Mrs. Byram acknowledged the gifts with much appreciation.

Other speakers included Vice-President Gillick, who assured the women of his interest and support, and spoke of his

enjoyment of the two Milwaukee Road songs he had had the pleasure of hearing that afternoon. Mr. C. S. Jefferson, assistant solicitor of the company, told of the progress of the committee on the War Memorial, showing architect's drawings of two models that had been submitted which had received the approbation of the committee; and of the selection of a site, on the Continental Divide. Of the undertaking, Mr. Jefferson said: "Great projects move slowly both in the undertaking and the completion, and I have been told that this is due chiefly to basic details. In this memorial yours is a great undertaking, burdened with many fundamental details, and while it is moving forward slowly, it is proceeding by safe and sane methods. Less than two years have elapsed and two of the most important details have been decided upon—the form which it will take and its approximate location." The two drawings exhibited, showed lofty shafts of enduring stone, a little different in design, the larger one of the two having a beacon at the top, which should serve as a guiding light to wanderers of the air and a pilot beam for all transportation; as well as a great white memorial and light to those who from The Milwaukee Railroad went to war and did not return. Continuing, Mr. Jefferson said: "and so your memorial to the patriotic men and women of The Milwaukee Road will soon take tangible form. It will be erected on the Continental Divide in a location of beauty and grandeur—a spot which even the Creator himself must love. It will greet the rising sun and say farewell to the closing day; and it will maintain a vigil through the night. There it will stand for ages pointing to the heavens, an everlasting symbol, not only of your patriotism, but a mark of remembrance, affection and respect for those of our great family who gave of their service to our country in its time of need."

Mr. Flanigan spoke briefly of the good work the Women's Clubs were doing in the Safety movement, and thanked them for their co-operation.

The afternoon closed with singing by the entire company of two verses of the lovely old hymn, "God Be with You 'til We Meet Again."

## Milwaukee Chapter

*Miss Leona Schultz, Historian*

MILWAUKEE Chapter extends to everyone its most sincere wishes for a very Merry Christmas and a Happy and Prosperous New Year.

At the October meeting it was decided to pay \$5.00 a month to a former employe who is confined in the Milwaukee County Hospital.

Mrs. Schmutzler donated a pair of hand-embroidered pillow cases and a scarf to match, to be raffled off for the benefit of the chapter, and as an extra inducement to dispose of the raffles, she has offered to make a like set for the member selling the most chances. Here's your chance to win a beautiful prize.

The annual Christmas sale will be held in the club room on Wednesday, December 4, Mrs. Montgomery having charge of the luncheon, and Mrs. Zimmerman in charge of the fancy work and aprons. Any and all donations will be greatly appreciated. If you want a good home-cooked roast beef dinner, just save the date of December 4 and step in to the club room.

Mrs. Thurber and Miss Mary Geraghty announced that they now have clothes brushes for sale. There are large brushes in blue, green and pink which sell at 50c, and small hat brushes of variegated colors which sell at 15c. In addition to being useful, these brushes make lovely gifts and prizes, and Mrs. Thurber and Miss Geraghty will be glad to show them to you.

The members were all glad to welcome Mrs. Stauss back after nearly a year's absence due to bad health. We hope now that she has regained her health and that we shall see more of her again, for we all missed her cheerful support.

Mrs. Deards was appointed chairman of the nominating committee for the coming election of officers.

Mrs. W. Midgette entertained the members with several very lovely vocal solos. Mrs. Midgette has sung for us before and is always greatly enjoyed.

### Kansas City, Chapter

*Mrs. W. B. Jackson, Historian*

AT the September meeting the chapter was delightfully entertained at the home of our president, Mrs. E. R. Morrison. After a short business session dainty refreshments of sandwiches, ice cream, cake and coffee were served. A very enjoyable afternoon was spent and all agreed that Mrs. Morrison was a wonderful hostess.

On September 24 Mrs. Price Cary entertained a number of our club members with a bridge party. Table prizes were awarded and all report having had a pleasant time.

The regular monthly business meeting was held October 5 at Gladstone Hall.

Mrs. Biesecker, membership chairman, reported 154 members.

Mrs. Gus Westman, mutual help chairman, reported many calls made, and a number of persons assisted by the chapter. There are a number of our members ill. Mr. Fred Hobbs is improving after a long and serious illness. His wife is still ill.

Mr. Jesse Bartlett, who was operated on for goiter, is very much improved and able to resume his work as engineer. Mr. Bartlett's friends are glad to see him back "on the job" after many months of illness.

Mr. W. H. Leahy has been laying off on account of a bad cold.

The marriage of Miss Dorothy Jackson and Mr. Delmar Taylor took place at the home of the bride's parents, Mr. and Mrs. W. B. Jackson, on Wednesday evening, October 23. The bride has been a member of the club since it was organized, and is at present corresponding secretary. The bridegroom is our city ticket agent. The club extends congratulations.

A Hallowe'en dance was given at Gladstone Hall on Friday evening, November 1. A large crowd attended. Prizes were awarded to Mr. Herbert Ory and Miss Maxine Jones for being the best dressed couple. Their costumes were of black velvet. The most comically dressed couple were Mr. and Mrs. Eugene Reed. Cider and doughnuts were served. The proceeds were \$80.

The regular meeting for November will be held at the home of our roundhouse foreman, Mr. David Davis, on Saturday evening, November 9.

### Black Hills Chapter

BLACK HILLS Chapter met on Monday evening, October 14, at the James Johnson home, with Mrs. Johnson and Mrs. Fallbeck as joint hostesses.

During the business session various items of interest and value to the club were dis-

cussed. Plans are being made for a dance the first of November. Watch for results.

The president's trip to Chicago was a feature of interest and it was hoped that Mrs. Beckman, our worthy treasurer, would be able to accompany Mrs. Core on the trip.

Mrs. Tom Hixson, who at this time is at the bedside of her sister, who is ill, is expected to join Mesdames Core and Beckman at Chicago for the luncheon. We wish them a pleasant journey, knowing it will be safe as long as on the Milwaukee.

At the close of the business fun took its place and cards followed, after which a delightful lunch was served by the hostesses, assisted by Miss Ruth Smith.

It is with deep regret that our chapter learns of the serious illness of Mrs. Tom Hixson's sister, and it is the earnest wish of every member that she may have a speedy recovery.

### Portage Chapter

*Elizabeth Bloomfield, Historian*

PORTAGE Chapter held its first regular meeting of the season Saturday, October 5, at the club rooms. Plans were then made for the annual luncheon at Chicago.

We were represented on that occasion, 65 members attending, comprising the largest delegation at the meeting.

Portage was honored by having two members chosen for their musical ability to take part in the program. Mrs. H. Parker, who led in group singing, and Mrs. R. Falch, who acted as piano accompanist.

The rumor is that the R. R. Boy Scout troop (Cinders) is already planning its Christmas boxes of good cheer. Every scout will gather up all the clothing, toys, etc.; also earn 50 cents, to be used to buy foodstuffs for the needy. Thus the youths of the country are taught to help one another, for "In faith and hope the world will disagree; but all mankind's concern is charity."

Christmas cards are on sale at the club rooms by the ways and means committee.

A housewife institute, sponsored by the Milwaukee Journal, is being held each month at the club rooms for members and friends. Every month different things are explained or taught that are helpful to the home keeper. One week good recipes for a Thanksgiving dinner were given.

A year ago the Madison chapter extended an invitation to the Portage Chapter to visit them at their club rooms. Many accepted and enjoyed the meeting greatly.

So on Wednesday, November 6, we had a home-coming, sending cards to all those who had been members or were still members, but had left our city. Some came from New Lisbon, many from Watertown and other nearby towns.

We also sent the Madison ladies an invitation, and they came by car and train to the number of 40, almost overflowing the club rooms. All did justice to a finely cooked and served 1 o'clock luncheon, and many Madison ladies responded when called upon for a toast. The president, among others, gave us an idea of what they were doing in the way of money-making and spending for good purposes; also complimented us on our hospitality and extended thanks. Mrs. Julius Voltz of Milwaukee was also with us and said "How happy she was to come; seemed just like being home."

Then, after a short business meeting, we had a social hour before our guests left, so as to become better acquainted and interested with club people near our home town, so we can "Keep the Bells of Harmony a-Ringing."

### Murdo, South Dakota, Chapter

*Historian*

OUR fine clubhouse has been filled to capacity lately in many lovely affairs of a social nature. We have the best of co-operation in every manner. Our pot-luck supper was attended by sixty people and all enjoyed a very fine time. This was the first occasion for a gathering of this sort.

Our first card party of the year was held last Wednesday with nine tables being filled. A most delightful lunch was served by one-third of the club, the rest being guests. We hope to carry on these card parties every two weeks.

The ladies have been very busy since the weather cooled getting the clubhouse painted and rejuvenated for the winter activities. This co-operation by members is very much enjoyed and appreciated.

### Ottumwa Chapter

*Mrs. James B. Davis, Historian*

VACATION time over, Ottumwa Chapter is back at work scattering sunshine and good cheer to all our Milwaukee family.

Our picnic in midsummer was a great success, and we find that all can again be children on such occasions. Races and ball games and good food make the old young and the young younger.

Mrs. Orvis and Mrs. Hannan started the season with a card party for all club members and friends and added a nice sum to our funds. Lovely refreshments were served and prizes were won by Mrs. Hugh Evans of Amarillo, Texas, first; Mrs. Charles Davis, second; Mrs. J. L. Adams, third; Mrs. Dr. Derbyshire, fourth; Mrs. F. Z. Kidd, fifth.

A party was held at the club house during October, Mrs. Bob Dove, who has left Ottumwa to make her home in Chicago, being the guest of honor. The afternoon was spent playing bridge, Mrs. W. R. Wilson winning the first prize. A lovely gift was presented to Mrs. Dove.

The chapter has been presented with a hand-embroidered quilt and pillow cases, which we hope to "chance" off. We are very proud of the quilt, which was done by Mrs. A. M. Parish, who is 97 years old, and it should bring a large price because of the fact that it was done by this wonderful woman, who is the oldest member on the entire roster of Milwaukee Railroad Women's Clubs.

On November 1 was held our regular meeting and social afternoon. The committee consisted of Meses. W. R. Wilson, chairman, Morlock, W. J. Wilson, Sanford and Davis. Refreshments were served after completion of three games of bridge.

The club members and friends extend sympathy to our president, Mrs. Givens, whose mother passed away recently in Sioux City.

### Channing Chapter

*Mrs. Allen J. Harnesh, Historian*

AT our regular meeting held November 5th, Mrs. Jesse Hale gave a very nice report of the General Meeting held at Chicago. We received many useful hints, some of which we have already started to carry out.

Mrs. Hale represented our chapter in place of our president, Mrs. Geo. Corey, who was unable to go.

A private dancing party was given Monday, November 11th. This party was for the members and husbands.

Mrs. Stanley Johnston supervised a private card party Saturday, November 16th for the ladies and their friends.

All reports read by the various chairmen were good reports. They have all been busy.

# SPECIAL COMMENDATION

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

Illinois Division Conductor R. M. Hune, while on Extra 8370, September 30, discovered fire flying and stopped his train when a broken arch bar was found.

R. P. Check, agent at Hyak, Wash., recently offered his services to deliver an important message to a member of a party of mountaineers who were spending the week-end at their lodge at Snoqualmie. It was necessary for Mr. Check to travel some distance on a speeder and then walk about two miles up a mountain trail through the snow to make delivery. Letters of appreciation were written to Supt. Devlin in recognition of the extraordinary efforts put forth by Mr. Check in this instance.

When I. & M. Division train No. 94 arrived at Rose Creek about 12:15 p. m., November 8, brakeman William Delhanty and Fireman F. Berg noticed fire starting on the roof of the Hunting Elevator Warehouse and immediately gave an alarm. The agent took his water pails from the station, and with what pails were on the engine they got water from the engine, climbed to the top of a box car and threw enough water on the blaze to put it out.

River Division Operator Edward Manning, while on his way to work October 13, found a piece of iron about two feet long bent to a U-shape and placed over the rail with the ends stuck into the ground between east and west channel bridges near La Crosse. This might have caused a derailment had not Manning found the obstruction and removed it.

Dubuque Division Conductor George F. Tanner, while pulling out of Dubuque Shops Yard October 16, discovered a broken spring bar hanging clear out and rubbing the wheel of SORX 6305. A defect of this kind, if not discovered promptly is almost sure to result in a serious derailment.

October 22, when Northern Division No. 474 arrived at Iron Ridge, it was discovered that there was a defective train line on a car containing a highly competitive car of merchandise, and in order to prevent delay, Conductor Jess Taylor and his brakeman looked up a blacksmith and borrowed tools with which they made repairs and the car was sent forward without delay.

Operator George Cramer, Random Lake, Wis., as train 74 was passing station October 14, observed a hot box and stopped the train for repairs.

Terre Haute Division Brakeman W. P. Dowling found a broken rail on southward track, near Hooper Chute, October 6. Brakeman Dowling was on a northbound train and notified an extra south, also called section foreman to make repairs.

Terre Haute Division Conductor M. F. Ernhart, extra north, September 4 found a broken rail on main line north of the tower at Preston, reporting same to the operator so that all trains could be covered until repairs were made. Conductor Ernhart has several similar records to his credit, as he is the kind that works with his eyes open.

Iowa Division Conductor John Clark, on train 63, October 12, felt what he thought was a broken rail near road crossing leading to

No. 6 mine at Madrid. He reported same at Madrid and section men were called, who found a large piece of ball of rail gone near the joint, but not breaking the circuit to throw the signal. Had this discovery not been made as it was, a serious accident might have occurred.

La Crosse Division Conductor J. E. Thurber, while acting as rear brakeman on No. 70, October 3, discovered a broken truck on car while making a cross-over movement at Brookfield. Car was set out.

On August 13, Yard Clerk W. A. Court, Tacoma, while checking 64th Street Yard, noticed an open oil box on a Milwaukee car. Investigation showed the box had been partially filled with sand and journal stuffed with dry grass. This occurrence was promptly reported to the car department for correction.

Assistant to General Managers M. J. Flanagan has written Section Foreman W. A. Bannister of St. Joe, Idaho, commending him for action taken on September 17 in averting a highway crossing accident. An automobile having two passengers attempted to cross our tracks ahead of one of the Veterans' specials, and Foreman Bannister, who was some distance from the crossing, seeing what was about to take place, ran to the crossing and stopped the auto before it got onto the tracks. The driver of the car had not noticed the train approaching.

Iowa Division Conductor F. D. Chapman reported a broken rail one-fourth mile east of Des Moines River bridge on westward track. Section men were called immediately and repairs made.

Pumper George Phillips, Rhodes, Iowa, discovered a broken arch bar on car in train passing Rhodes, October 2. Train was stopped at Melbourne and car set out.

## Those of Us Who Do

G. P. F.

MR. WILLIAM BERNARD, conductor on the Wisconsin Valley Division, working his train over the railroad, became friendly with the sales manager of a large industry in that country, and as a result the Milwaukee Road is being favored with the freight business of the concern with which that gentleman is connected.

Business secured by employes at Union Street during the month of October was as follows:

Receiving Clerk.....	L. Murphy.....	3 Shipments
Receiving Clerk.....	R. Detuno.....	1 Shipment
Receiving Clerk.....	R. Norcross.....	24 Shipments
Receiving Clerk.....	J. Harvatt.....	12 Shipments
Receiving Clerk.....	R. Reiner.....	6 Shipments
Receiving Clerk.....	J. Wagner.....	3 Shipments
Asst. R. C. Clerk.....	T. McGrath.....	13 Cars
Asst. R. C. Clerk.....	J. Latkowski.....	7 Cars
Asst. R. C. Clerk.....	A. Magnus.....	2 Cars
General Clerk.....	W. Seiler.....	1 Car

General Passenger Agent W. B. Dixon commends the following employes account securing business for our lines:

Mr. H. L. Quandt.....	Agent.....	Iron Ridge, Wis.
Mr. T. Sand.....	Car Foreman.....	Butte, Mont.
Mr. Felix Vidal.....	Engineer, S. M. Division.....	Austin, Minn.
Mr. R. P. Rockefeller.....	Assistant Treasurer.....	Chicago, Ill.
Mr. L. J. Benson.....	General Supt. of Police.....	Chicago, Ill.
Mrs. Al Wheeler.....	Clerk.....	Beloit, Wis.
Mrs. Fred Artlip.....	Wife, Train Baggage-man.....	Beloit, Wis.
Mr. M. Butler.....	Train Baggage-man.....	Beloit, Wis.
Mr. William Smith.....	Conductor.....	Beloit, Wis.
Miss Florence Buck.....	Clerk.....	Beloit, Wis.
Miss Nellie Menhall.....	Clerk.....	Beloit, Wis.
Mr. George Gayton.....	Passenger Brakeman.....	Beloit, Wis.
Mr. Fred Jones.....	Passenger Brakeman.....	Beloit, Wis.
Mr. Charles Teatz.....	Asst., Superintendent's Office.....	Kansas City, Mo.

Mr. J. A. Wiele, trainmaster's clerk at Mason City, learned that a local merchant, from whom he made purchases, was routing L. C. L. consignments from Indiana into Mason City over a competing line. Mr. Wiele solicited for the Milwaukee Road an order then being forwarded. We made two days' quicker time than had been the service of the competing line and will have all the business hereafter.

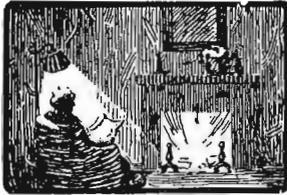
Through tactful handling of a situation in Northern Wisconsin, Mr. Charles Lapham, our engineer at Milwaukee, not only properly closed up the situation to the satisfaction of all concerned, but also impressed his personality so forcibly on those with whom he had negotiated that it resulted in routing over the Milwaukee Railroad considerable tonnage, the first consignment comprising 25 carloads of long-haul business. Mr. Lalk, assistant general freight agent, conveys the matter to us, expressing his appreciation of Mr. Lapham's activities. The writer wants to add that anyone who had the pleasure of knowing Mr. Lapham knows he is just the kind of a man who can and will do these things.

General Northwestern Freight Agent Kennedy of Minneapolis writes us about the activities of Mr. John Mulrennan, an employe in the roundhouse at St. Paul. Mr. Mulrennan prevailed upon a personal friend to route over the Milwaukee Road long-haul business that had been moving over a competing line.

Galewood Transfer at Chicago finds a lot of business on which the Milwaukee Road is short-hauled. These cases are itemized to the originating station, with the request that long-haul be secured for the Milwaukee on future movements. This is a fine scheme, Mr. Bush. Keep it going.

I. & D. employes are always alert. Engineer E. J. Gashel secured a passenger from Mason City to Chicago, October 4, and the following have also secured business for our railroad:

George Buehler, car inspector, passenger for Harrisburg, Pa., from Mason City. Zane Hudson, warehouseman, 2 passengers, Sheldon to Chicago. Conductor W. T. Pippinger, passenger from Rapid City. Passenger was all ready to take C. & N. W. and Mr. Pippinger went to the hotel, brought him to our station and arrangements were made for him to go via our line.



# AT HOME



## Get Busy, Men! Christmas is Coming!!

Elinor Corcoran

CHRISTMAS casts a spell over the whole country. The tradition of giving has been so deeply implanted in the hearts and minds of the people that Christmas is not Christmas without the festive atmosphere — holly, decorating every window, Christmas trees in windows and lawns, and the spirit of giving.

Women think when they shop for men that they are going to have a hard time because there are so few things to get for men, but what must the men think when they see the infinite number of things to buy for women? That must be the reason so many men let someone else do their Christmas shopping. But for those who brave the crowds of the Christmas season and do their own shopping we might be able to offer some help.

There is one thing that a person buying a gift for a girl or woman must be careful of and that is that he must not get something the girl cannot enjoy. Most girls have been pampered for so long and have received rather than given for so long that they are inclined to appreciate only those things which they have been wanting. And the funny thing about Christmas gifts for girls is that the girl doesn't want to tell a man what to get her and still she wants him to get "just what she has been wanting."

So you see there is a problem even if it is a more pleasant problem than the rest of the year is apt to present. But if a man chooses carefully and with discrimination he will have no trouble.

While it used to be that nothing but books, flowers or candy were proper if the couple were not engaged, times have changed and any gift may be given, disregarding the length of acquaintance, although of course good taste still exerts a force.

Frequently men in college give their girls compacts, books, a small piece of jewelry or something else, pretty but reasonable.

Now that concerts, opera and formal dinners and dances have started for most women, such things as evening purses, white kid gloves, rhinestone buckles, formal jewelry and very sheer hose are gifts that women love. Or if one's entertainment tends toward the informal rather than the formal, the story is the same. French kid gloves to match one's coat, a pocketbook especially designed for dress wear—perhaps of moire or metal brocade, chiffon hose, pretty handkerchiefs—these are things that are appreciated because they are things one might not buy for oneself.

Just out of curiosity, one day, I asked several girls what they wanted most for Christmas. The answers varied from "nothing at all" to "a Packard roadster" or "a million dollars." That leaves a big field to choose from, but those things that are nearer the "nothing at all" are the



Thomas Earl, Son of R. M. Division Conductor Fairhurst



Dixie Deal, Daughter of R. M. Division Signal Maintainer Dick Griffith



Marietta, Daughter of R. M. Division Roadmaster Matthelson

best things to give unless dad should say to his daughter, "Here is a roadster for Christmas."

If a girl likes to be out of doors and has the opportunity to take part in sports, she may like a suede or leather jacket, wool stockings, suede gloves lined with fur or fur trimmed, a sport hat, perhaps a pair of skis, a pair of ice skates, or a sport scarf.

There are any number of novelties that a girl would love to have. Some may

like things for their bedrooms—dresser sets, book holders, book-ends, pictures, perfume bottles, dresser trays for perfume bottles or jewelry boxes (if they are attractive and the girl holds no prejudice against them). Some girls like to have fancy holders, in the shape of dolls, to hang on a door knob for holding soiled handkerchiefs; or pillows for the bed or chairs; or fancy dolls or dogs to put among the pillows on the bed.

There is one more thing I have to mention as a Christmas gift to a girl. It is something that many people would like to receive but hate to give because they are afraid it suggests conceit. That is a photograph. There is hardly a girl who doesn't have a photograph on her dresser and most anyone is happy to find a large photograph, framed, among her Christmas gifts.

With these things as suggestions, get busy, men! In looking for one thing, another more suitable and attractive, is very likely to catch your eye. Choose gifts that are individual, suitable to the girl's type and personality and then rest assured that it will be "just what I wanted."

## The Patterns

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

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

6678. Girls' Dress with Bloomers. Cut in 4 sizes: 2, 4, 6 and 8 years. A 6 year size requires 2 $\frac{3}{4}$  yards of 35 inch material. For collar, cuffs, and leg-bands of contrasting material,  $\frac{3}{8}$  yard is required 35 inches wide, cut crosswise. For frill or plaiting on the collar, 1 $\frac{1}{8}$  yard 1 $\frac{3}{4}$  inch wide, is required cut crosswise. Price 12c.

6659. Ladies' Coat Dress with Slender Hips. Cut in 8 sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 46 inch size requires 5 yards of 39 inch material. For vestee and belt of contrasting material,  $\frac{3}{8}$  yard 39 inches wide is required, cut crosswise. The width of the dress at the lower edge with plait fullness extended is 2 $\frac{3}{4}$  yards. Price 12c.

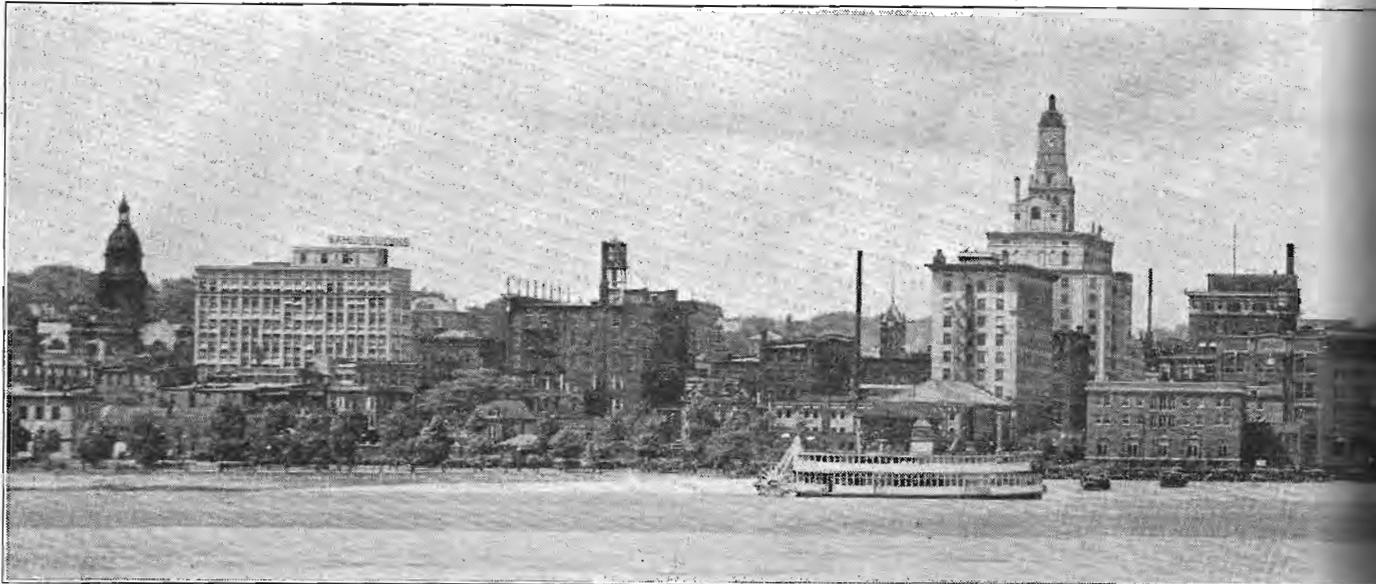
6671. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12 year size requires 2 $\frac{3}{4}$  yards of 35 inch material. For collar, belt and cuffs of contrasting material  $\frac{1}{2}$  yard 35 inches wide is required, cut crosswise. The tie of ribbon will require  $\frac{7}{8}$  yard. Price 12c.

6675. Girls' Coat. Cut in 3 sizes: 2, 4 and 6 years. A 4 year size requires 11-3 yards of 54 inch material. To line coat will require 2 yards of 32 inch material for a 4 year size. To interline collar, facing and cuffs will require  $\frac{1}{2}$  yard of canvas or coarse linen, 32 inches wide, cut crosswise. Price 12c.

6389. Girl's Under Garment. Cut in 7 sizes: 4, 6, 8, 10, 12, 14 and 16 years. A 12 year size requires 2 $\frac{3}{8}$  yards of 36 inch material. Price 12c.



Rocky Mountain Division Juniors—(1) Marceil (left) and Kathleen, daughters of Conductors Kilpatrick and Carlson. (2) George D., son of Operator Field. (3) Jacqueline Sprecher, niece of Conductor Wilson. (4) Margaret Ruth Irvine, granddaughter of Engineer Townsley. (5) Mary Lou, daughter of Fireman Earl Hogan. (6) Margery Jean, daughter of Fireman W. H. Merrill. (7) Gladys Aleen, daughter of Chief Inspector Peter Johnson. (8) Clyde C., son of Operator Field. (9) Alice Margaret, daughter of Engineer Torgrinsson. (10) Mabel, daughter of Storekeeper Miyoshi, Harlowton. (11) Mary Jane, daughter of Machinist Dave Wagner, Harlowton.



The Davenport

4578. "Bunny Rabbit" and His New Rompers. Cut in 3 sizes: Small, 12 inches; medium, 16 inches, and large, 20 inches in length. To make the doll for a medium size requires  $\frac{3}{8}$  yard of material; for the rompers  $\frac{1}{8}$  yard is required, 36 inches wide. For collar of contrasting material  $\frac{1}{8}$  yard is required. Price 12c.

5909. Ladies' Apron. Cut in 4 sizes: small, medium, large and extra large. A medium size requires  $2\frac{1}{4}$  yards of 36 inch material. For binding as illustrated  $7\frac{1}{2}$  yards will be required. Price 12c.

6661. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18 year size requires  $4\frac{1}{2}$  yards of 39 inch material. For yoke collar and tic of contrasting material  $\frac{1}{2}$  yard is required 39 inches wide, cut crosswise. The width of the dress at lower edge of lower flounce, with fullness extended is  $2\frac{3}{4}$  yards. Price 12c.

6663. Ladies' Morning Frock. Cut in 5 sizes: 34, 36, 38, 40, and 42 inches bust measure. A 38 inch size requires  $4\frac{1}{2}$  yards of 35 inch material. To face revers, cuffs and belt with contrasting material requires  $\frac{1}{4}$  yard 35 inches wide cut crosswise. The width of the dress at the lower edge with plait fullness extended is  $2\frac{3}{4}$  yards. Price 12c.

### Good Things to Eat

#### Some Stuffings for the Christmas Bird

**New England Stuffing.** One small stale loaf of bread—preferably baker's bread. Cut in slices and toast until delicately browned. Chop in chopping bowl while adding hot water to moisten. Add one third cup of fat salt pork, one egg, and salt, pepper and sage to taste.

**Giblet Stuffing.** Put the giblets in a saucepan and cover with one quart of cold water. Heat gradually until boiling point, then simmer until the giblets are tender. The liver will cook quicker than the heart and gizzard and should be removed first. Split and spread sixteen common crackers with butter, allowing the butter to be quite thickly spread. Pour two and three-fourths cups of stock in which the giblets were cooked, and as soon as this is absorbed, add the chopped giblets, salt, pepper; summer savory, sage or marjoram, as preferred. The seasoning should be to taste.

**Swedish Stuffing.** Mix two cups stale bread crumbs, two-thirds cup melted butter, one-half cup seeded raisins, one teaspoon salt, one-eighth teaspoon pepper, one-half teaspoon sage and one-half cup English walnuts. Raisins should be cut in small pieces and the nut meats broken up.





and Waterfront

**Bread and Celery Stuffing.** Pour one cup of boiling water over three and one-half cups of stale bread crumbs and let stand twenty minutes; then squeeze out all the water possible. Add one tablespoon poultry seasoning, one and one-half teaspoons salt, one-fourth teaspoon pepper, three-fourths cup finely cut celery and one-half cup melted butter.

**Sausage Stuffing.** Chop one small onion very fine and cook in two tablespoons melted butter three minutes. Then add one-half pound sausage meat, one dozen French chestnuts, which have been boiled and mashed; two teaspoons salt, one-fourth teaspoon pepper, one-eighth teaspoon powdered thyme, two teaspoons finely chopped parsley and two ounces fresh bread crumbs. When thoroughly blended add two dozen boiled whole chestnuts.

**Potato Stuffing for Duck or Goose.** Two cups hot mashed potato, one and one-half cups soft stale bread crumbs mixed together. Add one-third cup of butter, one egg, beaten, one and one-half teaspoons salt and one teaspoon sage, ground. When blended, add one-fourth cup finely chopped salt pork and one finely chopped onion.

**The Best Stuffing of All.** One loaf of stale bread, put through the meat chopper. One-half cup melted butter, salt, pepper and ground sage to taste. One-half cup of finely chopped salt pork may be substituted for the butter; or it may be used half and half.

This is an easy and delicious preparation. No moisture is used, and the stuffing when served is light, perfectly wholesome and digestible.

## Union Station Chapter

*Mabel M. Costello, Historian*

**S**ATURDAY afternoon, September 14th, the members of the Union Station Chapter were guests of the Fullerton Avenue Chapter at a joint meeting in their club rooms at Fullerton Avenue. Luncheon was served at 1:00 p. m. and the guests again had the opportunity of meeting Mrs. Byram and listening to her very interesting account of the club's work during the past year.

September 28th the annual board meeting was held at the home of the president, Mrs. O. W. Dynes, Hinsdale, Ill. Luncheon was served to about fifty members and after an important business meeting, at which plans were made for the coming year, the guests visited the garden and grape arbor.

The next event, the Fifth Annual Get-Together Club Luncheon, was held on Saturday

afternoon, October 26, 1929, at the Drake Hotel.

On the evening of Tuesday, November 12, 1929, the Annual Dance and Card Party for the Xmas Basket Fund, Union Station Chapter, was given. Dancing on the second floor of the Union Station and cards played in the club room on the third floor. It is the desire of the chapter to collect enough money from the proceeds of this affair to supply Xmas baskets to all the needy who request same through the Union Station Chapter.

The librarian has purchased quite a few new books and library books may be secured in the club room on Mondays, Wednesdays, Thursdays and Fridays between the hours of 12:15 and 12:45 p. m. A Library Night, the same as was held last year, is planned for the coming year and we may have an opportunity of hearing on that night, a book review or reading by Mrs. A. F. Merrill.

The Annual Christmas Eve Party of the Union Station Chapter will be held on the eve of Christmas, details as to this affair will be announced later by Mrs. Dynes.

As to SPORTS—bowling has again been resumed every Wednesday evening at 5:30 p. m. at Bensinger's Alleys, 73 West Monroe St., 4th floor.

The club room has recently been cleaned and decorated and several new pieces of furniture added. Mrs. H. H. Field has also added new pictures so everything is in readiness for a busy club year.

## Savanna Chapter

*Ethel K. Heck, Historian*

**O**UR October meeting was held on the 14th of the month, club activities for the season were planned.

Monthly dancing parties are given in the club house. These parties are well attended and looked forward to with pleasure by members and their families.

A Hallowe'en party was given on the 30th. A bridge party was held on the afternoon of the 17th. There were 24 tables of bridge on that afternoon.

A bake sale was also held during October. A home talent "Take the Air" sponsored by the club is to be given in St. John's Parish Hall on November 7th and 8th. This is said to be a very good play and we are looking forward to a good crowd both evenings.

Our chapter always has so much relief work to take care of that the Ways and Means

committee are kept busy trying to replenish our treasury.

The ladies who attended the annual Get-Together Luncheon in Chicago reported enjoying the trip to Chicago, the Get-Together meeting and the luncheon.

## Fullerton Avenue Chapter

*Elsa M. Augustin, Historian*

**N**OVEMBER 9, 1929, and another delightful meeting of the Fullerton Avenue Chapter in the club rooms at which we were served a most delicious luncheon by our own Mrs. Larson.

President Mr. W. W. K. Sparrow was in the chair and the great announcement of the day was the fact, that we have gone considerably over our goal of 1,000 members for 1929. Good work for Fullerton Avenue! And many thanks to all who helped accomplish this.

This has been a wonderful year in many ways and much has been accomplished. We have had parties and dances, picnics and musicals, lectures and readings, card parties, too. In fact almost every form of entertainment has been provided.

After the business of the day had been disposed of the program was turned over to Mrs. Geo. Rector, who with the co-operation of one of our members, Mr. J. Strohmeier, had planned an interesting gymnastic performance, in addition to moving pictures of the "Turners" in action and views of Hawaii.

We are very proud of our Glee Club and hope its demonstration on November 9 earns for it many new members and that every one who is interested does not delay in attending the practice hour on Friday evenings in the club room. Our contributing members are also cordially invited to join with us in the undertaking to make this one of the finest Glee Clubs of the entire system.

There will be a Christmas Dancing Party in the club rooms early in December, the proceeds of which will help us to carry on our Annual Good Cheer and Christmas Basket Work.

The entertainment for the December meeting will be a Christmas Party and will be followed by cards and bunco.

The time has flown, for again Christmas is with us, and our president, Mrs. W. W. K. Sparrow, her corps of officers and all the members, extend to all our many friends over the entire system, the pleasantest Holiday Greetings and Best Wishes for a Happy and Prosperous New Year.

# ON THE STEEL TRAIL

## Hot Shots from the West T. M. (Former Musselshell Minutes)

H. K.

**HELLO, FOLKS!** After all that—"Then You'll Remember Me." History repeats itself and so does the printer, occasionally, but woe be unto the reporter who hands out the same old gags time after time. O Promise Me, that if I do you'll be there At Dawning to see me shot, in the name of all that's "literally" good for anything in the way of news.

Editor Kendall is bound that we shall break into print and put this part of the railroad on the map again, and when that little lady sets her mind on something—just give right up in the first place without a struggle—and write—so here goes.

You've read a lot about the opening of the new club house at Miles City, but if you haven't really seen that charming room, with its hospitable fireplace in one end and the comfortable chairs and the colorful rugs, all lending their share of beauty, together with the pretty light and soft draperies, you've missed something worth while. The club rooms are very popular since they are newly decorated and have already been the scene of many social activities.

The office girls are going to entertain at the next meeting and that's quite enough said for the present. Boys, right about face, to the club house.

Barry Glen says: "Accidents, not wedding bells, are breaking up that old gang of mine."

Pearl Hill of the Mechanical Department, is vacationing in Minneapolis. Don't bring home any wooden nickels, Pearl, we can't use them in gas furnaces.

Harrie Roberts has taken over the "cup-board" which was formerly presided over by the famous Hubbard, and Barney is now doing tricks between the Store Department and the main office building.

Dispatcher Nummerdor has been ailing for the past two weeks. Back at work now, but looks as if another week of recuperation would help a lot.

Eddie Bluhm of the local Store Department, is leaving here to accept a position in the Tacoma store. The girls are grieving, Eddie.

Ruth Dunnigan is also one of the vacationists this month, she didn't leave town, but had a good rest at least.

Marie Blake of Mobridge is now in Miles City office taking a few turns at different desks. We could say a lot about little Marie, but like that old Chinese proverb: "One look is worth a thousand words." See for yourself.

Geo. Hilton spent a pleasant week-end at the Miles City Hospital; he said he underwent an operation for the removal of his tonsils, but personally we're convinced he was only out there getting his dances lined up for the Nurses' Annual Ball. At least it looked that way the night of the dance.

And, we lost "Jerry" (Geraldine) McCarthy—plenty of reason for a sob story—and if you know her, you'll agree with me. We're going to miss that Irish smile a lot and hope it will only be a short time before we enjoy its light again. Hope you like sunny California and have a good time—and then come back.

A lot of people are asking questions about this office force, for instance:

What is it Peter burns?  
What could Helen's bug be?  
What will Clara spear?  
Who is it that Ben shields?  
What has Ruth done again?  
Why does Carlson use snoose?  
When was Harold fuller?  
Why is Andy a wolf?  
Where is Delores' wagon? (not so good).  
Where is Amyleigh's Essex?  
and in the face of all this it would only be fair to ask:  
Did Helen's cur win?  
If I live to write another column you may get some better stuff.

Mrs. Gillick and Mrs. Walters attended the annual meeting of the Women's Club in Chicago last month and enjoyed the trip immensely.

Mrs. C. R. Vandervort, wife of conductor, visited relatives in Chicago recently.

Geo. Roberts disappeared from the office not long ago and thereby hangs a tale: One of the stenographers inquiring about him, asked: "Is George gone?" And the boys answered in unison with a loud laugh: "Yes—George is gone—for good." The poor steno thought he'd stolen all the office furniture or the file cases or something equally as valuable and committed a felonious crime of some sort. Well, the lad had gone for a license, but quite a different sort than Jim Brady bought. His was a marriage license. Geo. is busy receiving congratulations and best wishes of the office bunch and the gang presented the newly weds with a nice electric percolator.

Mrs. K. Burns spent her vacation resting at Hunters Hot Springs—said she went up there for a rest and was afraid she was going to get it. She also visited the oil wells in Cody, and spent a few days in Billings.

Clara Spear made a trip to Butte to visit her sister who has been ill with pneumonia.

Margaret Gilbert expects to spend a few days in Minneapolis soon to be bridesmaid for a friend who was formerly a resident of Miles City. Hope she draws the "best" man.

Elizabeth Coleman will spend her vacation in Sioux City with her sister Mrs. Donahue.

James Brady of the chief dispatcher's office, purchased a big game hunting license and hied him to the mountains around Josephine—girl?—no, town—and this is what happened in a brief way:

Jim Brady went a-hunting—to shoot a big, brown moose,  
But all he got for all his pains was a poor, little, lone, blue goose.

If the plural of goose is geese,  
Why isn't the plural of moose, meese?  
Singular, isn't it?

Jack Price brings home the pheasants instead of the bacon—but anyone who has ever had the privilege of tasting this rare dish wouldn't care if they never saw any more pork from "pigs that died happy"—as long as it was open season on these birds of brilliant plumage.

Bob Burns has returned from his sojourn in the mountains with the extra gangs, looking hale and hearty—and after spending a few days with home folks departed for the bright lights on the western coast for a short vacation.

Best wishes to all the Milwaukee folk for a happy holiday season.

## West I. & D. Notes

F. D. S.

**SUPT. INGRAHAM** held a claim prevention meeting in Mitchell the latter part of October. Had a pretty good attendance. Mr. Sullivan gave a very good talk on how to prevent claims.

C. H. Bradbury, R. H. F., was in Milwaukee the latter part of October to attend a meeting.

L. A. Sandquist, second trick operator at Canton, is on a two weeks' vacation visiting with relatives at Minneapolis.

Frank Schneff, claim adjuster, was in Mitchell the first part of November attending to company business.

Mr. Wiltout and E. H. Platte, P. McMahon and C. A. Bross went to Mason City the latter part of October to attend a meeting.

A. R. Calvin, traveling auditor, was in Mitchell the latter part of October attending to company business.

Earl Jefferson, fuel supervisor, was in Mitchell calling on all his friends. This was the first trip that Earl has made since his accident. Everybody was glad to see him back on the job.

B. Searles, division freight and passenger agent on the S. C. & D., was in Mitchell over the week-end visiting with C. C. Searles and family.

Earl Miner, night baggageman, is now in the market for a good dog. He wants one that he can train to run errands for him.

Louis Hliff, chief clerk, is getting to be quite a hunter. This year was his first try. From all reports he must be some shot.

C. L. Keller, traveling auditor from Dubuque, Ia., is now checking some of the stations on the H. & D. Division.

We are all trying to figure out just why it is that some days C. H. B. will send one of the boys over to the yard office with the mail, and then on certain days he won't let anybody take it, but holds it until he gets ready to go himself. Try and figure it out.

Floyd Hanson, of the car accountant's office, was in Mitchell the first part of November calling on all his old friends.

Jerry Kearney, dispatcher, was out trying his luck hunting pheasants. All Jerry got was a sore arm and a lot of good long walks.

C. H. Bradbury, R. H. F. at Mitchell, was called to Tacoma, Wash., the latter part of October on account of the death of his father. The sympathy of the employes at Mitchell roundhouse are extended to him in his great loss.

We understand that Ole Anderson, blacksmith at Mitchell, doesn't need a gun to kill pheasants with. He can catch them without a gun. How about it, Ole?

Wm. Rollinson, pumper, has been confined to his home for the past week, due to illness.

There has been some talk of Engineers Hyde and Walston running over to Sioux Falls instead of coming into Mitchell. This simply can't be. What will the "fair sex" do without these two kidders?

Florence Paullin, Mrs. E. O. Wright and Mrs. John Bohan attended the meeting of the Milwaukee Women's Club in Chicago and reported a fine time.

Now that the Store Department has a Ford car I don't suppose we will see much of Harry Binderup. What's that? Oh, Harry just said the thing won't run. Too bad, Harry.

Really, folks, I think Edna Bintliff of the trainmaster's office has missed her calling. She makes a wonderful fortune teller. If you don't believe me ask some of the men who attended the Hallowe'en party of the Women's Club. She almost had some of them believing what she said.

E. O. Wright, B. M. F., is back on the job again and says he is feeling 110 per cent now.

What's this I hear about some one getting married? Joe Findly? Better look before you leap, Joe.

We heard that George Landall, pipe fitter helper from Milwaukee, who has been working at Mitchell for the past month, left his heart at Mason City. Too bad, George, but you really can live with only one heart.

Toot! Toot! What's all that noise? Oh, never mind; it's just Ed Stanton again blowing his own horn.

We are glad to report that A. A. Ricks, R. H. F. at Murdo, is back on the job and says he just can't stay away from the railroad. Mr. and Mrs. Ricks were in a serious auto accident this summer and both of them were pretty well bruised up.

Do any of you know Mr. Mitten, roadmaster west of Mitchell? Well, if you don't, take my advice and don't get acquainted. He is a great bridge shark and wants to bet all of his money on football games and eats some one else's candy all up. Just take a tip from some one who knows and stay away from him.

Emil Helander and James Ollinger, machinists at Mitchell roundhouse, are still trying to figure out why they missed so many pheasants one day this fall. We have that all figured out. It took Emil so long to get out of the car because he had so many clothes on that the pheasants just wouldn't wait any longer. Be careful now, Emil, that you don't bite that thumb off.

### Squeaks from the C. & M.

OUR sincerest sympathy is extended to the family and relatives of veteran Conductor Henry Bond, who passed away recently after an extended illness. He was a veteran of more than forty years' service on the C. & M. Division and will be sadly missed, not only by his fellow employees, but by the hundreds of suburban passengers who have been in the habit of riding with him most every day for years.

Well, boys, the Bachelors' Club has lost another staunch member who will be missed but not mourned as maybe his new boss can be prevailed upon to give him an evening off now and then to spend with the old gang. Brakeman Herbert Lytle has at last become a Benedict and the boys all send their best wishes to the happy couple.

Brakeman Ed Whipple, who was injured at Rondout several months ago, was doing nicely at the last report and will soon be able to be around again as good as new.

The sympathy of all the C. & M. employees is extended to Conductor Dave O'Rouke, who has been confined to his home for some time on account of illness. Come on, Dave, and get back on the job as the boys all miss you.

Fireman Loye, who suffered an injury to his eye recently, is out and around, but had the misfortune to lose the sight of one eye and we are sure he has the sympathy of all his fellow employees.

We are pleased to hear that the young son of Conductor W. A. Kranz, who has been quarantined for about five weeks with scarlet

fever, is again up and around and just about fully recovered.

Brakeman "Chaw" Thompson was painfully injured recently and is still confined to Milwaukee Hospital. Our best wishes are tendered him for a speedy recovery.

Well, by the time this appears in print Thanksgiving Day will be passed and we shall be preparing for Christmas and worrying and wondering what to give this one and what to give that one.

So I think it would not be amiss to wish you one and all a very Merry Christmas and a Happy and Prosperous New Year.

And now while you have the thought for a Merry Christmas in your mind stop and think what an accident would mean to you and your loved ones at this time of the year particularly, and then remember that it would mean the same thing to any other family. So let's all practice safety first so that nothing of this kind may occur to mar our holidays.

### Kansas City Division

C. M. G.

MARRIAGE of Miss Lucille Stallman, daughter of Mr. and Mrs. J. W. Stallman, 405 E. Kirkwood St., Fairfield, Ia., to Hiram Chas. Welch, son of Mrs. R. E. Welch of Ottumwa, took place on Wednesday afternoon, October 30, in the rectory of St. Mary's Catholic Church. The Rev. John Gaule of Centerville, Iowa reading the service in the presence of the bride's sister, Mrs. F. L. Lynn and J. C. Welch, brother of the bridegroom. Mr. and Mrs. Welch were honored at a reception in the Stallman home on Wednesday evening, after which they departed on a trip to Texas points. Mr. Welch is a brakeman on our division and the couple have the good wishes of everyone.

The Directors' Special train passed over the Kansas City Division on October 14 and 15, it was handled very efficiently. Everyone was well pleased with the railroad and the manner in which it is being operated.

General Roadmaster Burke, Chillicothe, has resumed his duties after an absence account illness.

Extra gang, with Foreman Paul Loftus in charge, is now on the East Division unloading rail. The laying of 27 miles of new rail will begin next spring.

Several changes have taken place in the office of the superintendent during the past few weeks. Chief Timekeeper C. H. Baker has been promoted to the position of A. F. E. accounting clerk, while Geoffrey Stickler, recently employed as traveling auditor out of the office of E. P. Willey, Chicago, and formerly maintenance timekeeper on the Kansas City Division, has been assigned to the position vacated by Mr. Baker. Opal English has been given the position of maintenance timekeeper.

Foreman Jess Epperson, Chillicothe, just returned to work after an absence of several months account illness, due to a serious appendicitis operation.

On October 31st a daughter, Gene Florence, arrived at the home of Mr. and Mrs. C. F. Carlson, Kansas City. Mr. Carlson is captain of police on the K. C. Division.

Mr. and Mrs. R. H. Cunningham, Wausau, Wis., recently departed for their home, following a visit with relatives in Ottumwa and Blakesburg. Mr. Cunningham, now roadmaster at Wausau, formerly held this position on the West Kansas City Division, with headquarters at Chillicothe.

The meeting and banquet of the Milwaukee Women's Club held in Chicago on October 25th and 26th was attended by the following K. C. Division club members: Mesdames M. J. Reynolds, W. J. Wilson, Walter Dingeman,

James Morlock, John A. Sanford and Misses Josephine Vander Meulen and C. M. Gohmann. Due to the recent death of the mother of Mrs. Givens, president of our chapter, she was unable to attend the meeting and Mrs. M. J. Reynolds was elected to represent the Ottumwa Chapter.

Division Accountant A. C. Daacke, while on his vacation in the early part of October, was sent as a representative of the Ottumwa Council No. 31 R. & S. M. and Clinton Chapter No. 9, R. A. M., to the convention of the Grand Chapter and Council in Cedar Rapids. H. J. Bowen, assistant division accountant, also attended the convention and served on the mileage and per diem committee of the Grand Council. The greater part of Mr. Daacke's vacation was spent in Chicago, where he and Mrs. Daacke attended several of the good shows.

Roundhouse Clerk Harry Vaughan, West Yard, had his annual two weeks' vacation during the month of October. Understand Kansas City was one of the points of interest visited by him.

Ivar Carlson, train timekeeper, and Mrs. Carlson spent the first two weeks of October visiting in Gary, Ind. and Chicago, Ills.

The new brick hotel at Laredo has been opened and the men now have a clean and comfortable place to spend their hours off duty while at that point. The hotel is under the management of Henry Wadsworth and Rufus Morin.

On Saturday evening, November 16, at the Masonic Temple, Ottumwa Lodge No. 16, A. F. & A. M., will have Milwaukee night, at which time the Third Degree will be conferred upon Harry R. Howard, traveling engineer on our division, starting at 7:30 p. m. All offices to be filled by the following employees of our railroad: Sam Chadwick, Charles L. Post, Walter C. Givens, Clyde L. Ward, August C. Daacke, Willis H. Vosburg, Ralph Replogle, John A. Mooney, Geoffrey Stickler, Harry Vaughan, John Niman, Clyde Dornsife, Donald Carbaugh, Frank M. Barnoske, Chas. W. Mitchell, Walter Becker, Henry J. Bowen, Charlie Harness, Chas. D. Smith, Fred Delaney, Chester Johns, Clyde Richmond, H. F. Gibson, Edwin Dornsife, Chas. H. Baker, A. J. Story, Jay G. Upp, Lloyd Wilson, John Evans, Roy J. Coker, Joseph W. Calvert, Ralph Lowe, H. L. McCaughey, Frank Vaughan, Norman Hopp, Harry L. Creamer, Gordon Heather. It is very unusual to be able to secure enough members from any one company to put on the work in a proficient manner. Following the work Supt. H. F. Gibson will present him with a Masonic Bible in behalf of the Milwaukee employes. Refreshments will be served in the dining room of the Temple, following the presentation.

### "An Engineer's Confession"

Grace Winkelmeyer Hartley

I LOVE HER, boys; truly, I love her.

My very soul teems with delight;  
I'm proud as the proudest of creatures,  
I know that she's my own tonight.  
Each care steals away from my being;  
Each frown with a smile I replace;  
I'm satisfied, happy, contented,  
When once that I look in her face.  
I know that she'll always be willing  
To help me, in peace or in strife.  
Ah yes, she's the goal of perfection,  
The pride of an engineer's life.  
A model of unequalled beauty,  
Encircled with graces sublime;  
No human can pattern her fancies;  
She's God's given blessing divine.  
She groans at the thought of a failure,  
And smiles at each burden that's sent.

She strengthens humanity's comforts.  
 And kindles the thought of content.  
 Without her there's sadness and sorrow;  
 Within her there's pleasure and rest.  
 She's builded the pathway to fortune  
 And mingled the east with the west.  
 I oftentimes find myself thinking,  
 When nearing the end of a run,  
 How faithful she is and how patient,  
 And I'm glad that the journey is done.  
 I love her, boys; truly I love her.  
 She's all in this whole world to me.  
 I love her, boys; truly I love her,  
 That old engine, Two-Sixty-Three.

## Electric Flashes from Deer Lodge and the West R. M. Division

*Willie*

**T**OM BOWEN visited his sister in Great Falls for ten days.

John Sandberg spent a few days in Spokane visiting friends.

Conductor A. A. Melchoir has signed up for the auxiliary trouble shooter which is doing a lot of extra repair work on the West R. M. Division. Vandercook will take the main line job in passenger service for a while.

Engineer Waldron and Night Y. M. Deer Lodge spent two weeks hunting in the Swan River country.

Mr. and Mrs. E. P. Bink have returned from a visit to Kentucky and Southern Indiana.

Miss Mae Cunningham has returned from an extended trip to Atlanta, Ga., Washington, D. C., and Chicago. Mae said she didn't stay long any place except in Minnesota. Guess there was something more attractive there than any other place.

Eric Williams is not living at home these days. Divorce? No, only the younger members of the family have the smallpox.

In last month's magazine the report was that C. K. Foote had fallen into Puget Sound, but we now find that it was all wrong. Yes, all wrong. Another young man gone wrong. Well, the report now is that Foote has fallen into the Sea of Matrimony, but just the particulars he will not yet divulge. Now we still maintain that there are plenty of chances for Tony Byrne and Whitie Buhman.

And still another. Juanita Figg and Archie Mechan, well-known clerical employees on this division, were married recently. At home in Avery.

Howard Tokely, son of Aceountant Tokely, was struck by an auto on the street in Deer Lodge some time ago and badly injured. However, he is recovering nicely and will soon be out of the hospital.

Mr. and Mrs. Jack Burns are visiting in California for a few weeks.

Roundhouse Foreman W. E. Brautigam was operated on for appendicitis and at present is making satisfactory recovery.

And still another. Report is out that Jack Farmer and Ann Erickson were married in Missoula November 6. However, no cigars yet. Now, all you newlyweds—congratulations from the division!

Goodbye, everybody, until next time!

## River Division News

*M. M.*

**A**M submitting the Railroad Man's Prayer for the use of all concerned.

Oh Lord, now that I have flagged thee, lift up my feet from the rough road of life and plant them safely on the deck of the train of salvation.

Let me use the safety lamp of prudence.

Make all coupling with the link of love.  
 Let my hand lamp be the Bible and keep all

## Our Thoughts and Life

*Lucille Millar*

The thing in life that really counts,  
 When all is said and done,  
 Is the thought that we send out each day  
 From dawn till setting sun.

We send out a thought and think it is lost,

That no record is kept of the same,  
 But the law of life considers the cost,  
 And the source from which it came.

We should mould our thoughts in accordance with form—

Conforming with set rule and measure;

And not turn them on—like a faucet it will—

Just to satisfy our selfish pleasure.  
 For thoughts are truly things, indeed,  
 They beckon either love or hate;  
 Let us make them of us the Godly part,  
 And live in a high estate.

switches closed that lead off the main line into sidings with blind ends. Have every semaphore block along the line show the white light of hope that I may make the run of life safely without stopping.

Give me the Ten Commandments as a working card, and when I have finished my run on schedule time and have pulled into the terminal, may Thou, O Superintendent of the Universe, say, "Well done, good and faithful servant; come into the general office and sign the pay roll and receive your check for eternal happiness"

Mr. and Mrs. Paul Moore have returned from Evanston, Ill., where they have been spending some time visiting their daughter.

Traveling Auditors B. F. Good and F. Covenick spent some time at Wabasha in the interest of their work. Mr. Good has assumed the responsibility of caring for Mr. Covenick while traveling and of course no one more capable could assume such a difficult role.

Mr. James Hayes, superintendent of equipment, Chicago, was at Wabasha in November looking over matters of improvement. Mr. Hayes is enjoying very good health and is very active. Hope to have Mr. Hayes call again.

District Master Mechanic John Turney was at Wabasha in November making a check on all steam leaks. Evidently Mr. Turney was satisfied as there were no reports made.

John Harts, storekeeper at Mason City, but formerly of Minneapolis, passed over the division October 22nd on a very important mission. He and his newly acquired partner were enjoying a honeymoon trip. Congratulations to Mr. and Mrs. Harts.

Sympathy is extended to Conductor James Wheeler and Engineer M. Wheeler in the demise of their brother-in-law, Mr. J. M. McLaughlin, who has been a resident of Wabasha for some time.

Operator H. D. Witte of Wabasha, went to Minneapolis November 15th to help his mother celebrate her 89th birthday. Both father and mother of Mr. Witte reside in Minneapolis and are very active, enjoying good health. The senior Wittes were former residents of Wabasha.

Word comes from Minneapolis that Mr. Cyrus Reed who is spending the winter there is in declining health. Mr. Reed is about ninety years of age and has spent many years of service with the company. He is the father of Engineer Wm. Reed and Conductor H. M. Reed. The many friends of Mr. Reed sincerely wish him the best of everything.

Warren Waterbury, formerly signal maintainer, has received promotion of assistant supervisor at Webster, S. D. Mr. Waterbury has taken up his duties and his family expect to move out there. Wabasha regrets the departure of this family but wishes them the best of success in their location. His vacancy is filled at Wabasha by Mr. Jarvis of the I. & D. Division.

## Dubuque Division

*E. L. S.*

**O**NE of the most tragic deaths that has ever happened on this division occurred Nov. 4, when B. & B. Foreman Arthur McGuinness, aged 66, was burned to death in his bunk car at LaMotte, Ia., that date. He had not been feeling well and remained in his car, and it is a supposition that an oil can exploded while he was replenishing the fire, causing the fire and his death. He was a foreman on this division since May, 1883, and was well liked by all who knew him. He will be sorely missed by his associates. Sincere sympathy is extended to his bereaved family.

Recent appointments made in the B. & B. Department: Max Meyer has been appointed foreman in the place of Mr. McGuinness. On account of Frank Meyer, B. & B. foreman, going to Escanaba, Mich., as a supervisor of the docks at that point, Peter Duehr, B. & B. carpenter in Meyer's gang, is appointed temporary foreman in his place.

Paul Schultz, Roy Cheney and John Riley, who have been accompanying and assisting Mr. G. Tornes on general bridge and building inspection at various points on the system, returned to their work at Dubuque. Mr. Tornes came to Dubuque with them on business and while here attended the funeral of Foreman McGuinness.

Frank Scarff, yardman, has been filling the position of night yardmaster at Marquette for the past month.

Tom O'Rourke, for many years a section foreman and extra gang foreman on this division, applied for pension recently. Tom says he is going to take life easy now.

Former service was restored on the Waukon Line on November 1. Conductor David Laury, who was on that line since last April, took his old job back on Nos. 30 and 9. Conductor W. W. Graham and J. A. Broskey bid in and received appointments for the Waukon Line jobs. Conductor "Jim" Cassidy, who was displaced on 30 and 9, displaced J. S. Kinder on 404 and 471 on the Preston Line.

Switchman James McCauley met with a painful injury while on duty Nov. 9, and it is expected he will be laid up about three weeks. It was thought at first that he had a broken hip, but we are glad that this did not happen.

Trainmaster C. E. Shaft and wife returned from St. Paul November 12, where they were attending an annual get-together meeting of the Russian Railway Service Corps.

Bill Stafford evidently didn't like us any too well, as he took his old job back again at the freight house on November 6, after having been with us in the superintendent's office for the past three months.

Division Engineer E. H. Johnson and wife (et al.) attended the football game at Iowa City November 9. Ferris Cooper, from the superintendent's office, also attended the game and was glad that Iowa won. (Hope your team wins next year, Mr. Johnson.)

Effective November 12, Mr. Louis Guinn was appointed roadmaster of the south territory of the Dubuque Division, with headquarters at Dubuque, vice Mr. T. F. Hyson, transferred.

## Idaho Division R. C. P.

**A** GENT and Mrs. H. B. Parker, Tekoa, have returned from a trip to Black Earth, Wis. They also visited in Minneapolis and Miles City. They were absent five weeks.

Roadmaster C. R. Strong left Spokane 11 a. m. Saturday, October 19, drove to Republic, Wash., thence to Grand Forks, B. C., Nelson, B. C., and Metaline Falls, returning to Spokane Sunday, October 20.

Miss Madge Murphy of Division Engineer's office, left for a visit with her folks in California, going via Denver and stopping at Oklahoma points.

Agent P. H. Murnane has been checked in at Rathdrum, being relieved at St. Joe by Joe Schmirler. Agent J. H. Vassey, formerly of Rathdrum, was checked in at Malden, relieving C. E. Potter, who desires a rest after a long period of service.

Mr. C. A. Candler of superintendent's office, is the proud father of a new baby boy.

Yardmaster M. H. Donovan and family left on No. 18, November 8, for a visit with his parents at Tomah, Wis. Bill Cullen is in charge during Mike's absence.

Agent and Mrs. C. E. Potter and Dispatcher and Mrs. R. C. Peterson drove to Malden, November 15, to attend the O. R. C. dance held in the Odd Fellows' Hall. A capacity crowd attended. The music was great and the hilarity lasted until 1:00 a. m. For a real time and genuine hospitality, attend a dance at Malden.

The safety first meeting held at St. Marie's on November 12 had a very large attendance and many were the comments on the wonderful talk given by Inspector Vandenburg.

In the evening all attended a dance given for their entertainment, and from all reports the day was one to be remembered a long time.

Seen around the Spokane Union Station:

P. L. Hays hurrying to Montgomery Ward's opening during his lunch hour.

Claude Mitchel going hunting and returning with nothing.

Fred Beal returning from the safety first meeting at St. Marie's to fill a heavy date.

O. B. Felton promoting the O. R. C. dance at Malden.

Miss Olive Hudson going to the Union Pacific masquerade dance in a wedding gown.

## Drafts from the Drafting Room

C. R. O.

**S**OMEHOW or other we missed getting our notes into last month's magazine, not mentioning the relief some of us must have felt upon not being panned.

Bob Borucki was on the sick list last week, having had his tonsils removed. But he is back again feeling better than ever.

All we have heard for the last couple of weeks is about Art Schultz's new parlor suite. I'll bet it's a knock-out from the description. The only thing we're worried about is Art might lose his sylph-like figure just lounging around.

How come, Red? Every time you're seen out in the hall some fair titian-haired (by proxy) lassie from the S. C. D. office is at your heels. What we would like to know is how you do it? Oh no, we're not jealous, just interested.

Ernie North has returned from the West. He claims to have spent most of his time deer hunting, but he failed to designate the type—deer or deer.

From the looks of the sheepskin coat Lester DePester is wearing Winter has come.

Harold J. Montgomery is the proud daddy of a bouncing baby girl, Marilyn Mae Montgomery, born October 15th (pay day), 1929. It

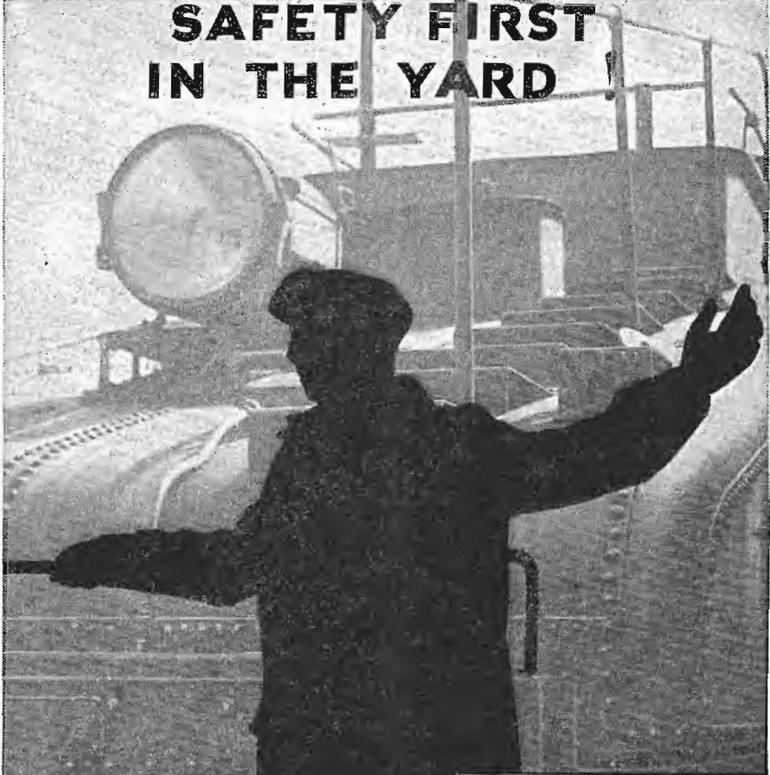
seems that Grandpa Montgomery busted all the buttons off his vest as her birthday and his happen to fall on the same date. Congrats, Harold, wonder if she will be interested in pugilism.

Talk about speed artists—"There is one in every office." We won't mention "Know It All's" name, but it seems that any speed record ever attained so far has been smashed by Know It All and his little Chevrolet. It's a rattling good car, just ask him—HE KNOWS. Resolved: That I will not violate the traffic laws any more at 2:00 A. M.

"Cannonball" Broderick sure shows some class when it comes to stepping on the gas also. The famous Ripley saying, "Believe It or Not" tells the tale about "Cannonball." On June 29, 1929, he traveled from Milwaukee to Fond du Lac in a Ford coupe (Model "A"), a distance of approximately sixty miles in one hour and seven minutes.

Jack, who was the stunning blond we saw you with on the Avenue on Sunday? Some boys do get the breaks when it comes to marrying pretty girls.

# SAFETY FIRST IN THE YARD!



Quality  
First  
on your  
Feet!





# The Goodrich Railroad Rubber

We have been trying to get Ruth P.'s name in our wise crack column, but haven't been able to get anything on her so far. So watch your step, Ruth, we have our eye on you.

Our smiling friend and co-worker, John M. Wylie, has gone back to Jersey (The Red Mud State). We miss you a lot Johnny, but wish you lots of luck. By the way, wonder who we can substitute on the bowling team who can assume the name of "The Jersey Mosquito."

We noticed Mule Hutson, the burly boiler-maker apprentice, has been bending spikes with his teeth again.

We understand that Clarence Wellnitz, the Famous Professor of Magic, tried to buy out the fur market and forest reserve up North. It all came about in this manner: Clarence treed a raccoon and managed to shoot it, but it failed to fall to the ground, so in order to reach it he sawed down the tree. About that time the farmer who owned the property came along, making the Prof. pay \$25.00 for damages. Clarence told this one on himself, but he did not mention whether or not he brought back the coon. Anyway, he is not wearing a raccoon coat—yet.

Will some one please call MR. Chandler to the phone?

The losses on the stock market weren't near as heavy as those on the football games. Lucky for us we haven't many stock gamblers in our office.

To market, to market,  
To buy a few shares;  
Home again, home again,  
Chased by the bears.

Everybody was smoking good cigars Saturday and the stenogs were munching candy. Lawrence Hindert, our special apprentice, has gone to Minneapolis and is replaced by Mr. J. M. Towey, also special apprentice. Wonder when the initiation starts. A. O. H. should get in on this. Why not elect J. M. to take John Wylie's bowling title. We understand he is from John's home state.

Won't someone please loan little Ruthie a car? She wants to go to a football game and now that she has learned to drive, she feels that she ought to get some experience. Too bad Normal School is in session.

Our prominent bowler, A. Schultz, is fostering a movement to have wider alleys and more pins. Good work, Art. You might try to set

them on their heads if possible, think how easy they would fall then. While you are at it, how about a railing to keep the ball out of the gutter?

Mag Lagried has a new heater in his car. Those silk sox don't do the business, do they Mag, or do they?

#### A Few Stitches from Sew and Sew

Needles and pins, needles and pins,  
When a man bowls his trouble begins.  
Now Hooks and Gus, Hooks and Gus,  
Tried to split the pins in an awful muss.

But Lentz and Lagried, Lentz and Lagried,  
They are the boys with superior speed.  
Downed one more pin, one more pin,  
So the firm of Hooks & Gus is a "Has Been" again.

Conrad Lentz is daily watching the mud hens on their way south and longing for his sunny home in the good old Terre Haute southland. Just get out the old leather jacket, Len, and you'll no doubt survive.

It is hoped that Mr. Griggs who has been home for some time will be back soon to take care of the numerous requests being received for photographs of equipment, past and present. Mr. Griggs says he doesn't think he will, but we hope he is mistaken. Cheer up, Mr. Griggs, we are all with you for a speedy recovery.

We understand our old time friend John Weider is in California at present and has gone Hollywood with the Hollywood queens.

Larry Dornuff of the Pattern Storage has been seen lately at the entrance of the Johnston's candy factory. Does the missus know that, Larry?

#### Notes from the Local Freight Office, Tacoma

"BILL" COURT, handsome and popular member of the office force at these diggings, has taken a short leave of absence in order to organize a business venture in which he has engaged and in which he utilizes his skill as a motorcycle rider. He has established a motorcycle delivery business for a number of downtown business houses: druggists, florists, cleaners, and the like, and can now be seen driving around with a handsome sidecar delivery "truck" all painted up bright and

shiny. Bill has a downtown office, an office girl, and keeps two to three motorcycles going all the time, so it looks as though he would make it a go. As friendly and efficient a chap as Bill should have no difficulty about picking up plenty of business and he may be sure that this entire force is wishing him the success he deserves. Not long ago, by the way, Bill was the victim of a collision with an automobile, whose driver made an unexpected turn at a place where he had no business to be. Fortunately Bill escaped with some bruises and a cut over the eye which might well have been worse; even the motorcycle was not very much damaged.

We are pleased to report that Joe Gordon, oldest and highly esteemed member of the warehouse force, who was confined to St. Joseph's Hospital for several weeks with quite a serious attack of pleuro-pneumonia, is able to be on the job again, albeit he still feels the effect of the illness. We congratulate our good friend on his recovery and hope that he and his may now be exempt for some time from illness, of which the family has had more than its share of late.



Kingsley, Son of Assistant Cashier Fay Clover, Tacoma

Jack Smith, our popular perishable freight inspector, accompanied by his mother, his sister, Miss Hazel; his brother, Lloyd, and another young lady, drove to Portland last Saturday to visit friends in the Rose City, returning Sunday evening. His new Auburn is certainly a fine car and eats up the miles at a tremendous rate. Jack, by the way, is about to reap fresh laurels as captain of recently organized Milwaukee Basketball team—that is, they have not yet begun to function at this writing, but when they get going they will sure be whirlwinds. They are being sponsored by the newly-organized Milwaukee Athletic Association, of which that charming lady, "Dena" Loewenstein of the superintendent's office, seems to have been the mainspring so far. She is certainly a wonderful publicity agent and her bulletin board advertising for the new club is picturesque in the highest degree. The election of officers for the new club is just being held, as this goes in and we cannot as yet give the result, but if Miss Willa Lindsey, assistant bill clerk at this office, is not elected treasurer it will not be for want of unanimous support at this office. We voted for her as often as the committee would let us.

Our Bowling Club, under the guidance of our dynamic assistant agent, Mr. Ralph Bement, is also setting out to achieve great distinction, but its membership seems to be still in a state of flux, due to various aspirants turning up here the morning after a game with dislocated backs and sprained thumbs. We do not dare to publish any of the scores as yet, but shall report more fully at a later date on the honors achieved by the club.

We are glad to see our old friend, Karl Wiemer, formerly at the Gillespie oil plant, over at the docks, busy as a member of our

## THE NATIONAL BANK OF TACOMA



FOR FORTY-FOUR YEARS AN  
IMPORTANT FACTOR IN  
THE GROWTH AND  
PROSPERITY OF  
TACOMA

TACOMA, WASHINGTON

force handling the large shipments of molasses from Hawaii which are now passing through our tanks at the docks, and putting in his spare hours over here at the freight house. There is no more efficient worker than Karl, who can turn his hand to anything like an old seafaring man should. He is assisted in the molasses business by Henry Paty, another old friend, at the docks.

Elmer Swalley, who used to be messenger at this office, is now messenger at the superintendent's office, replacing "Vic," the former messenger, who flew the coop to become a seafaring man. The last we saw of him he was about to leave on an intercoastal steamer through the Panama Canal for the east coast, being headed for Nova Scotia, of all places. He will probably wish he were back on Puget Sound by the time he sees his first winter back there.

## S. M. East

V. J. W.

**T**HE contributing members of the Milwaukee Women's Club were entertained at a stag party at the club rooms, Saturday, November 9th at 6:30 P. M. There were sixty members present to do justice to a bounteous meal fit for a king. Cigars and cigarettes were furnished, followed by a program of singing led by Glen Hendryx; accordion solos by Chris Heglund; and two vocal solos by Angus Fraser. Three cheers were given by the men for the splendid repast furnished by the committee in charge. The men were loud in their praise of the occasion, which bespeaks a fine spirit of good fellowship and understanding. The success and enjoyment of this get-together dinner bids fair to become an annual event. After the dinner a lunch was prepared and taken to twenty-five men who were on duty and unable to attend the dinner.

Superintendent G. A. Van Dyke has returned after a two weeks' visit in San Diego, California, with relatives.

We are very sorry to hear of the death of William (Billy) Carr, whose death occurred at his home in Adams, November 7th. Mr. Carr entered the service as a bridge carpenter December 3, 1907.

Traveling Accountant Brackett has been checking at the Austin offices for the last two weeks.

Due to the positions of assistant baggage clerk at Austin, cashier at Wells, and clerk at Jackson having been abolished, we have had many changes among the clerks on the S. M. Division. H. C. Scott returned from the newly created general clerk job to his old position in the ticket office; C. B. Munson displaced Leonard Flannery as engine timekeeper; Flannery displaced Evelyn Trenary as comptometer operator; Evelyn moved up one desk to displace H. F. Lucas as road and material clerk; Lucas relieved Dick Hogan as roadmaster and chief carpenter clerk; Hogan displaced William Holm as yard clerk; L. H. Severson, clerk at Jackson, displaced Lucas as roadmaster and chief carpenter clerk; Lucas again displaced Hogan as yard clerk; Hogan displaced A. G. Porter as clerk at Hollandale; Porter receiving the assignment as team track inspector at Austin; O. B. Tuftee, baggageman at Albert Lea bid in the general clerk's job at Austin. We also have two new car clerks at Austin Yard, Lloyd Mordaunt and Robert Hartsock. We had failed to previously report the appointment of Harold J. Swank as trainmaster's steno. We beg your pardon if anyone has been left out.

Engineer John Ryel is reported as undergoing treatment at Rochester.

Master Mechanic McFarlane and General Foreman Keck attended a staff meeting at Milwaukee, November 11th.

Chief Clerk H. A. Wunderlick has been confined to his home since November 7th with an abscessed ear.

We are glad to see dispatcher C. M. Aughy back on the job after having undergone an operation at Ann Arbor, Michigan.

The usual well attended Safety First meeting was held at Marigold Hall at Austin, November 11th with 100 present. The trainmen were ably represented by "Battling Bill" Massino. The shopmen's views were well presented by Alderman Dick Taylor. We also enjoyed an impromptu speech by Conductor Thomas McGreevy.

We are sorry that we cannot report any improvement in the condition of Carl Kelm, switchman, who has been confined to his home for the past three weeks.

Congratulations are extended to Switchman George F. Paulick, who returned from a short trip to Chicago November 1, with a bride.

We will offer apology for someone's mistake, not ours, in the failure of Charlie Klema's picture to appear with his article in last month's issue.

Operator J. L. Ahern went through the clinic at Rochester October 10th.

Engineer Sam Pettingill recently qualified on the gas electric car running between Austin and Jackson.

Traveling Inspector Bradford reports the horseshoe tournament still on at Hayward, despite the blustery weather. We understand the state champion will be crowned here in the near future.

The many friends of Edward Doyle, former trainmaster's steno., will be glad to hear of his election as president of the freshman class at Marquette University.

Only meager details reach us of the trip of Harold (Chauncy) Scott and Robert (Red) McCoy to Lanesboro the night of November 8th. It is rumored they went through the fish hatchery and other places of interest.

Traveling Freight and Passenger Agent "Bill" Cody was in town today with a new story. Ask Joe.

## Wisconsin Valley Division

Lillian

**M**R. AND MRS. F. L. HUDSON are spending a month visiting relatives and friends in California. Mr. Ed Walsh is filling the vacancy caused by the absence of Mr. Hudson at the ticket office.

Mr. M. M. Harrington has returned to the office after a ten-day absence on account of a motor accident.

Mr. Archie Rozell left for Minneapolis where he expects to make his future home.

Mr. and Mrs. Nile McGinley and Frank Bryan spent Saturday, October 19th at Chicago, where they saw the Wisconsin-Notre Dame football game.

Mr. Art Yates is relieving Mr. J. Horn, roundhouse foreman, who is taking treatments at the Mayo Brothers clinic, Rochester, Minn.

Word has been received here of the marriage of Mrs. A. H. Munger to Mr. F. Miller, on October 29th, at Los Angeles, California.

Mr. Bob Sternetzke secured the position as assistant to the chief clerk in the Freight Department.

Mrs. Philip Lenert and Mrs. Elmer Nienow are visiting with relatives in Gary, Ind.

Mrs. R. E. Randow is visiting with her sister at Clinton, Iowa.

The annual Potato Show of the Wisconsin Potato Growers' Association was held at Wisconsin Rapids October 29th to November 1st. There were many nice exhibits from the potato growing counties throughout the state, including Waupaca, Langlade, Oconto and Barron, the best producing counties. There were also many exhibits put on by the 4-H Clubs, some of these including 1st, 2nd and 3rd-year tests, and the 3rd-year tests compared very favorably with those grown by the regular growers. The meetings were very well attended.

Mr. J. A. Steel secured the permanent agency at Knowlton; Mr. L. E. Staeger agency at Babcock, and Mr. F. E. Williams agency at Lindsey.

Mrs. Chas Strassman of Irma is visiting with relatives at Milwaukee.

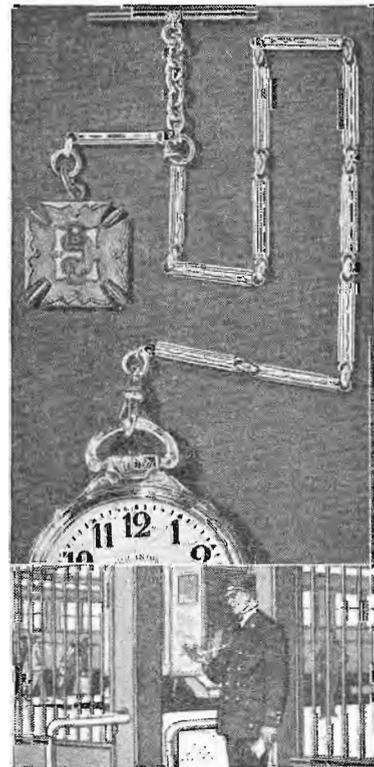
### A GOOD WATCH DESERVES A GOOD CHAIN

**I**F ANY ONE uses his watch more than a railroad man, they haven't found him. Day in, day out—nights too—you take out your watch and put it back. Constant, continual, hard usage. It takes a good chain to stand the gaff.

But Simmons Chains can do it. They're strong and they're sturdy, and they can resist terrific handling—and like it. More than that, a Simmons Chain is good-looking. You can get a Simmons Chain especially designed for several famous watches. One of them is illustrated: number 31593, made to match the beautiful two-tone case of the Illinois 23-jewel Bunn Special. The chain, alone, costs \$9.75. Your watch inspector has it, and many others. R. F. Simmons Co., Attleboro, Massachusetts.

# SIMMONS CHAINS

The swivel says  it's a Simmons



Mrs. A. I. Lathrop returned October 28th from an interesting southern trip. She attended the 11th annual convention of the American Association of R. R. Ticket Agents at New Orleans, La., October 21st to 25th, and enjoyed a number of very interesting pre-convention and post-convention side trips, traveling about 3,000 miles by rail, motor and steamer. She says the most lavish hospitality was extended the railroad representatives throughout the trip.

Mr. W. F. Van Gilder secured the temporary 1st trick telegrapher position at Tomahawk, vacancy occurring by the continued illness of Telegrapher H. F. Schultz.

On November 6th we had two extra sleepers on No. 102 occupied by teachers attending the State Teachers' Convention at Milwaukee, November 7th and 8th. Professor S. B. Tobey was elected president of the State Teachers' Association.

We understand it is proposed to construct a cement pavement on Highway No. 51 between Merrill and Minocqua. The organization of northern counties to promote this purpose will lay its case before the State Highway Commissioners at a meeting which is to be held at Minocqua November 21st. This will mean considerable new business for us in the way of hauling cement and gravel.

The Cafe Observation car on 102 and 103 will be discontinued November 9th as the car "NEKOOSA" will go to the shops for general repairs. A brand new dining car, No. 1503, will operate on the Valley in its place.

Mrs. E. B. Stoddard and Dorothy Dexter are visiting at Chicago and Elgin, Ill.

About 17 members of the Women's Club attended the Annual Convention held at Chicago, October 25 and 26th. All report a most enjoyable time and it is hoped that next year our club will be equally as well represented.

A fire which resulted in a loss of approximately \$35,000 to the Eagles' Club building, which occurred at about midnight, November 7th, has handicapped a number of our employees as a great many of them have lost the only place to use their meal ticket. The Eagles' Club rooms were also used by several of our railroad organizations for meeting purposes.

Drilling operations have begun in Lincoln and Langlade Counties, near the C. M. St. P. & P. R. R. tracks for oil. Large drilling outfits the same as those used in Texas for drilling wells have been shipped. Each one in these counties as well as a great many other people are very anxiously awaiting the possible results of the drilling. Should oil be found in commercial quantities it would prove a source of good revenue for the C. M. St. P. & P. R. R. Co.

The American Gas Construction Company will open the new plant of the Merrill Gas Company at Merrill on November 18th. All the local industries are helping to make this a most interesting event. There will be ceremonies during the forenoon and at this time the gas will be turned into the mains. The ceremonies are to be attended by the city officials, officers of the gas company and the public in general. The Merrill Daily Herald is getting out a special "GAS Edition" for November 18th, which will carry advertisements from practically all business concerns and welcoming the advancement of the construction and opening of the gas plant.

This has been a busy time for Conductor E. R. Van Wormer. He has given a lot of his time in the solicitation of the competitive cranberry business, which would otherwise have moved on the C. & N. W. As a result we have 14 cars increase on our cranberry shipments at Mather this year, compared with last, and 23 cars over 1927.

The Shell Oil Company have started work on the construction of their bulk oil and distribution stations, and they figure to have this in shape so that the first carload of oil shipment will reach Wisconsin Rapids about November 25th. It goes without saying that Agent Sundett did a lot of hard work in order to get them to locate on our railroad.

The Traffic Department have been canvassing the stock shipping in the vicinity of Junction City and they have recommended the stock yard facilities there, and we expect to have a nice increase in our out-bound stock shipments.

## La Crosse Division Items

*Eileen*

**OLD DAME LUCK'S** erratic temperament becomes at times well nigh unbearable, and is it any wonder that we poor humans have no disposition left at all? For instance, this little story of Coal Flat comes to light. In the pool on the World's Series he drew Philadelphia 4, exchanged with Wee Wee and got Cubs 4. Wee Wee won the money. Cheer up, Coal Flat, Fate plays just such little tricks on all of us.

Mrs. Bert Ferguson, formerly Hazel Douglas, died at her home recently. She is the daughter of Conductor Geo. Douglas, and we are sorry indeed to hear of her passing.

Mrs. F. A. Learmonth, wife of Operator Learmonth, has gone to Riverside, California, where she will spend the winter.

Miss Esther Hughson of the superintendent's office, left for Florida, where she is to spend the winter.

Chief Carpenter Czamanske reports a most enjoyable trip to New Orleans, where he attended the B. & B. men's convention. He was accompanied by his wife.

Mrs. Catherine McDonald passed away at her home in Portage a short time ago. She was the mother of Conductor Jas. G. McDonald, and Mrs. E. C. Schneider, wife of Engineer Schneider.

D. T. "Tex" Mulcahy, who had been in our service for about 27 years, passed away after an illness of several weeks. He was one of our engineers and will be greatly missed.

The boys, six of them, entertained at a little penny ante and poker party for Don Guhin, who is leaving for his home in Aberdeen. Don't know just what transpired during the evening but suppose Donnie won the money with his usual good luck. They met at Ember's and all report having a fine time.

Roadmaster A. F. Carlson, who has been located at Watertown, has been transferred to the Superior Division and E. O. Buffmire is to succeed him as roadmaster on the East end of the La Crosse Division.

Conductor and Mrs. Charles Draves have announced the engagement of their daughter, Eleanor.

Conductor A. W. Worner has taken unto himself a bride. It was something of a surprise. Their many friends are wishing them many years of happiness and success.



The tunnel at Tunnel City has been undergoing some changes. We have relaid it with 130-pound steel, reballasted it, and put it in

first-class condition. The work was in charge of E. O. Buffmire, and he was working approximately 100 men. In order to furnish proper lighting, electric lights were installed by Mr. Shoemaker. This completes our summer's maintenance program on the West La Crosse Division and we feel that we have one of the very finest pieces of railroad there is.

Hallowe'en night, as on all other nights, Mike Tracy at Doylestown, led his cow to the barn to rest for the night. Next morning, armed with pail and stool, Mike made his way to the barn, but Bossie was missing. No, indeed, it was not Bossie who was there, but a wobbly-legged old horse. "Imagine my surprise," says Mike.

Conductor Jas. E. Thurber is in line for special commendation. While acting as brakeman on No. 70 October 3rd he discovered a broken truck on NADX 1879. The car was set out before any damage resulted.

A little penny ante, and perhaps some poker, with a good substantial lunch is far more enticing than tea served with gossip about the neighbors. One of the members of this poker party left a little early to meet a train, but was urged to hurry back to help consume the lunch. A half hour passed and he had not returned, three-quarters of an hour and he still was missing, but at the hour he found his way to the table. It developed he had had a little trouble with his car so it was necessary for one of his neighbors to push his car up the hill on the way home. Nothing like having some trusty friends to help out in a pinch. For further details ask Cappy.

## Northern Montana Division

*Max*

**GEORGE TENNANT**, agent at Choteau, Mont., was successful in securing the Teton County High School "Bulldogs" on their recent trip from that city to Lewistown, where they journeyed to play football with the Fergus County High.

H. W. Jackson was one of the successful railroad hunters in bringing in a fine buck. Earl Short has made several trips to the mountains, but always came back empty handed.

On account of the season's work slackening up, Howard Ullery, helper at Denton, has been put on the extra list.

J. G. Campbell, operator Lewistown yard, made a trip to Highwood recently with a view of bidding on that station. After looking over the ground Mr. Campbell decided to remain at Lewistown.

M. E. Randall, D. F. & P. A., Great Falls, was in attendance at the big farmers' meeting at Lewistown the last of October. Mr. Randall says it is some job to circulate all around and keep in touch with the different patrons of the Milwaukee Road.

Supt. Bowen and John P. Rothman, after holding classes in the use of the standard book of rules finished their work on the division at Great Falls.

Carl Lundell of Spokane, Wash., traveling time inspector, is spending a week in Lewistown at the office of the superintendent.

Harry C. Ellis of Independence, Calif., who formerly worked for this company at Deer Lodge, has been assigned to the position of assistant accountant, succeeding E. E. Swengal, who left for Chicago.

John Anderson, instrument man of the office of the division engineer, is leaving for Los Angeles, Cal., where he will visit with his father.

Mrs. Frank Bailey accompanied her parents, Mr. and Mrs. L. C. Coville to South Byron, Wis., where they make their home.

Mrs. Jean Billings, mother of Mrs. E. W. Johnson, returned to Salt Lake, Utah, after spending the summer here.

Mr. and Mrs. R. D. Crowder and children of Judith Gap, Mont., expect to visit at Sand Point, Idaho, during the month of November.

W. E. Douglas and wife are visiting with friends in Kalispell, Mont.

Mrs. L. M. Dyer of Moore left for Portland, where she will remain until the holidays.

J. E. Evans, extra fireman, left for Kansas City, Mo., account of being cut off of the board.

Mrs. W. D. Eggleston of Great Falls passed through Lewistown recently on her way to Dubuque, Ia., where she will visit her mother.

When winter comes you can always see L. A. Gibbs and wife headed for Nashville, Tenn. We wonder if "L. A." still has a talking acquaintance with some of the residents of the hills?

E. L. Hymal of Lewistown left Saturday for Spokanc, where he will join Mrs. Hymal and journey on to Denver.

Mrs. H. H. Heath of Great Falls was a recent passenger on No. 116, bound for Mason City, Iowa.

Mrs. R. I. High of Great Falls is visiting in Butte.

Fireman C. C. Laughrey went to Chicago the early part of November on a business trip.

Mrs. Bigelow Ely of the Lewistown freight office was called to Helena on account of the severe illness of her aunt.

Mrs. Catherine Brown of Great Falls supplied in the local freight office during the absence of Mrs. Ely.

Robert Lindblum, formerly employed on the Milwaukee and recently with the Great Northern at Great Falls, left for Los Angeles, Cal., where he will accept a position.

A. M. Peterson, agent at Hanover, returned from Long Prairie, Minn., where he was called on business matters.

Mrs. F. C. Ramsey, wife of our local fireman, is visiting her sisters in St. Louis, Mo.

Mrs. W. A. Rowland and mother, Mrs. Elizabeth Elliman of Roy, Mont., expect to make quite an extended visit at Albert Lea, Minn.

## Red Hot Coals from the Racine and South Western Division

Leonard J.

NOW that the topic of the day is all football, I must tell you about Frank Matson's fumble, which nearly delayed his schedule two minutes. He grabbed his suitcase in a hurry, the cover flew open and we never saw so much come out of one suitcase before. He had everything from coffee to stewed apples. Just another instance of where it shows the preparedness of one of our passenger conductors. Frank says quite often the passengers on the Senator run ask for diner service, and he hates to disappoint them.

Clarine Hazeltine, speedy artist at our local freight office, is the proud possessor of a seven and one-half pound baby girl, Joan Elaine, born October 31st, on her daddy's birthday. That is sure a nice birthday present, "Clare." Thanks for the cigars.

Former Dispatcher J. L. Bauer, now safety supervisor, has his picture in the November issue, taken at the safety meeting held September 30th in the conference room at the Union Station. George Hannaford, former round house foreman, and now in the safety work, is also in the picture with J. L. B. Keep up the good work, boys, we are proud of you.

The round house boys are planning on forming a quartette under the direction and leadership of none other than the famous Geo. Storey. The first rehearsal was started with the new and popular song "The Old Cow Crossed the Road." Sneed Singles was speech-

less for three days after losing his voice trying to hit high C. The C does not stand for Crowley. Ray Nevins was the other victim, nearly choking on his tonsil when he learned the reason the Old Cow crossed the road was to get on the other side. Keep at it, boys, we need some good singing to keep us in the lime light.

Since George started eating his dinners with T. D. the boys are under the impression he is trying to get his consent to direct the church choir. Well, George, you are out of luck on this, as John Lenny has had his application in for some time.

The round house bowling crew has failed to hit their proper stride. Eddie Ruck still insists that his luck bowling is better than his and Black's fishing. LET'S HOPE SO.

Reports are being circulated that John Cioni does not know his football. Anyway the storekeeper is better fixed financially since the Wisconsin-Iowa game. How about it, "Ci?" Never bet against the corn-feds.

Thirty members of the Beloit Chapter of the "Milwaukee Women's Club" went to Chicago Saturday, October the 26th to attend the annual convention of all the chapters. Dinner was served at the Drake Hotel at 1:30 P. M. The following from Beloit attended: Mrs. N. P. Thurber, local president; Mrs. Black, Mrs. L. J. Lightfield, Mrs. Geo. Dales, Mrs. Yohn, Mrs. Barbee, Mrs. Miller, Mrs. Marsh of Shirland, Ill., Mrs. Wm. Smith and daughter Viola, Mrs. Blackford, Mrs. Gilbert, Mrs. Ferrero, Mrs. Woodworth, Mrs. McCann, Mrs. E. F. Hoyer and daughter Gladys, Mrs. Telfer, Mrs. Hohenthauer, Mrs. R. Lamphear, Mrs. Geo. Brinkman, Mrs. McIntyre, Miss Nellie Menhall, Miss Florence Buck, Mr. R. M. Telfer, Mr. F. T. Black, Mr. A. J. Barbee, and Superintendent N. P. Thurber. Reports of the activities of each chapter were given and talks by the general officers.

I am pleased to announce at this time the results of the investigation of the employment service of Mr. Telfer and Mr. A. Merrill. Telfer is a little longer in service than Merrill. He started his railway career May 7, 1865, as storekeeper at Racine. Mr. Merrill started

his services in August, 1875, as operator at Rockton. In 1895 he was promoted to agent and has been at Rockton since that time, this is quite a record. We trust the two gentlemen can continue to break records for a long time to come.

Mr. Keoster was kept out pretty late the other night. I heard he was learning how to play RUCK. Luck must have been against you, Lans, man, or you would have quit earlier.

Marvin B. is wearing some very noisy ties lately. What's the matter, Marv, doesn't your auto horn work?

J. Cioni has gone into the carpet business. See Gus Zick for information.

Felix Raue has changed his location. He is still in Beloit but on the east side, living in a pretty bungalow on Copeland Avenue. Too bad you moved, Felix, we need more men like you in our ward.

Mr. Armstrong, our yardman, has been laid up with injuries sustained when he fell from a ladder while repairing the roof on his house. We are glad to report him back to work at this writing.

Rupert Fessenden had a real work-out one Sunday morning when he had 26 pieces of baggage to transfer from train 26 to train 330. To make matters worse it was raining and Fessenden had to send his suit to the cleaners. Too bad, Rup, send the bill to F. J.

Conductor Rossmiller was very sorry he could not attend the banquet but said, "Business before pleasure." Mr. Rossmiller is conductor on our Racine Way. (This is just to remind some of the old-timers.)

Nellie Menhall spent Thanksgiving with her brother, who is attending Yale. On her return she stopped at Youngstown, Ohio, and visited her friend, formerly Miss Ruch.

Conductor Hayes and Engineer Rowe have returned to work after a few weeks' vacation spent in looking over the various points of interest in the state.

Barley Morrissey called at the ticket office recently and talked about the time when he was on the way freight and made me do the trucking. I have learned a lot since then, Barley,

# PREVENT CLAIMS

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

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

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

UNION REFRIGERATOR TRANSIT CO.

in fact I believe I could do the checking myself.

Ask "C" about the bank clearings—understand his winter's supply of coal is in, and he is set for the winter.

Archie M. is in the real estate business. Through his assistance two lots on the west side were disposed of. I still insist I only owed you one dollar—and that's that.

Has any one seen Bill Muckerheid? if so tell him to stop at the Beloit ticket office. We wish to interview him.

Operator Taylor at Burlington tower had his car parked near the tower, and when he went to go home the car was gone. Someone took a liking to it and helped themselves. Better get a bike and put a lock on it. You will find it much cheaper to operate.

Agent Marsh of Shirland, spent a few days at Freeport recently. Let me know the next time you make this trip and we will arrange to have No. 25 and No. 26 stop if possible.

We have not heard from Operator J. P. Oberta. Is he still at Davis? Kindly make your whereabouts known, Joe.

R. M. Telfer is getting his grip packed and ready for his annual tour to Florida. Send up a mess of fish when you get there, we would like to sample them.

Everyone is buying turkeys, and getting ready for the Thanksgiving dinners. We all have much to be thankful for, and should do what we can to help those less fortunate than ourselves.

L. H. Carter is still residing at Elkhorn. The rumor was around that he had moved to Burlington, but this was not so as investigation proved. It would be pretty hard to leave Eddie and Ferguson, would it not, Leonard?

Martin Cavey, our passenger solicitor at Delavan, is patiently awaiting cold weather so he can start routing the Delavanites to Florida and California. Don't go at it too hard, Martin, as you know how these comparative statements are.

Your reporter wishes you one and all a very Merry Christmas and a Happy New Year. This may seem a bit early, but remember the next issue does not come out until January, 1930.

## Kansas City Terminals

S. M. C.

THE Kansas City Milwaukee family were very glad of an opportunity to assist in the entertainment of the directors the evening of October 16th. Mr. Lucas of the Bank of Commerce, was host and a roll call of the guests looked like a Who's Who from the business register of Kansas City.

The business at Kansas City continues to hold up, even though the wheat rush for this year is a thing of the past. Averaging the cars handled for year 1928 and comparing it with 1920, we have increased our business 1,576 cars per month, or a total of 189,171 for the year. No wonder we are pleading for more yard room.

Mr. Wilbur Tigerman has a brand new Ford. This in connection with the fact that a certain party from Milwaukee has returned to Kansas City, should make life for him one sweet song.

We are all glad to see that Roundhouse Foreman Davis has at last washed his face. When we asked him what became of the mustache he said his mother had visited them, and he still minds her.

The writer can testify that Bitter Sweet this year is VERY SCARCE. Also that Adam Tubaugh is the best promiser on the railroad.

Miss Catherine Gohman of Ottumwa, visited Kansas City recently, calling at the local office and Coburg. Come again soon, Catherine.

Mr. Anderson who was the last one to go on his vacation, returned to work November 4th.

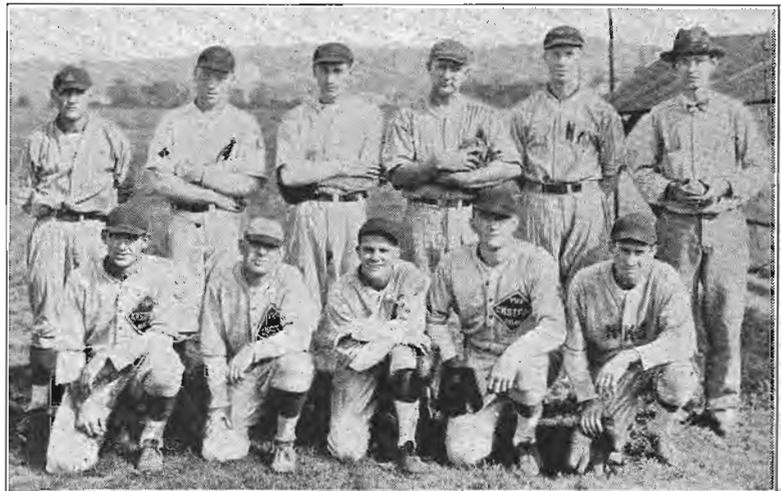
While he was absent we expected to see quite a lot of the Ottumwa officials but we were disappointed.

Earl Smart is now acting as night yardmaster. Glad to have you back, Earl.

The Coburg Car Department have a sign showing how many days without an accident. Today, November 12th, it is 521 days. We hope the number keeps on growing until they won't have room to write it.

Mrs. Maltby, who was formerly Fern Stipp, employed in Mr. Adsit's office, is the mother of a boy born in October.

We have quite a few new faces at the local office. Miss Martin, comptometer operator says it was a tough job at first but it is easier now. Miss Moseby and Dooley on the expense desk, are holding their own. They say it is easy when you know how. Mr. Maxwell, stenographer for Mr. Larson, seems to like Kansas City. The bowling boys say he is a darn nice fellow and does everything but bowl, and they are hoping he soon gets the bug. Winnie Beck is the new general clerk. That job calls for a Jack of All Trades, and the report is she is a good worker and does a lot of it.



Picture of Milwaukee Ball Team who won the championship of the Independent Major League in the International Division, Kansas City, winning the trophy given by Lowe & Campbell Sporting Goods Co. Back Row (left to right), C. Felts, p; J. Richardson, 3b; J. Schaffer, 1b; J. Jackson, c; V. Manskey, of, and H. Peavler, mascot. Front row (left to right), F. Coldsnow, rf; A. Ira, utility; B. Lahey, 2b; R. Leaton, lf; J. Montz, ss.

The Milwaukee ball team won the cup given by Lowe and Campbell Sporting Goods Co., also the championship in the Independent Major League in the International Division, Kansas City, winning eight games out of ten played. See the picture of our ball team, managed by C. J. Silens, storekeeper at Coburg.

Now for some of the veterans. Helen Layton on the switchboard sends out word to save your money because she is surely going to have some candy to sell before long. Nellie and Pauline are still in the cashier's cage. Harry Burns, warehouse foreman, took a two weeks' vacation, spending it in California. How do you like the "Unusual Weather," Harry? Proctor Wyman from Coburg has gone down to the car desk at the local office. When you find bum numbers on the 501 reports, Proc, just remember how it was when you were a "mud hop." Mr. Carpenter has left the car desk and bid in the assistant claim job, working with Charlie Wright, "Old Faithful" in that department. Mr. Johnson and Mr. Owens have talked a lot about the fine time they had this year at the Veterans' Convention. It's time Mr. Owens was riding on his own railroad. Philis Nelson says the slump in the stock market didn't affect her this last time, but how about the other slumps, Philis? Bus

Beem and Jim Talbott have tried hard to make a golf hound out of Alex Schutte, the chief clerk, and they report that he smacks the little white ball like a veteran. Sibyl Clifford in the superintendent's office, has the golf bug. She says some farm hands get paid for digging up the sod like she does and she has to pay to do it.

Christmas will soon be here, and then for the presents. Everybody selling something, candy, chances on everything from a lead pencil to an auto, and we are all busy as usual. But what's the difference? It comes only once a year.

We have had an unusually large number of duck hunters this year but so far the ducks seem to be very scarce. We hear that Switchman Wm. Jones can't shoot enough ducks out of the end of the gun barrel so he starts a new practice of shooting out the side of the barrel. After all the ducks we have been promised we haven't even seen a feather.

The first part of November Roger Leaton and Jim Talbott had high averages on bowling. We also understand that Switchman Harry Hickey rolls a wicked ball.

## East H. & D. Division

Maude Hamlin

HOPE everybody gets their share of turkey on the annual Turkey Day—the 28th. It won't be long now.

At this writing we are having wonderful fall weather, but no doubt by the time these notes come out in December our old stand-bys, i. e., wool-lined galoshes and sheepskin lined mackinaws, will be in evidence. John Lanning says his real work has started now—carrying in the coal and taking out the ashes.

One of our veteran passenger conductors, Thos. Kinney, passed away the first part of November in Minneapolis, his former home. Mr. Kinney had not been in active service for the past year or so owing to illness and had been confined to his home for some time prior to his death. Six of the cast end conductors and trainmen were acting pall bearers, the funeral being November 8th. Mrs. Kinney passed away about two years ago. The surviving members of the family have the sympathy of the H. & D. Division in their bereavement.

Conductor C. E. Petrick's youngest son, Gordon, 13 years of age, had to undergo an operation at the Montevideo Hospital and have his left leg amputated above the knee, owing

to what was thought at the time to be only a slight bruise from a companion's skate, some time last winter. It developed into something more serious, and the doctors decided it was necessary to amputate the limb to save Gordon's life. It is indeed a sad blow to the little lad and to his family, but as he said in an effort to cheer up his mother, "One leg is better than none." At this writing he is getting along very well and expects to be home in a few weeks.

The water tanks on the H. & D. Division are all undergoing a cleaning, the first for some time, so Inspector Porter tells us. Pump Repairer Hayden of Glencoe, superintended the work of cleaning.

Frank Tomak of Glencoe, who has been one of our B. & B. foremen for a good many years, has been laid up at Glencoe all fall following a severe illness. Frank thought he could stand it off, but guess he got to Glencoe just about in the nick of time, and a long siege of pneumonia resulted. He is now on the mend and expects to go to Hot Springs soon.

Burt Daniels had his beautiful Studebaker smashed into, or else he smashed into some one else; we don't rightly know all the particulars yet, and he is waiting to get it out of the garage, as it was minus a front wheel and some other very necessary fixtures after the accident.

The other day the trainmaster's clerk—yes, it was "Fat," walked around here as though he was all of 80 years old, the reason being, we later learned, that he had been down in Minneapolis the week-end and had joined the small boys in a game of football. Fat is too "soft" for such strenuous work-outs, and decided to limit his exercises to pounding the keys on his L. C. Smith after this. By the way, he and Mr. Sizer took a little jaunt up on the Sisseton Line, to look over the situation and incidentally investigate a few of the fellows, and R. E. S. says he had a hard time to get Fat to concentrate, as the pulchritude of the natives sure did distract his attention. However, he got back O. K. and has come down to earth again.

Quite a few of the Milwaukee women from here attended the Annual Luncheon at Chicago of the Women's Club, those in attendance being: Mrs. E. J. Ruehmer, Mrs. Ben Bishop, Mrs. R. E. Sizer, Mrs. Clarence Seaman, and your truly. We saw any number of our old members and met lots of new ones, and had a very enjoyable time.

Didja see Red's razor? Couldn't help it if you were looking that way, 'cause it sure is a whopper. Red is thinking of getting a helper to assist in setting the darned thing up when he wants to shave. So, Mr. Hills just up and brings out a neat little contraption—a vest pocket edition as it were, and says that if they would only make Burma Shave done up in capsules his tonsorial equipment would be complete.

On October 29th occurred the death of Mr. W. C. Westgate, an old vet of the Milwaukee family. Mr. Westgate had been in the employ of the railroad for a good many years and was pensioned for the past four or five years. His daughter is Mrs. Chester Charter, wife of one of our engineers on the West End. Mr. Westgate has made his home at his daughter's since the death of Mrs. Westgate a number of years ago. We extend sympathy to the Charter family. A 45-year button was received for Mr. Westgate, the very day he was buried—his was a long record of service for the Milwaukee.

The Milwaukee Women's Club of Montevideo are sponsoring a dance, their 4th annual, on the 25th of this month. Hope they have the attendance of every "rail" who is in town on that particular date, as well as a lot of other merrymakers.

Frank Hayden, pump repairer of Glencoe, and Robert F. Dye, the efficient side table operator at Monte, have proven up their papers and are now Compatriots of the Sons of the American Revolution.

Brakeman Hans Gulden of this city, had the great misfortune to get his hand crushed so badly that it was necessary to amputate the member. Mr. Gulden is a young man, married, and with a family, and this is indeed a sad accident. He is at present in the hospital at Fargo.

Winifred Rubertus was a very pleasant caller at the office the other day—yes, she had a reason for coming to Montevideo—she attended the formal opening of the Armory, which was followed by a dance and Winnie reports just a splendid time.

Elsewhere in this issue appears a picture of Glann Tucker, Len Momeny and Charles Jung, the prize duck hunters of the division. They went out to get a few ducks, Glann said, and came in with their limit, and a few Canadian honkers thrown in. Bet they had fun.

Merry Christmas, everybody, and we hope 1930 is the most prosperous of years for all our friends and neighbors. And along with the cold weather comes a leaning towards wearing beards—can you beat it? Our most noticeable aggressors are A. S. Oswood and T. A. Monroe, and if you ask me, they look like a member of the House of David or the Indiana rooters. Wonder what the idea is, boys?

## Fullerton Avenue Building

A. M. D.

ON Saturday, October 26, 1929, Miss Gertrude Farnar, of the assistant comptroller's office, resigned from her position and was married on Wednesday, October 30, to Mr. Hubert Brosseau. A more beautiful bride has yet to be seen. Best in the world, Gert. How about those seven potatoes?

Mary Oehm and Maybelle Johnson of "D" Bureau, car accountant's office, are on leave of absence as the result of severe illness. In each case surgery has been resorted to as an aid to ultimate recovery, which, it is hoped, will be the next report from their sick rooms.

Who says women can't keep secrets? Opal Mesnard of the freight claims office, announced on November 4 that she had changed her name to Allen during last August.

There is an epidemic of operations in the real estate department. Frank B. Waples has been the last victim, having had his appendix removed. It seems you are not in style now unless you have it taken out. Too bad, Frank, that you had to go down to Milledgeville—some good doctors in "Chi," too. Get well quickly and come back, 'cause we miss you here.

Cupid has evidently been busy in the statistical bureau of the freight auditor's office, as Margaret Rose is wearing a sparkling solitaire diamond. Congratulations!

Sylvia Edstrom of "D" Bureau, car accountant's office, was the victim of an automobile accident which, we understand, was not due to any fault of hers. The machine she was riding in was overturned, but Miss Edstrom suffered only minor injuries. She is congratulated on her fortunate escape from more serious harm.

Mrs. Clarence Schmidt, formerly Miss Viola Timm, of the auditor of station accounts office, has resigned in order to keep house properly for her husband.

Mr. W. P. Heuel, auditor of overcharge claims, was presented with an 8½-pound baby girl the morning of November 4. Mrs. Heuel and the newcomer are doing nicely.

The typing bureau was honored with a visit from Florence Hammel Divine and Frances

Wilson Kuen on the same day, November 11, each bringing a beautiful child. We hope they will come again soon.

Adolph Kapplin of the freight claims office requested, and was granted, permission to leave the office for two hours in order to attend to some personal business. While wandering through the loop he met a very charming young lady; proposed to her on the busiest corner in the world, was accepted, and married all within the two hours that he was away. Fast work, Adolph, and best of luck!

Janet Furman, "K" Bureau, car accountant's office, became the bride of Edward W. (Eddie) Siuda, auditor of overcharge claims office, on November 20, 1929. We wish them all the luck in the world—good.

"Betty" Werner of "C" Bureau, car accountant's office, is wearing a brand new diamond ring. This may or may not be a token of what it is usually associated with. We hope "Betty" will soon give us the answer.

Mr. E. W. Cook of the real estate department had quite a serious operation a couple of weeks ago. He is now recuperating at home. We hope to see Mr. Cook again soon.

Too bad, Esther, that you had to get the flu when you did; but your friend was asking about you.

It was announced in last month's issue that Johnnie White's (auditor of overcharge claims office) "intended" had two brothers, one a butcher and the other a tailor. It now comes to light that the young lady has two more brothers, both of whom are milkmen. If Johnnie can only find a relative who will perform the ceremony gratis his future will be assured.

Speaking of milkmen, we received a complaint from any number of them during the past few months to the effect that they are continually being flagged for lifts into the city from the vicinity of Higgins Road by our own Eugene Field Krupka, overcharge claim department. Upon checking up on the matter we found that Miss Harriet Schroeder of K Bureau, car accountant's office, resides in that neighborhood. Can it be merely a coincidence?

Margaret Norris left the Typing Bureau for a bigger and better job. We miss you, Margaret, but wish you luck.

Mrs. Helen Engels of the freight auditor's office resigned from her position on November 2 to take up household duties. Her friends presented her with a beautiful lamp as a farewell gift.

What promises in time to be a full-flowered romance is blossoming at present in the overcharge department. The principals are Miss Marie Hotten, titian-haired queen of the unpaid bureau, and Les (Tip-Top) Harris.

We wish to extend our sympathy to Christine Steggers, Central Typing Bureau, on the death of her father.

Frances Josselyn and Edward Madden, who were married November 16 last, evidently found something more in our "car records" than the mere "disposition" of equipment, and it is apparent that Frances assisted Edward materially in solving "blind records" and other wise aiding him successfully to form a mutual and happy partnership. We add our best wishes for its permanent success.

Mrs. Jewel (Maleska) Parker, Central Typing Bureau, entertained some of the girls at her new bungalow, and from the reports a nice time was had by all.

## Tacoma District Accountant's Office

K M O Broadcasting

WELL, now that the World's Series is over and all bets have been paid we will get down to normalcy. Chicago isn't the only one who lost.

Hold everything, here's a wow, Harry Hatch has to cook his chow. Harry isn't a cook, but he does his best, Look at him and guess the rest.

Ruth entertained Sybel Hobart of Deer Lodge just returning from a vacation in California during the latter part of October. An oyster supper was enjoyed by the following: "Cy," Ruth, Ann, Millie, Ruth and Helen Amidon.

Louie Bay of Ford Coupe fame, Roamed the hills in search of game. He saw some horns behind a tree, The ways he shoots one, two, three. Something fell, it wasn't a deer, Says Louie, "I'll get out of here," And go straight home to my little bed, Because I am sure that bull is dead.

The October luncheon of the Milwaukee Women's Club had its largest attendance as many new members were present. Most of the girls attended the luncheon and a few brave men. Thanks to Mrs. Ralph Bement, who was chairman of the "eats" for the day.

Cal Snyder, a solemn young gent, Went to the mountains, A-hunting bent.

He killed six ducks and a big black crow, And many other things that we don't know.

While Mrs. Trout is in the east visiting relatives and friends, friend hubby has been building a buffet for the home so as to keep him from getting too lonely; but we believe he had instructions to do this so his wife could rest assured where he spent his evenings. Burt has the reputation of being very popular with the girls, or is it the "Merry Oldsmobile?" Now, was that nice?

It won't be long now, so do your Christmas shopping early.

We welcome Oscar Nero, who has taken up Miss Grothe's duties while she is convalescing. Oscar is very much unlike the Roman

emperor and the only thing that saves him from being vamped is his extreme youth.

Harry Hatch is praying for rain as things are drying up at "Yewhurst;" but cheer up, this wonderful weather can't last forever.

Of course it is none of our business but we would like to know where "Johnnie" spends his vacation. Aberdeen might be a good guess.

Frank Opie will soon be writing articles on how to gain weight. Since he cut out drinking TEA and substituted milk in its place he has gained considerable so he says. Of course we who see him every day don't notice it so much.

All joking aside, August is about the most popular and handy man in the office, always willing to turn the heat on or off, raise the windows, lower the awnings, etc.

H. E. H. with his new overcoat is a walking ad for Hart Schaffner & Marx. When he reads this his hat won't fit him.

The next biggest attraction in Tacoma will be the Clerks' Annual Ball which is to be December 14th in the "COLISEUM."

October 30th the Women's Club held a joint gathering with the Safety First group in the roof garden of the Masonic Temple, to hear Mrs. Byram and Messrs. Flanigan, Byram, Buford, Devlin and Geiger, superintendent of schools. There was a large crowd present and the speakers were very interesting. Music, refreshments and dancing completed a successful evening.

### Madison Division Notes

W. E. F.

OUR sincere sympathy is extended to Mr. Payne, division accountant, whose father and younger brother both passed away recently.

About thirty-five ladies, members of the Women's Club, attended the Annual Luncheon at Chicago. All report a wonderful time.

A word to the wise is sufficient. Next time Grace goes to Chicago she must get in touch with Winnie and get lined up on the cops, then she may be able to write her own ticket and not have one written for her. In Winnie's case we don't know whether it was the cop, the horse or the uniform, but there was no ticket—only the glad hand. These two ladies should get together so there will not be such a contrast hereafter.

Mr. Murray goes to Woodman at every opportunity. Fishing is good down there and there is no end to sardines.

Howard Dittmar would like a train schedule so he won't land on the wrong train and then walk back, especially when he is carrying all the office furniture along with him.

Mr. Cameron, our chief carpenter, is stepping on it nowadays. He has a new car; he would like the roads made wider and less traffic on them.

### S. C. & D. Division Items

J. Glenn Kasak

S. C. & D. DIVISION SAFETY RECORD: AUGUST 31 TO NOVEMBER 5 WITHOUT A REPORTABLE ACCIDENT!

Division officers and employes have every reason to feel proud of this record inasmuch as we have, during this time, entertained four extra gangs employing approximately 825 men, in addition to our regular summer allotment. It is indeed gratifying to note the results of our safety work.

We wish to extend our congratulations and best wishes to Mr. and Mrs. O. E. Morgan, who were married October 22. Mrs. Morgan was formerly Miss Julia McNamara, abstract clerk, Sioux City freight house, who completely surprised us by "being called out of town" one morning and returning with a new name. Mr. Morgan is with the bridge and building department of the Great Northern. The freight office force expressed their approval of the new name and husband with a dinner party held in the office, Saturday the 26th, and presented the couple with a gift of silverware. The evening was spent in dancing and was so successful that it was decided we should have more weddings. We are glad to say that Mrs. Morgan will continue her duties in the freight house.

Understand Claude Burris, extra gang foreman, has enjoyed several pheasant dinners at his home since completing the rail relay job in Sioux Falls yard, also laying new track to the new electric turntable. This was a three and one-half months' job, completed without a reportable or lost time injury. Fine work, Claude.

Gravel is flying fast in Fairview pit to supply the demand for ballast in the new double track job at Sioux City before Old Man Winter stops the progress. Contractors are handling the loading with a caterpillar steam shovel.

Mr. O. J. Franklin, from Mr. Penfield's office, was in Sioux Falls the latter part of October. Mr. Franklin seemed well satisfied with the relay work.

The Directors' Special passed over the S. C. & D. Division from Canton to Sioux Falls, October 17, and made a two-hour stop in Sioux Falls, during which time the members of the Chamber of Commerce conducted them on an automobile tour through the city. Before the special left, general officers broadcasted the good news that the Sioux Falls line was to be relaid with heavier rail from Elk Point to Canton the coming summer, and that track between Sioux Falls and Dell Rapids is to be ballasted. The heavy business over the Sioux Falls line requires a first class railroad.

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MILWAUKEE EMPLOYEES

Open a Savings Account Here  
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GET THE SAVING HABIT

Mercantile Trust & Savings Bank  
OF CHICAGO

Opposite the Union Station  
Jackson Boulevard and Clinton Street  
CHICAGO

A Clearing House Bank

George Christ has quit peddling hot groceries and is back on the job as section foreman in Sioux Falls yards.

J. M. Murphy is an excellent hunter, but he says the birds all stay out of his way.

Wm. Vander Voort, clerk at Parkston, S. D., was called out of Parkston and sent to Harrisburg to relieve Agent Wohlenberg for a few days while Mr. Wohlenberg went out after wild game, and from there he dropped down to Hawarden for a few days while Agent Brown made a hurried trip to Bradley, S. D.

The section foreman at Parkston is one of the funniest men we have ever heard of. Instead of liking a three or four days' rain so he can rest, he walks around all nervous-like 'cause he can't work.

The repairing of the track between Mitchell and Tripp will soon be completed and in first-class shape. Now we ought to do our part and see how much business we can get to send over this first-class track.

Cliff Isaacson, section foreman at Burbank, is setting up the cigars on account of being daddy of an eight-pound boy, born November 5. Congratulations, Cliff.

Agent Sullivan at Vermilion has returned to work after a two weeks' vacation, spending most of the time visiting his daughter, Mary, in Evanston, Ill., and other relatives. He also took in the Minnesota-Northwestern football game in Evanston.

John Buttom, section foreman at Vermilion, has charge of an extra gang at Ethan for the present. He will return to Vermilion when through with extra gang.

Sioux City, Sioux Falls, or Yankton Yard have not had a single injury to any switchman since January 1, 1929. A total of over 6,000 engine shifts, 52,560 engine hours, without a day lost due to personal injury.

The geologist in charge of the oil well estimates oil will be blown in by December 1 at Wagner, S. D., and parties in Kansas City, St. Joseph, Mo., Mobile, Ala., St. Louis, Mo., and Pennsylvania have left instructions here to wire them when oil is struck so they can come to Wagner in airplanes. Mr. Ewart, who is one of the foremost geologists in the United States, finds indications of oil the same as in Salt Creek fields. Two hundred and fifty royalty holders have faith in the prospect.

C. E. Sturtevant, water inspector, Tyndall, S. D., stepped into the chief carpenter's office, Sioux City, the other day for a short visit. Charley looks good, but is still a little weak. Glad to see you up and around again, Charley.

Gustav Rundquist, pumper at Yankton, paid the chief carpenter's office, Sioux City, a visit the other day while bringing his daughter back to resume training at the Lutheran Hospital, Sioux City. Mr. Rundquist is a real old timer, having begun work with the Milwaukee in the spring of 1896 on the section at Elk Point. He has been in the service nearly 33 years, and in the service of the B. & B. department 32 years of this time. Come down and see us again.

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

TRAINMASTER J. P. ROTHMAN has been promoted to the rules committee with headquarters at Spokane, Wash. We are very sorry to lose Mr. and Mrs. Rothman from our midst. Mrs. Rothman is one of our most faithful workers in the Milwaukee Woman's Club and will be greatly missed. Our best wishes go with them to their new home.

It is with sadness that we write of the death of Mrs. Leona Marshall Larson, who passed away on October 30 from a lingering

illness. Mrs. Larson was the only daughter of Mr. and Mrs. J. D. Marshall and a bride of only a few months, and although all that loving hands could do was being done for her, it was of no avail. "Babe," as she was commonly known, was of a sweet, lovable disposition and had a host of friends who regret to hear of her passing. Deepest sympathy is extended to the bereaved ones.

Agent R. S. Lewis left Sunday night on his annual pilgrimage to St. Paul, being called there to assist in the distribution of the Christmas mail.

We understand the popular agent at Thunderhawk has just returned from a pleasure trip to Montana. Since his return he has fitted his place all up with new furniture, a new radio, etc.; in fact, the boys say the depot looks like a palace. When is all this going to happen, Nick?

Brakeman W. J. Dyer was injured at Scranton, N. D., on October 21 while switching in the yards there. One wheel passed over his right leg, tearing the flesh badly, but luckily no bones were broken. He is now at the Mobridge Hospital getting along as well as can be expected.

Larry Hourigan, our musical trucker, and his popular orchestra are sure busy these days playing for dances. Lucky for the Legion boys that he happened to be in town on Armistice night, as the orchestra from Pierre disappointed them and did not show up, but good old accommodating Larry rounded up his bunch and they furnished splendid music for the big Armistice Day dance sponsored by the American Legion.

We are sorry to hear of the illness of our janitor, James Traynor, who is a patient at the Milwaukee Hospital. We miss your smiling face, Dad, so hurry and get well.

Conductor and Mrs. Wm. James are now comfortably settled in the Chamberlain apartment, formerly occupied by the Kidd family.

Quite a number of our boys are enjoying pheasant hunting, although the heavy snowfall at the opening of the season made it hard work for them to get their birds. Among those from here are Hook Revord, Harry Conger, Mr. and Mrs. James Downs, Mons Yri Jake Rinehart, Leo Swanton and others. A little bird told us that Harry and his gang were caught hunting on forbidden ground and they were made to pay a fine. How about it, Harry? Switchmen Aggie Fuller, Emil Johnson, E. E. Tennyhill and George Granger were just wise enough to wait until the snow was all gone and they came back with the limit.

Dora Anderson spent the week-end visiting friends at Aberdeen.

Dr. and Mrs. M. S. Harmon and daughter, Marilyn, spent two weeks visiting in Chicago. On their return they were accompanied by Dr. Harmon's mother, who will spend some time here.

Hewitt D. Patton is a patient at the Mobridge Hospital, suffering from sciatic rheumatism.

Mrs. Louis Schiefelbein is visiting relatives at Sparta, Wis., and will also stop off at La Crosse to visit Mrs. Kidd.

Mr. and Mrs. John Baum spent their two weeks' vacation at Detroit and Chicago.

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are Miners and Distributors of the Best Grade Coals for All Purposes



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Burnham Bldg.

CHICAGO

Car Foreman A. Rognelson made a business trip to Miles City.

Mrs. H. E. Reitz, daughter of Engineer and Mrs. Elbert Taylor, underwent an operation for appendicitis at the Mobridge Hospital, and is convalescing nicely.

Mrs. E. G. Rinderneck has been visiting friends and relatives at Kearney, Neb.

Mr. and Mrs. Ora Bethke of Miles City stopped off here for a day on their return from Groton, S. D., where they visited relatives.

John Hanrahan is another patient at the Mobridge Hospital who was operated on for appendicitis. He is coming along fine and will soon be out again.

## West H. & D. Division

"Doc"

FORMER Trainmaster W. J. Whalen was visiting us for a few days the past week. He turned up just after our big snowfall and wasn't favorably impressed with the weather compared with that around Portage.

And speaking of the weather—the 15½ inches of wet snow that we received in this territory during the week didn't help the pheasant hunting to any extent. It started melting almost as soon as it fell, and dirt roads became a way of mountainous ruts and quagmires with the hundreds of cars of hunters traveling over them. We have reports of varying degrees of success and failures. Some of the boys had to leave their cars out in the country for a day or two. A number of our officials were out to try their luck, but the reports on their ventures were not forthcoming. It is reported they got enough birds to pay for their non-resident licenses, but no one has said who did the shooting.

Abe Estes was heard commenting to himself one day. It was all about the weather and where in H— was the best road to get where the pheasants were.

Ed Holtz, the extra gang timekeeping specialist, and Bill Hohensee, he of the diamond ball league who wraps the balls around his bat, went out one day. Bill chased up the birds and Ed got all the shooting. Bill says they wouldn't let him get close enough.

Ray Hoefs says it is just a matter of knowing where they are and then go and get 'em. He doesn't believe in making out a 37 report for the casualties, though.

Even P. H. N. took a fling at 'em. Roadmaster Boland piloted him down the Orient line. Thicker'n fleas on a dog, he says. Then No. 15 went in the ditch at Glenham and spoiled the whole thing. Tough luck!

Agent Jerde up at Hillsview says no trouble at all to get them. It's just a case of knowing how to make them stay there until after you arrive—sort of a "hold" order proposition, you know.

Ralph Homelstad, the superintendent's steno, is off on a few days' vacation, resting up after a strenuous time and recuperating for the various meetings scheduled to be held soon.

Safety First meeting will be held at Montevideo Monday, November 18, at 2 p. m., in the Women's Club rooms, followed by a courtesy meeting at 4 p. m. A good attendance is looked for, as on November 13, 20 reportable injuries had been chalked up for the preceding 350 days. Too doggone many, Ray Hoefs says.

In spite of it, a large number of good safety first slogans are coming in from all points on the railroad and from all crafts. Anyway, it shows they are thinking about it, and in time may act the same automatically and eliminate injuries without special effort. Keeping uninjured is a good habit, and is guaranteed satisfying in every way.

Freight claim prevention is also having a hard tussle this year. It is a toss-up just now, as to whether or not we are going to better the ratio record of last year. Everybody is after it hard and we hope to better the record by the time the last day of 1929 crosses the mark. Several reports were had from agents and trainmen of extra effort put forth in the interest of claim prevention. When these matters were investigated and verified, we took some little pride in letting others know about it, and we have the satisfaction of knowing the several instances mentioned were very favorably received and commented on by the management. Let's keep up the good work.

## Motoring on the Milwaukee

Up and Down Hill on the Rocky Mountain Division.

Nora B. Decco

BELIEVE it or not, I didn't pay her to do it. . . . The editor, I mean, and I know you won't believe this. . . . I didn't even know she was going to. And besides all this I can never say anything more about the good looks of the family being on my side and so on and so forth.

Thank you, Mr. Black, if I need a pocket-book I'll come over to Deer Lodge and get it. What I need right now is something to put in a pocket book. Even those small one-dollar bills look all right sometimes.

Fireman Ralph Everett and wife with their two small girls have gone east to spend the winter with Mr. Everett's mother and brother.

Firemen Bennett and Fink have gone to Northern Montana to work on account of slow business on the main line.

One helper has been taken off at Lombard and one at Butte yard, placing Engineers Weaver and Lieb back in the ring again on the main line. Mrs. Lieb has gone to Vinton, Iowa, for a few weeks' visit with friends and relatives.

Mrs. Rader, wife of Engineer Rader, who has been away for about two months with a sister who has been very sick, has returned home. She reports her sister as very much improved.

Conductor Pogreba and wife expect to spend a few weeks between now and Christmas with both Mr. and Mrs. Pogreba's families in Minnesota and Missouri, returning in time to see that the tree is properly set up and the fruit cake all ready for Christmas dinner for the boys.

We are glad to write of the wedding of Miss Virginia Curn and Mr. Lester Murphy of Harlowton on October 31 at that place. The bride is a daughter of L. H. Curn, an old employe of this division, and the bridegroom is employed by the power company in Harlowton, where they will make their home. The Rocky Mountain division extends to them best wishes for a long and happy life.

The local markets are planning on giving a benefit for one another or taking up a collection or something if the folks around here don't stop hunting. Every one who went out after a deer brought back one and an elk and a few other things besides. Art Carlson and Bill Merrill brought in a nice deer first day of the season. Chester Bales of the Headwaters Navigation Co., got a fine elk and a deer also; I know because I had dinner with elk and venison for a day or so. Engineer Rader brought back a nice one from somewhere or other, and Brakeman Hudson got a deer, which, while quite small, was large enough for any one to easily know it wasn't a lamb, anyway. Ducks and geese grace the back porches of all and sundry and while we hate to see winter come, as long as it will, we are thankful for the nice things it brings along to eat.

Mrs. James Houston, who has been ill for several months, is in the local hospital, where she is doing as well as could be expected. We hope soon to see her out again.

Mrs. Myrtle Martin, daughter of Henry Peck, is a patient at the Three Forks Hospital, where she has been quite sick, but is better at this time.

Mrs. Sam Haffner, wife of Fireman Haffner, was operated on middle of November here. She is now home again and on the high road to recovery.

Mrs. Shadduck, wife of Engineer Shadduck, and president of the local chapter of the Milwaukee Woman's club, has returned from a trip to Clinton, Iowa. While she was away she attended the annual luncheon of the club in Chicago.

Conductor McHale has gone to Chicago to visit with his family over the holidays.

When you read this issue of the Magazine you will be wondering what old Santa will bring you this Christmas. Here is hoping that he brings every single thing that you want, and then some; and a Merry Christmas and Happy New Year to every one.



District Storekeeper F. S. Peck

## S. C. D. Office

F. B. H.

THE entire force in the S. C. D. office wish to extend their most sincere sympathy to Mr. Hennessey and his family in the loss of their daughter, Caroline, who passed away on October 15th.

Julia Weins spent a week-end at Benton Harbor recently and reports a splendid trip.

Well, at last Bernice's and Julia's trip to New York is history. They certainly did see the sights, were on the move every minute, and while they had a good time neither one has a desire to live in New York. Wonder if the trip on the subway has anything to do with it—they said they wanted to go to South Ferry as they were all set for a trip to Ellis Island but every "Wise New Yorker" of whom they inquired directions sent them in another direction and finally they landed in Brooklyn. Anyhow, we are glad to have them home again and judging from all the new hats, they must have spent a good share of their time shopping.

Marie Schouten of the cost accountant's office, has moved into a nice little apartment and recently she demonstrated her culinary ability by giving a very lovely birthday dinner for Ruth Martens. It was near Hallowe'en and the girls say the table was very beautiful in its Hallowe'en dress, quite a proper setting for such a delicious dinner.

Martin Biller received a card from Mr. Gilman and he says he is having a fine time in "Jolly Old England" but will be home ere long.

Leona Schultz and the writer represented the S. C. D. office at the Women's Club Annual Luncheon held at the Drake Hotel in Chicago, and had a very delightful time. Mrs. Byram, Messrs. Scandrett, Gillick, Byram, Fields and Flanigan spoke on the activities of the club

and it is very refreshing to know the great amount of charity work which the club is doing each year. I'm sure that if all the employees could realize how much good is done with the dollar membership fee, that our Car Department would join 100 per cent.

Herman Klatte was on the sick list for three days, however, we are glad to have him back at work again.

Miss Carpenter has been ill for some time and now she is on a leave of absence. We sincerely hope the rest will do her good and that she will soon be well and able to come back to the office.

Mr. and Mrs. Erv. Weber attended the homecoming game at Madison. Don't know whether Erv. mixed in the fray after the game or not—says so little about it except that he had a wonderful time, that we wonder if he wasn't right down there helping to protect the goal posts.

Ralph Haslam is planning a big anniversary party, has been with the company one year now and he's quite confused as to how he should celebrate. Has anyone any suggestions, other than that he get busy and get out first class hectograph copies?

We all miss Edithe Hamann this week as she is at the hospital having an operation on her nose. We hope that you will find this helps you a lot, Edithe, and that you will be back real soon.

Johnnie Kozlowski has sprung a big surprise on us in the way of a diamond ring. How come, Johnnie? It isn't Leap Year.

Mr. and Mrs. Mehan attended the Wisconsin-Notre Dame game at Soldiers' Field, Chicago, and Mr. Mehan says he got quite a kick out of the game.

Helen Horan also attended the game but she has said so little about it that I don't know whether she had a good time or not. However, can't imagine Helen going any place and having anything but a good time.

We are sorry to hear that Mrs. Kreil had the misfortune to fall and fracture two bones in her left hand. Guess Charlie is kept rather busy evenings now—between picking onions on the 27th Street viaduct and doing the house work. We all hope Mrs. Kreil's hand mends very rapidly.

We wish to extend a welcome to Miss Hazel Bauerle who is taking Miss Carpenter's position while she is on leave of absence.

Merry Christmas and a Very Bright and Happy New Year to everyone!

## Tacoma Shop Notes

"Andy"

ONCE upon a time, about the first part of November, 1929, three brave and bold hunters sallied forth to stalk the wild and woolly bear in the vicinity of Eagle Gorge, the old home of our frontiersman messenger, "Two-Gun Jim Stevenson." The other two B. & B. hunters were Charles and Gene Stevens. Ah! 'Twas a hectic night; business was rotten; the moon in its astral orbit shone brightly when the three weary, footsore, hungry hunters arrived at a cabin where they unloaded all their hunting equipment, including guns, pistols, peashooters, and a couple of laughing gas bombs to use in case their jokes didn't go over big. Ate their evening meal and prepared to get a little shut-eye before the big shoot. Well, Gene seems to have been the only one to take advantage of the slumber period and soon filled the air with the familiar tune of a saw passing, or trying to pass, through a knot. Jim and Charles were on the dog watch in the crow's nest, and luckily so, for all through the night the bears attacked their feeble shelter relentlessly, and if it were not for the fact that they were quick on the draw the pack rats would have awakened Gene. Well, anyway, the hunters returned safe and sound as the bears were while being hunted.

We are very glad to see our old friend, Mike Grummel, back on the job following a period of anything but joy in the hospital. Mike says he is feeling pretty good now, but we cannot help but marvel at the good nature he must be endowed with to be able to laugh and joke as he does after being in and out of the hospital many times. Oh, yes, we must not overlook to also mention that while Mike was in the hospital a baby boy arrived at his home. Best wishes and congratulations.

O. C. Binder has been pussyfootin' around on one foot, which we believe is due to gout. However, the doctor informs him that he has arthritis. He must have gone to a high tone doctor.

Wm. McLaughlin, better known around the shops as Gig Harbor Bill, we have heard had a very thrilling experience recently. While walking around his plantation at Gig Harbor he observed among the trees and bushes what appeared to be a bear. Well, you know, Bill, during his flaming youth, used to be a big league baseball player of no mean reputation, and at the sight of the bear he made a home run in nothing flat. Upon investigation it was discovered that the bear was a cow. We might also mention that Bill's wild animal experience did not end there, for the next morning in the locker room he put on his overalls. That was all right, nothing unusual in that; he then put on his cap. That, however, was not all right, for immediately he was aware of considerable activity between the crown sheet and his dome casting, and Bill quickly removed his flexible cap and out jumped a cunning little mouse. Bill's conversation follow-

ing this experience was of a foreign nature, and is believed to have contained considerable vitriol.

The interest in the bowling league is getting higher each week, and the competition is getting keener. Everybody's average is going up except Mr. Handicap. The struggle for first place at the present time is between the Store Department, Boilershop, Roundhouse and Freighthouse, but from the looks of the game put up by the Machine Shop gang on November 11, things are going to be interesting. They sure put up some hot stuff for the old alma mater that night. Of course, it is the opinion of the other teams that it was purely accidental, while Capt. Cline advises that their brakes have been sticking and they just got them loose; so look out above, the skids have been greased—their downfall was historic, but their rise is going to be meteoric. Of course, while the machine shop is raving, the rest will just have to be nonchalant and reach for a stogie—or a spittoon, or anything handy. The roundhouse made a desperate struggle and grabbed first place from the Boilmakers—the Boilmakers must have had some broken staybolts or leaky flues so they could not keep up their steam. The Store Department team has experienced a slump but has now come out of the huddle and promises to put on a good show.

You remember a couple of months ago we wrote about George Girard being married, and about making an 8,000-mile honeymoon trip and all that? Well, George and his bride have arrived home and have gone to housekeeping. The trip, they say, was wonderful.



Handy Light

# LIGHT

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### Greater Candle Power

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



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With or without rear light

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

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

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

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



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Gentlemen:

Please send me complete information about your lights shown above.

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## Seattle General Offices

"The Cub"

### Sensational Exposure!

Giant Hoax Uncovered in the Hicks-Finn Fishing Expedition  
Frank Calkins Implicated!

PURSUANT with our policy of giving our readers nothing but the truth about all the leading scandal, reporters of this column have uncovered what appears to be a sensational exposure of the recent so-called fishing trip of Fred Hicks and Fred Finn.

After a severe grilling, Frank Calkins, general agent at Vancouver, B. C., broke down and confessed that he played a large part in the scandal. "I was agraid to talk," said Calkins, "because Fred Hicks is my boss. However, my conscience has been hurting me, and the truth is that I, myself, hung those clothes on a limb together with a side of bacon, a can of VanCamps and a couple of bottles of Scotch."

Questioned further, Calkins said that he suspected the fish which Hicks and Finn used for photographic purposes were hired from a small boy in that vicinity who makes a business of renting fish for railroad advertisements and unlucky fishermen.

Deepest sympathies are extended to our chief operator, Mr. O. O. Mercer and family, whose son, Capt. Frank Mercer lost his life in an airplane accident near Roseburg, Oregon. Capt. Frank Mercer was a Reserve Army officer and a World War veteran, having been decorated by three governments of the Allies for bravery in action. He was considered one of the foremost pilots of the Pacific Coast and leaves a host of friends who mourn his loss.

Sophie Frank, the office vamp from the Transportation Department, figures again in the news. This time it's a trip to New York City and return via the Panama Canal, Cape Horn, or any way to get here. Sophie washed three handkerchiefs and a pair of socks and dried them on our radiator, so she ought to be good for about three weeks if she doesn't catch a cold. As an added item of economy, Sophie took along only one grip, figuring that this should reduce the budget by way of eliminating heavy tips to porters in handling her baggage. It has been rumored that she is really making the trip in the interests of E. M.

Stablein, who is having her make a personal call on Al Smith to ascertain whether or not there will be enough Democrats left to figure on another presidential election.

### AUNT BELLA'S QUESTION BOX

Dear Aunt Bella:

I have a new set of false teeth. What can I do with the old ones as I hate to throw them away? Anxious.

Answer: By all means do not throw them away. They are excellent for crimping pies.

### ADVERTISEMENT

DO YOUR WHISKERS EMBARRASS YOU BY GETTING INTO THE SOUP?

Keep them properly turned up with one of our imported Whisker Brushes, made from selected pig bristles plucked from the snouts of wild African hogs

Manufactured by the

NEW BRISTOL BRUSH CO.

New Bristol, Conn.

For Sale by all Leading Jewelers

## Chicago Terminals

Guy E. Sampson

THE month of Tranksgiving has rolled around again and we all have much to be thankful for. Up to November 14 (the deadline for sending our dope) real California weather has been enjoyed in the Terminal. Last month we reported handling 8,000 cars in 24 hours, but no more had our items left the point of our pen (we mean the carriage of the typewriter) than we up and broke that record all to pieces. On October 16 the cars handled report showed 8,849 cars, which was a real record breaker that all were proud of.

Yard Policeman Jim Misourek of Kilburg's forces, who is stationed at Bensenville, received a report the forepart of November from the section men that someone had stolen their lunches. Jim went looking for the culprit but the thief saw Jim first and took a shot at him, the bullet hitting him a glancing blow on the head. He fell unconscious and the culprit took Jim's gun and started to beat it across country towards the C. & N. W. Ry. yards. Word was phoned to Train Director Burk's office, which in turn notified the forces at the assistant superintendent's office, the police at Bensenville and Franklin Park and the yard

police of the Northwestern railroad. Quickly there was a band surrounding the gunman, who proved to be a colored man weighing over 200 pounds and a good shot. He took to the prairie and made use of his own gun as well as Jim's gun. With three police forces coming from the east, south and west, and Chief Clerk Tom Rycroft and Trainmaster A. W. Mervin coming from the north, that colored boy had no chance of escape. He fired point blank on the C. & N. W. policeman, who saved himself from being hit by getting behind a telegraph pole until he could get a shot himself, and when he did Mr. Negro received a wound that changed his tune. He finally gave up and was taken by Cook county officials. Jim was out around in a few days, a lucky man.

Can you beat it? Some one is always taking all the joy out of life for some one. Last month we spoke of the nice fox Flossy Rowen captured on the trip that he, his brother and their wives took into Canada. Well, Roy Lange journeyed down to Flossie's house and came back with the report that the much-talked-of fox was nothing more than a common house cat, although a very big one. So there you are—either a fox or a cat; but no matter what it is, was or will be, anyone desiring to pass their opinion on the animal can, no doubt, see the pelt at the Rowens' home in the city.

Mr. Charles Harrington, who for years held a yardmaster's position in Chicago Terminal, and who has been in the South for his health the last year, is visiting friends here. His health is greatly improved and he hopes to soon be free of the sickness that this northern climate brings on him. All glad to see you again, Charley, old boy.

The sympathy of all employees is extended to the relatives of Yardmaster P. McCann, who passed away at his home in Chicago last month. He had held the position of yardmaster at Western Ave. for a number of years.

Yardmaster LaVern Smethurst took a run up into Wisconsin for a few days to try his hand at shooting some game on his old stamping ground. Did he get 'em? We'll say he did; just like he always did and in the same place.

Switchman Joe Hock and wife enjoyed a trip this fall that they sure delight telling about. It was not an auto trip but a trip to Niagara Falls, Windsor, Detroit and several other places of interest in the east. And it takes Joe to tell the difference between riding on the Milwaukee and other roads. He says there is no comparison. A trip on the old Milwaukee is far more enjoyable than any other they ever took. That's right, Joe, for we well remember making a trip through the West several years ago and while riding on a foreign road we came along parallel with a string of yellow Milwaukee coaches and the Milwaukee tracks, and we heard a certain party remark: "There's the road that has the roomy sleepers." So we are not surprised at Joe's remarks.

Guess we overdid it on news last month, and for fear of taking up too much room this month we will punch the clock and ring out for this month.

CHICAGO TERMINALS CAR DEPT.

H. H.

HELLO! Everybody happy? As Ted Lewis would say, "Well, we hope so, anyway." Below are quoted four sentences of what is called your "Daily Dozen," which if given the proper thought and practiced, will make every one feel better.

1. A little patience—at least once.
2. A minute of unselfishness.
3. A kind word or two or three.
4. A bit of self-control—somewhere.

## Why Wait? Get it Now!

It is better to have it when you need it, than to need it and not have it.

Why not insure your earning power with an income, before you are *sick* or *hurt* and can't get it?

Think it over. You cannot do much with the small monthly premium while working, but *you* or *yours* can do something with \$1000 or a monthly income which the small monthly premium pays for when *sick* or *hurt* and unable to work.

**CONTINENTAL CASUALTY COMPANY** (The Railroad Man's Company) Chicago

----- CUT OUT AND MAIL TODAY -----

Continental Casualty Company  
910 Michigan Avenue, Chicago, Ill.

I am employed by the MILWAUKEE ROAD, \_\_\_\_\_ Division.  
Please send me information in regard to your Health and Accident Policies, such as are carried by hundreds of my fellow employees.

My age is \_\_\_\_\_ Name \_\_\_\_\_

ADDRESS \_\_\_\_\_

Feel a little better? Well, give the above lines a little more serious thought and you will. They are good medicine.

Our first subject is "Safety First," and though, fellow employees of the Car Department, this subject is mentioned in every column monthly, it will be written monthly; never lose interest in it—it is one of the most vital subjects in our daily lives, as it is our best investment. We can make it yield the best returns—something more precious than money—the prevention of injury; and what do these sacred words (prevention of injury) mean? They mean prevention of suffering, prevention of loss of time to the head of a family, which family is dependent on that time; prevention of untold and lasting grief to that family should the injury prove of a crippling or fatal nature. We should feel—and if we are on the level, we shall feel—that there is nothing finer in manhood than to prevent an injury both in mind and in body to our fellow men. So let's all get together more solid than ever and take every precaution to prevent injuries; to report, if we cannot immediately correct, any injury hazard. To correct or bring to the attention of a fellow employe any unsafe operation which he may unknowingly be performing; and last but not least, let us live up to the rules in that little red safety book. Fellows, every rule in that safety first book, as Mr. Flanigan says, has a source and that source was an injury, so let us try earnestly to prevent future injuries by following these rules.

Monday evening, October 14, District Master Car Builder F. J. Swanson of the northern district, until recently general car foreman of Chicago, was installed as president of the Car Foremen's Association of Chicago at its annual meeting in the Morrison Hotel, Chicago. This position, I personally know, was one of Mr. Swanson's ambitions, and it was a happy day for him, but we want to assure Mr. Swanson that it was also a happy day for his many friends in the Chicago Terminals. We know that this is an honor for Mr. Swanson and he well deserves it, and we know that the association will prosper under his well-directed guidance.

Interchange Inspector Tisinai of Bensenville has just returned to work after being off on a sick leave for two months, during which time he underwent a serious operation. He states he is glad to be back among the freight cars and friends.

Edwin Broker, carman helper at Bensenville, is in the hospital at this writing, recovering from an appendicitis operation. He is getting along very nicely and expects to be back on the job in a short while.

S. Sipior is now back on the job at Galewood Yard No. 1 after spending a few weeks inspecting the new auto cars which were built for us at Pullman Co. car shops at Michigan City.

Yes, Assistant Foreman Ed Berndt has named his offspring Ed, Jr., but we don't know what he did to have this name wished on to him.

The flower bulbs have been taken out of the spacious lawns of the Bensenville Repair Track to be stowed away until next spring, which indicates the approach of Old Man Winter. Let's hope we don't experience another ice age such as the Chicago district experienced last year, when the entire Chicago territory was covered with a layer of ice through the months of January and February.

Jimmy Lyons and H. H. had to postpone their annual eel hunt up to this time due to the fact that they are unable to get sufficient bait. They have all the other implements necessary for the hunt, including lanterns, ball bats and sacks, but the bait, which consists of a dead horse, has not yet been obtained.

## Coast Division

"Kirk"

**P**ARDON PLEASE, if the notes for this month seem to be curtailed somewhat but we are on the eve of a great battle so must get these items written up before I leave. 'Tis my vacation week and "Doc" Yak has invited several Nimrods to spend the next five days at his commodious hunting lodge on Lake Keechelus, in search of the elusive deer. Let's see, there will be Sam Whittemore (no more need be said); Dr. Howe, the eye specialist, we probably will need his services; Doc Yak or W. M. Evans, the "Watt" specialist, and "Don't Shoot" Snyder from the Accounting Bureau. Of course I am going along in order to get the straight of it for the Magazine. You never could tell just who missed it, if there wasn't a reporter on the ground to correctly note what happened. Don't get your appetite whetted up too keenly for venison but we might bring back a few fish from the lake. Doc says he is going to get a bear, as well as a deer. Well, I have my running shoes all packed so that's all right with me.

Regret to report that Train Dispatcher W. A. Monroe is on the sick list for a few days owing to a slight operation on his lip. We all hope for his speedy and permanent recovery.

Today is the day for the big football game between Washington and Stanford, to be played at Seattle. Chief Clerk McMahon has left for the fray and will be able to tell us all about it. Understand Mike O'Connor has also, in some mysterious fashion, come into the possession of two pasteboards entitling him to admission at the gate. Mike has decided leanings toward Washington and it is rumored that after the game he probably will be poorer but wiser. That's just as I heard it but I don't know just what they refer to.

We have just been notified of the sudden death of Dr. F. J. Shadd, company physician at Othello, and extend to Mrs. Shadd and the family our sincere sympathy. Dr. Shadd was one of the best known men around Othello, and we shall miss him.

J. F. Pinson, formerly division engineer, Coast Division, but now assistant engineer, maintenance of way, was in the office the other day and it seemed like old times to have him around. He looks well and smokes good cigars, so I conclude all's well.

If any of you have any bills to collect would recommend DENA. She has been collecting dollars to start the athletic club and I understand has almost enough to go South. It is reported that she even got Cecil DeGuire's dollar, but only after diplomatic relations were severed. Haven't yet learned why or how.

The athletic club reports considerable progress. The boys are merrily rolling on the alleys and a basket ball team has been formed and are now practicing in the gym at the Jason Lee School. Understand very nifty suits have been obtained with the insignia of the "Milwaukee" prominently displayed, through the good work of Mr. Valentine of the Passenger Department. The next step in the progress of the club is the election of officers, and circulars are now out asking for votes on the several nominees. Understand Miss Willa Lindsey of the local freight, chaperoned Kent Langabeer to the last meeting of the club, so some good may come of it yet.

October 31st is the birthday of both Dick Wende, captain of the trouble shooter, and Miss Florence Mattsen of the superintendent's office. In honor of the occasion Mrs. Lowenstein gave a little luncheon. Understand Misses Lillie Nixon and Willa Lindsey were also present and a good time was had by all.

Mr. K. F. Nystrom was a recent visitor at Tacoma, arriving in his car, the "Indiana." Some time was spent in the inspection of the Tacoma Shops.

Five new Elwell-Parker lift trucks have been installed on Seattle Ocean dock, together with a number of skids, and are being used in the handling of cargoes to and from the boats. They have already been used on several boats and the operation has proved a big success, effecting a much more economical operation over the old hand-power method.

The most successful Safety First meeting held on this division in many moons occurred at the New Masonic Temple, Tacoma, the evening of October 30th. Meeting started at 7:30 p. m. in one of the meeting halls with an attendance of about 400. The principal speakers of the evening were: Mr. and Mrs. H. E. Byram, Mr. M. J. Flanigan, Mr. C. H. Buford and Mr. W. A. Geiger, superintendent of the Tacoma Stadium High School. After the meeting was over the ladies of the Women's Club served lunch in one of the dining rooms and everyone met

# 208

## South La Salle Street

CENTRAL TRUST  
COMPANY OF ILLINOIS  
CHICAGO

everyone else and the party then adjourned to the hall where dancing was enjoyed until an hour too late for me to admit. Circle two-steps certainly mixed the crowd up considerably and the meeting was voted a huge success both from the standpoint of the good which was gotten out of the talks on Safety First and the good fellowship which was had during the dancing.

## Iowa (Middle and West) Division

Ruby Eckman

THE sympathy of friends on the division was extended to Mrs. D. T. Reel of Perry, Mrs. Leaming and Mrs. Kerns of Marion, in the death of their sister and daughter, Miss Etta Kerns, which occurred on November 8th. Miss Kerns whose father was for many years one of the Milwaukee family, in returning home from an auto trip with Miss Myrtle Campbell, daughter of the first trick operator at Atkins Yard, sustained injuries which resulted in her death a few hours later.

Jesse Moore of the Perry roundhouse force, has been off duty for some time account of sickness. He has been in a Des Moines hospital for an operation and treatment.

A lot of the railroad folks took advantage of the three days' open season in the northern part of Iowa on pheasants, and as a result some of their friends enjoyed some pheasant dinners.

Sympathy of friends on the division was extended to Engine Foreman David Flynn the fore part of November, when he was advised of the death of his brother-in-law, Wm. Hewitt. Death occurred in Chicago where Mr. Hewitt went to take a position as yardmaster for the Belt Line, after having held a similar position with the Milwaukee at Perry. Two sons, Bernard and Wilbur, were also employed for a number of years by the Milwaukee at Perry before the family moved to Chicago.

Paul Rhodes, one of the switchmen on the Perry Yard force, was instantly killed November 11th shortly after going to work. No one saw the accident and the first intimation the switch crew had of the accident was when they found his body. Mr. Rhodes is survived by a wife and four small children, also several brothers and sisters. One brother is also employed as a switchman in Perry Yard. The boys' father died about a month ago.

Ardis Rawson, daughter of Engineer Wallace Rawson has been quite seriously sick for several weeks.

John Gaydner, father of Engineer Duane Gardner of the Iowa Division list, died at the family home in Perry, October 20th.

Robert Hildrith, son of Mason Hildrith of the Store Department, surprised his family and friends the latter part of October by announcing his marriage to Miss Evelyn Dickerson of Woodward. The ceremony was performed at Cedar Rapids. The young people will live at Ames, where Robert is employed.

Harley Wilcox, son of Engineer Thomas Wilcox, who has been a student at Ames College for some time was named captain of the Field Artillery of the cadet's reserve officer's training corps of the school.

Death invaded the home of Engine Hostler Robert Smith of Perry, twice within a period of thirty days. His wife, who had been sick for some time, passed away and a month later his son, Hugh, who was a stationary engineer on the Perry roundhouse force, also passed away. Hugh was a World War veteran and had been suffering with heart trouble for the last two years.

Friends of the family in Perry and on the Iowa Division were grieved to hear of the death of Mrs. M. O'Loughlin, widow of one

of the veteran engineers on the Iowa Division. Mrs. O'Loughlin moved back to the old home in Savanna after the death of Engineer O'Loughlin about seven years ago, and died the fore part of November.

Ruth Anne Wilcox, the ten-day-old granddaughter of Engineer E. G. White, died at the White home the fore part of November.

Joe Weidman, foreman of the freight house force at Perry, passed around the candy the fore part of November when a fine nine and three-quarter pound boy came to his home.

A spirited campaign is being waged for membership in the American Legion at Perry. There are two teams, each captained by an Engineer Balsbaugh, and the boys have been having quite a battle. The side captained by George Balsbaugh has been in the lead but his brother Orville hopes to swing in enough members to win the contest before it is over.

Conductor Carl Wightman was off duty in November on account of a fractured bone in his hand.

John H. Wagner of the roundhouse force, made his annual pilgrimage into South Dakota when the pheasant season was open up there. John has relatives at Harrisburg, S. D., who keep him pretty well posted on when to come up for fish and game.

George Clemmer, pumper at Rhodes, was off duty for a while in October on account of an injury to his leg sustained when he was going downstairs at his home.

Engineer Oliver Jensen's family circle was completed October 24th when a six and one-half pound boy arrived.

Conductor and Mrs. E. A. Rumley are the parents of a son born to them on October 25th. The son, being the first in the family was named for the proud father.

## Twin City Mechanical, Store and Car Departments

N. A. H.

MRS. PETER EVEROTE spent a number of weeks with her parents and sister in California and returned just in time to wish herself back in that sunny land, she returning to Minnesota just in time to greet our first snowfall. However, Mrs. Everote reports that it is a wonderful country to visit.

Mr. Robert Cadden, roundhouse foreman, St. Paul, has undergone a very serious operation and all reports are that he is getting along nicely and has the best wishes of all for a speedy recovery.

Mr. T. W. Baldwin is appointed fuel supervisor with headquarters at Minneapolis and he has the hearty co-operation of all his fellow workers.

Minneapolis got some good old Milwaukee money on the world's series. Milwaukee money seems to go further in Minneapolis.

Mr. Tal Hughes is now back with us again, located in South Minneapolis in the car department, and we are all glad to see him here again.

We can't let the opportunity go by without mentioning our friend, Mr. Luebke from Milwaukee, who is always willing and ready to help untangle threads of business in his line of work.

Mr. Herb Allen, clerk in Minneapolis roundhouse, attended the Minnesota-Northwestern football game in Chicago and he reports "Gee, that is a game you generally read about but never expect to see." Also understand that Miss Elizabeth Murphey and George Ward of the store department were also spectators at this big game.

Congratulations, Bertha (Mrs. Raymond Burge). We, too, wish you success and happiness.

Former Roundhouse Clerk Ernie Benson left the service of the company to take up law, and we wish him the best of success.

Some of the employees at South Minneapolis experienced quite a sensation to find when going home from work that one was minus a fender from his car, another, headlights, etc. One never knows if his car will be all together when he gets ready to go home.

Foreman A. G. Neese didn't fare as well. He was visiting friends and when he went to get in his car, his Hupp 8 was not there for service and Al spent the night scouting around trying to locate it. Evidently some one wanted to see Iowa beat Minnesota and took this as an opportunity to see the game.

Better late than never. Failed to mention the return of former roundhouse clerk of St. Paul, Mr. Comrie, he filling the vacancy made by Ernie Benson at Minneapolis roundhouse.

Clarence A. Floody is our new caller at St. Paul roundhouse, Mr. Flanigan having resigned.

Engineer Arthur Sandy is again making all preparations to go to California for the winter to visit his relatives.

Everybody is still talking about the Veterans' convention. From all indications they surely had a most wonderful time.

Minneapolis terminal is a very busy place during football seasons with football specials. Milwaukee had three football specials to the Minnesota-Iowa game, while the Rock Island had four. Minnesota was well represented even though they got a hard beating.

## Illinois Division

M. J. S.

Three wise crows sat on a tree,  
Singing this carol so merrily—  
Christmas is coming, Yuletide is near,—  
We'll send to our friends a Message of Cheer!

MERRY CHRISTMAS AND A  
HAPPY NEW YEAR!

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Frank Stedman, now of Spokane but formerly of Savanna, observed his 94th birthday October 30. Mr. Stedman was for many years employed as a clerk for the Milwaukee at Savanna, later employed at the First National Bank in Savanna, and for the past 16 years has resided in Spokane, Wash.

Mr. and Mrs. E. S. Peterson of Boston, Mass., are the proud parents of a daughter, Jean Marie, born October 24. The little miss is the granddaughter of Engineer and Mrs. James Bailey of Elgin. Congratulations are extended.

Mrs. H. Carlson of Elgin visited in Savannah recently at the home of Dispatcher and Mrs. H. W. Brown. Mrs. Carlson is the mother of Mrs. Brown.

Conductor O. T. Welch, while driving his Oakland sedan south of Savanna on new route 80, had the left rear fender and running board torn off his car by a speedy passing auto. O. T. says more clearance and less speed on the part of his unknown friend.

Congratulations are extended to Brakeman Raymond Veseley and wife on the birth of a son, Raymond, Jr., to their home on November 3.

Deepest sympathy is extended to Mrs. John Bensen and relatives on account of the death of Machinist John Benson at Savanna November 10, due to a lingering illness. He submitted to an operation at the Savanna Hospital about three months ago and was also a

patient at a Freeport hospital for treatment, but gradually grew weaker until the end came. Mr. Benson served at his post of duty at the Savanna roundhouse faithfully for 16 years, acting as treasurer for the Machinists' Union during that period. Surviving are his wife and three sisters, Mrs. Dade Allisee of Cedar Rapids, Ia.; Mrs. L. K. Owen (wife of Engineer L. K. Owen); Mrs. Al M. Johnson (wife of Engineer Al Johnson), and one brother, Rev. Dr. W. J. H. Benson of Milwaukee, Wis. The funeral was largely attended by co-workers, Masons and friends. Interment was in the Savanna cemetery.

Engineer Wallace Wolfe, wife and son, Dr. D. S. Wolfe, spent the week-end and Armistice Day visiting relatives at Elgin and Chicago.

Coon and rabbit hunting is proving a popular sport for several of the "fellow" employes at the superintendent's office, and several animals are being bagged since the season opened November 1.

Special Officer George Layton recently arrested two young men from Clinton, Ia., for stealing from Milwaukee cars at Davis Junction.

Mrs. Irving Graham, wife of Engineer I. Graham, returned from Terril, Ia., where she visited her parents, Mr. and Mrs. E. J. Strout.

Mrs. Chester King resumed her duties at the signal supervisor's office at Savanna after enjoying a vacation to La Crosse, Wis.

Articles of incorporation for the Savanna Drilling Co., to drill for oil and gas in Carroll county, have been filed. Also to refine, mine and work over such materials into products containing them. It is believed that there is oil and gas in Carroll and Jo Davis counties.

Extensive improvements have been made in Nahant Yards, and a sum of \$80,000 has been spent during the past months. Two additional tracks and double switches have been placed to handle the heavy business at that point.

Engineer and Mrs. Frank Davis have returned from Charleston, S. C., where they visited with their daughter, Mrs. Chester Parker, and family. Mr. and Mrs. Parker are son and daughter-in-law of Engineer Clarence Parker of Savanna.

Illinois-Army football game at Champaign November 9, was attended by Yardmen George Correll, Hal Smith, Sherman Correll, Jr., George Lartz, L. L. Weldon and L. R. Kentner, and Engineer J. P. Castle. Iowa-Minnesota game at Iowa City was attended by dispatcher H. P. Buswell and son, Vernon. Ticket Clerk LeRoy Hummel of Savanna attended the Chicago-Wisconsin game at Chicago.

Mrs. H. D. Smith and Mrs. Edgar Transon, sisters of Engineer Wallace Wolfe, returned to their homes at Scranton, Pa., after a visit at Savanna at the Wolfe home.

A new interlocking plant has been installed at Ashdale and operated by the operator at Lanark. New remote control will be used for train service to Davenport over the cutoff at Ashdale and enables the company to abandon the old tower at Ashdale as well as dispense with three telegraph operators.

The chemistry class of the Savanna Township High school visited the water treating plant at Savanna recently. Also saw machinists put a new cylinder on a locomotive in the roundhouse, and the operation of the cylinders explained. They were also shown the new locker room for the enginemen. The courtesy extended to the class by Mr. Slater was greatly appreciated by them.

Baggage man and Mrs. Walter Dyer, and Conductor and Mrs. Wm. Schmeig attended the wedding of their son and brother, Mr. Joe Schmeig, to Miss Adaline Burken at the Sacred Heart church at Clinton, Ia., October 25.

#### B. & B. Department News

"Merry Christmas and Happy New Year to B. & B. Department Employees."

Lloyd Heisler, former C., M. & G. clerk,

accepted the position in Chief Carpenter C. Gradt's office as clerk, and George Hansen is the new clerk at the C., M. & G. desk in the superintendent's office.

Chief Carpenter Charles Gradt, wife and son, Walter, attended the national convention of American Railway Bridge Builders' Association at New Orleans the latter part of October, and report an enjoyable time.

Have no definite news as to when the wedding bells will chime for one of our number. Perhaps they will ring during the Christmas season, who knows?

#### Rail Mill News

Season's greetings to Rail Mill employees.

The rail mill's sawing program for the season of 1929 has ended. An extensive repair program has been planned. New electrical machinery has been purchased amounting to \$38,500.00. The power will be furnished by the local Northwestern Illinois Utilities. All old machinery is being removed and foundations are being dug.

One of our tall smokestacks was taken down and now the rail mill is located by one stack instead of two.

It must be nearing winter as P. Hepfer, our yard foreman, visited Clinton and purchased a new Benny. On it are antagonistic lines; that is, they cross each other.

Our janitor has gone South for the winter and it looks as though Art Ferguson and Hans Jess will have to do their own sweeping for a while, much to their chagrin.

#### Track Department News

"Best Wishes for a Happy Christmas to all Track Department Employees."

Section Laborer Elmer Littlejohn and wife are the proud parents of a 7½-pound son, born October 24. Congratulations are extended.

Section Laborer Harley Schriver spent a couple of days off duty on a hunting trip. He says he got the limit.

Mrs. H. F. Hobert, wife of our section foreman, who has been ill for about three months at her home at Milbank, S. D., is expected to return to her home at Kirkland about November 18.

#### Dispatchers' Office Items

"Christmas and New Year Greetings to all Agents and Operators."

Operator E. C. Henline of Spaulding, who attended the veterans' convention at Seattle and also visited at Portland, Salt Lake City and Omaha, has returned to duty after an extended visit with relatives in the West.

R. L. Fuller has been assigned third trick operator at Freeport, and Operator Ray Harkness has accepted the agency at Darien.

Agent D. E. Newcomer at Pingree Grove has accepted the agency at Ontarioville, and F. B. Losey goes to Pingree Grove as agent, having formerly been at Freeport temporarily.

Operator J. S. Laubaugh relieved Operator Henline at Spaulding, and is now on duty at Davis Junction as relief operator.

Mrs. Frank Brown, wife of Savanna Towerman F. E. Brown, is gradually improving at the Methodist Memorial Hospital at Freeport, where she has been confined for several weeks on account of a serious operation.

#### Sparks from the East End of the Electrification

Adolph C. Knudson

A MESSAGE last spring from Milwaukee George Ellis, storekeeper—you bet—said you sure have one coming; we'll work on it here for a while, then send it to Deer Lodge where it will get more of the works; and when it reaches Harlowton it will sure do the humming. It's name is Fordson, and at work



**BLUE BARREL SOAP**  
**ADOLPH'S CUT ONE POUND**  
 It is a friend tell a friend kind of soap, and such friends we have to thank for our large increasing business on Blue Barrel Soap and Flakes.  
**"HASKINS"**  
 Omaha      Sioux City      St. Paul

it does not shirk, that we are glad to know, for it is work that we have got for it to do. It was with high glee that Switchmen Daurghety, Lewis and Sullivan spotted the flat on which the product of Edsel B. Ford rode, they saw in it a switchmen salvation. And, "By Gat" on that car also was a train of five wagons.

It was then that the store forces of ways and means started to think, to make that mule earn his beans. They were successful, and that thing made of iron and steel is humming to the feel of the gas explosion within its cylinders.

Of that autumn month, with all its splendor, October, it was the fifteenth that the deer hunting season opened in Montana. It was then, and during the past three weeks, that folks tried and true, in search of the elusive game, have trailed the mountains through; and, though the with venison the writer has been subsidized by none, he is happy to relate most of the Harlow Milwaukeeites that went brought back specimens of the sought out game. There was Joe Mooney—his first hunt was fruitless, so he went again—Dave Wagnor, John Boyles, and Alex Hill of roundhouse fame; Keight, of the Car Department, was there too; as were the freight house bunch, Jimmie Lohse, Harlan Lucas and Augie Berge—it is said—we know not how true—that Augie left letters for the de(a)er(s) to read so they could seek him out and be his guests to lunch; and, lest I forget, Luke, Ellis and Glasser with the deer have played hide and seek.

October 14, 15, 16 and 17 found Mrs. Hanna Haugan, Mrs. Gladys Nissen and the writer, of the Harlow Milwaukee crowd, at Bozeman, with others of our town, attending the I. O. O. F., Grand Lodge and of Gallatin Gateway Inn we were sure were proud. Driving over with friends, in a car of famous make, a train of another line—to Three Forks—the city of which N. B. D. boasts so fine—I did ride. There I, with other passengers, on the prairie wide was left; there a barbed wire, seemingly without an opening toward the town, we did find. Then from out of the darkness a small voice came which said, "Folks, if you'll follow us out of this entanglement and to the town we'll lead you." That surely was a voice in a time of need to which we did pay heed. Indeed, we soon were at the Milwaukee's nice, neat station. Of hours spent in the city that night there were three, and eight of or a word—though Mrs. Decco told all about the firm that delivers wood free to Magazine correspondents—of the office location of the famous Headwaters Fuel and Navigation Company I did not get; so for my fuel I'll have to continue to hump.

It was the 31st of October and even the ghosts and goblins that were about were sober; the evening was fine, the large crowd at the Milwaukee Women's Club was sublime and, gosh, everyone at cards, eats and dancing had a good time. With tables and chairs the crowd was too large to supply. Pat Sheedy on several occasions, during the card playing, to the kitchen went scouting. Then when eats were announced, reinforced by Art Hoops, at

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HOSE TIRES  
and anything in rubber

the kitchen door he did station himself; nor was that all, he instructed Jim Retellick with eats to fill his pockets—for the wrecker might be called on the morrow—then to Jim's table he did direct tray after tray full of goodies. That is why Chris Tarpo and I, after that lunch, appeared so plump and Jim's pockets of eats were bare. As hostesses, the Milwaukee women are there.

And, oh, I almost forgot to mention that Al Harper, Harry Wade, Sr., Lew Gallagher and Mr. and Mrs. Harrington and Art Hoops, too, were of that deer hunting crowd. Now if anyone I have forgotten, and left clear out in the cold, just pass me a steak and I'll mention you next year.

Mr. and Mrs. Wood Stevens after touring the east, are back home; as are Barney Murphy and his better half, not for some time again to roam. Mrs. C. W. Neptune, a visiting to Melstone went; Elizabeth Watters, a conductor's daughter did her bit to furnish news for this column by celebrating the eighteenth year of her birth with a party, the finest on earth; while her mother, Mrs. J. S., had Mrs. R. T. Wilson of Miles City, as her house guest; Earl Bartlett over from Deer Lodge came—and his Mrs. and boys he brought along—to help Mr. Reitmeyer install our new air compressor, fine and ship-shape; Art Chandler, in order not to ape others, prospects for "ore" at Missoula. Mrs. John Boyles has traveled to I know not what clime and, for the time being has left "Jack" on the bachelor line.

Now, just at the close, a line I'll add, TO WISH YOU ALL A MERRY XMAS AND A HAPPY, HEALTHY, SUCCESSFUL NEW YEAR.

## Card of Thanks

THE family of the late Mrs. Caroline Witt acknowledge with grateful appreciation, the kind expressions of sympathy and beautiful floral offerings from the many friends of The Milwaukee Railroad.

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## Dubuque Shops Jingles

"Oosie"

MR. GEORGE F. RICHMOND, traveling auditor, recently of the accountant's office at Dubuque shops, passed away on October 26. While Mr. Richmond had been compelled to discontinue traveling due to his health, his passing was a shock to those with whom he was closely associated, as he had visited the office on that day.

Another soul gone yonder,  
To meet those gone before;  
One by one they are gently entering  
That beautiful golden door.  
And we sit here as they leave us,  
Wondering when the ship will come  
That will take us on that journey  
To our Heavenly home.

We also extend sympathy to General Foreman Frank Fernstrom in the passing of his brother; to Boilermaker Wm. Graf, on account of the loss of his father, and to Locomotive Fireman A. Breson, whose mother recently passed to the Higher Life.

Locomotive Engineer Fred Cawrey, who ran on the Dubuque Division for the past 45 years, has retired on pension. It just doesn't seem like Dubuque shops yards any more without Mr. Cawrey's familiar face peering from the cab of his engine. We are glad, however, he is enjoying his well-earned release from the daily "grind." Drop in and see the boys often, Mr. Cawrey, they miss you!

The time of the year has arrived for our annual message to old King Santa, so here goes:

Dear, Dear Santa: Come to Dubuque shops again this year, and please, oh, please, don't fail to hear the wails and wishes of our boys. Don't dare to keep from them their joys.

Bring Apprentices Hense and Gerald Lang worth-while presents with a bang—they had the crust to take some wives—to worry and fret them the rest of their lives. Bring them good, substantial stuff, 'cause they can't live for long on only "luff."

To the pheasant hunters, Ruff and Bliss, bring road maps, markers and signs—so next year when they a-hunting go they'll reach the woods betimes.

Becker and Ohnesorge, the good-fellow boys; bring them bugles and trumpets to make lots of noise. There are only a few of those fellows left with the good old road-courtesy heft.

Bring good health to the boys listed here. They're heap much sick and need good cheer: Traveling Engineer C. H. Butler, Charles Klumpf, Robert Bartels and Bob Sommers.

Duck Hunter A. Kruse—give him a hand—a hunter that is a dandy (guess it's the department he represents that makes him nice and handy).

Bring George P. Graff a football. He'd like a quiet game, for the Wisconsin-Iowa skirmish was not so very tame.

And to our new Pipe Foreman, Mr. Rogers is his name, bring some of the mighty noisiness that won his predecessor fame. (Milwaukee shops pipe foreman please note.)

To our singer and famous tap dancer, Lester Shenkar, oh, Santa Claus do have an enlargement made to Center Grove Hall. You will, now, please, won't you? For he's packing the place twice weekly. They stand outside and look in, and the weather is getting chilly—which is quite a shame and a sin.

Bring Louis Messink, the U. S. boy, some nice little trinket—perhaps a toy. We'd like him happy this Christmas, 'cause next year 'twill be a different chime. (And they won't be Christmas bells, neither!)

Poor old Horsfall. Santa, do, I beseech and plead with you, bring him a magic ball to roll so the Narrow Gauge team won't go in the hole.

And take this challenge, Santa Claus. 'Twas given to me for you, because the Foremen are leading the Bowling League and they'll tell the world without fatigue that any team can be taken on that wants to battle. These railroad sons are mighty proud of sitting on top, so answer their challenge and WATCH THEM DROP. Their star performer, Mr. Harry New, has an average of 275, and their captain, Mr. James T. Smith, is very much alive.

The other teams are doing fair—winning a game just here and there. The KCONs are perking right up and making a lot of noise. Please, Santa, bring that Imhoff chap some soothing stuff; he's the leader of those boys.

Now, last but not least, dear Santa, bring the MILWAUKEE business galore, and keep that homely starving wolf away from our front door.

P. S.—And also, dear Santa, let me see (what would a letter sans a postscript be?) take to the folks who used to be here our very good wishes and heaps of cheer. They've traveled east and they've traveled west, and some of them still we like the best. (L. E. H., that's for you.)

## Iowa (East) Division and Calmar Line

J. T. Raymond

MR. AND MRS. L. K. OWEN of Marion, went to Savanna November 11th to attend the funeral service of Mrs. Owen's brother, John R. Benson, who passed away November 9th after a lingering illness.

Mr. and Mrs. Arthur Daniels of Minneapolis, came to Marion to attend the funeral services of his father, A. L. Daniels, who passed away November 9th.

Miss Alice McGuire of Marion, spent the week-end of November 9th in Chicago.

C. L. Sherwood of Cedar Rapids, has entirely recovered from his illness and has been back on the job for some time looking after the interests of the Milwaukee Road in his usual efficient manner.

The depot at Sabula has been treated to a new coat of paint inside and outside. The guard fence near the Mississippi River bridge has been finished, this fence is about 600 feet long.

Depots at the following places have been painted: Green Island, Spragueville, Riggs, Delmar, Lost Nation, Hale, Olin, Morley, Martelle, Paralta, Covington, Atkins and Clinton freight house.

The new office building that is being erected adjoining east end of Marion passenger station is nearing completion and will probably be ready for occupancy about December 1st. The "Little Railway Exchange Building," located north of the depot now occupied by offices, will probably be used by the Milwaukee Railroad Women's Club room.

Mrs. J. C. Wilken of Arlington, Iowa, passed away suddenly at her home Sunday evening, October 27th. Mrs. Wilken was the mother of Mrs. Edwin Ramsey. Friends on the division extend deepest sympathy to the bereaved family.

Miss Martha Mary Pohorsky of Cedar Rapids and James H. McKnight were united in marriage November 11th. Mr. McKnight is a member of the freight office force at Marion. The Magazine extends congratulations and best wishes.

H. P. Thompson of Lyons, R. L. Taylor of Marion, and Fred Harvey of Sabula, were away several days hunting pheasants and were successful in bagging their full allowance of birds.

Mr. and Mrs. George R. Barnoske spent their vacation visiting friends in Chicago and Clinton.

Leonard Hewitt and W. K. Lothian of the Accounting Department, Marion, attended the Iowa-Purdue football game at LaFayette, Indiana, November 16th.

Miss Myrtle Campbell, daughter of Operator A. J. Campbell, while driving from Waterloo, Thursday evening, November 7th, ran into the rear of a truck that had stopped to repair lights. Miss Campbell was very badly injured and her companion, Miss Etta Kerns of Marion, was so badly injured that she passed away at a Cedar Rapids hospital shortly after midnight.

The truck had no lights on and nothing on top of the floor of body, and cars coming from opposite direction with blinding lights made a good trap.

Miss Campbell and Miss Kerns are both widely known in Marion and this accident is deeply deplored by many friends.

Miss Campbell is improving slowly and it is hoped she will suffer no permanent disability from this unfortunate experience.

Brakeman Joe Luskey has taken a leave of absence on account of the sickness of his wife. B. F. Pulley is relieving on the Maquoketa-Davenport mixed run.

Brakeman Wm. Schwartz who has been off duty since the first of October on account of sickness, has resumed work with the pile driver crew on the Maquoketa Line.

Conductor J. L. Roberts was off duty the fore part of November and with his wife visited relatives in Texas. Conductor Thos. Costello relieved him on Nos. 7 and 20 between Marion and Omaha.

Conductor C. R. Cornelius who has been laying off for the past two months, has returned to work. Conductor Lee Tolbert, who has been relieving him on Nos. 3 and 4 between Omaha and Marion, has taken one of the Calmar passenger trains.

Conductor Andy Schader has been confined to his home in Cedar Rapids with a bad case of blood poisoning in his left leg, caused by a carbuncle on his knee. According to last reports Andy is out of danger, but it will be some time before he will be able to resume work. Conductor F. S. Craig is handling his run on Nos. 10 and 31 between Cedar Rapids and Savanna.

Brakeman Charlie Izer was off several days the first of November account sickness. Brakeman Fisher is relieving on the Monticello switch train.

Conductor O. D. Mullen, who has been piloting the Western Union gang the past summer and fall, is laying off and is being relieved by Conductor Otto Wolfe.

Conductor C. W. Rollins was off duty for several days the fore part of November being relieved by Conductor H. L. Mellish on Nos. 93 and 94 between Marion and Calmar.

C. R. Youtzey, clerk in the superintendent's office, joined the large army of gunmen who took advantage of the open season on pheasants and tried his luck in the vicinity of Mason City. He claims he bagged his limit but we will have to take his word for it as we didn't see any of the feathers.

R. A. Naylor, agent at Scotch Grove, was in Cedar Rapids November 12th to 15th taking Consistory work and had the honor of being elected president of his class.

## "Splinters from the Wooden Shoe"

"Browning"

ONE of the most outstanding happenings on the Superior Division this month was the large Safety First meeting held in the Green Bay Women's Club on October 21, 1929, at which there were about 200 men present. Many

important items relative to Safety First were brought up and a very interesting talk was given by District Safety Inspector J. L. Bauer, and which was followed by an interesting address given by Mrs. C. B. Cheaney, president of the Green Bay Chapter of the Milwaukee Road Women's Club. She explained to the men what the ladies were trying to do in regard to welfare work and appealed to the men for their support and to become contributing members of the club, and we understand that after the meeting quite a number of the men signed up with the club. A program was given by Miss Bridget Brogan and Dr. Stenger, who sang several numbers and were accompanied by Miss Harriett Whitney. After the program the ladies of the Women's Club served a delightful lunch.

The Director's special was handled over the Superior Division October 20th and from all indications they had a very interesting trip. They were handled by the following crews: Engineers A. Last, M. O'Neil, A. Manteufel and R. Isaacson; Firemen C. Rehfus, C. Sommers, J. Schmidt and A. VandeSande; Conductors John Stien and Leonard Feak and Brakemen A. J. Maloney, Ray Clark and Raleigh Deacon, and it was gratifying to note the manner in which the train was handled by these crews from Milwaukee to Champion, and also over to the Ore Docks.

On October 28, 1929, Division Freight and Passenger Agent G. C. Hittel gave a very interesting address before the Kiwanis Club at their regular noonday meeting and at which there were about 75 Kiwanians present, or the entire membership. Four films were shown showing the path of the Olympian, together with all the wonderful views that may be obtained by any one taking this trip, and it was greeted with a round of applause by the entire audience. They were very profuse in their thanks to Mr. Hittel for the nice entertainment put on after the regular meeting.

Deer season is at hand and the boys on the West Division are getting ready. Mr. Worthing and party are leaving for their camp at Tolfree, Thursday. We hope they are all successful in bagging a deer.

Extra Dispatcher H. M. Buswell has been doing extra dispatching at Green Bay for the past few weeks being relieved on the agency at Amasa by Relief Agent E. W. Dropp, Jr.

Agent H. G. Hoover, Stambaugh, has been away for a week being relieved by Relief Agent H. J. Kell, Iron River, second trick, who in turn was relieved by Relief Operator Brendon.

The Channing Chapter of the Milwaukee Women's Club gave a dancing party November 11th and a good time is reported by all.

Second Trick Dispatcher J. H. Anderson is taking a week off to hunt deer. Harry usually hits them in the right eye.

Conductor W. W. Pritchard has returned from South Dakota where he spent about a month hunting ducks. He says the ugly ducklings are plentiful out there.

Engineer Leonard Osborne is up and around again after a long siege in the hospital. Glad to see him around again and hope he is soon able to resume work.

The mayor of Kelso Junction is back home again after having relieved Operator W. J. Hetherington, who was sick for a few days. Mayor Knudson does not feel well unless he is playing around the woods with bears, beaver and the like.

We extend our sympathy to W. E. Herman on the death of his mother.

Carlton Matthews, enginemen's timekeeper, has left our employ to work for the International Harvester Company at Green Bay. We wish him success in his new undertaking.

Erick Gehrke, John Dinwoodie and Ed Redline went hunting and Erick said that he got

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DAYTON, OHIO**

**Varnish - Enamel - Lacquer**

three ducks but forgot to bring them in. We are wondering about it. The other two haven't said anything. According to all reports, guess Jap the caller gets all the ducks that are in the bay. Of course you can take that statement at its merits.

Carl Swan, extra dispatcher from Channing, has been doing relief work at Green Bay. He says he likes it down here and we don't blame him much.

An excursion rate was given for the Packer-Chicago Bear game at Chicago on Sunday, November 10, 1929, and we were more than pleased to see the number of Green Bay fans that used the Milwaukee Road this year. We have been favored with this business to a great extent this year and hope to see an increase next year. We handled 366 passengers which was quite an increase over last year.

Welcome is extended to our new roadmaster, A. E. Carlson, who is taking Roadmaster Zimmerman's place on the East Division, who has been transferred to the R. & S. W. Division.

## I. & D. Items

M. G. B.

**S**URFACING gang of 350 men is at work on the I. & D. Division surfacing the track from Ft. Atkinson to Calmar. From Calmar part of these men are to go to Spencer to construct a track to serve Swift & Co. stockyards, which are under construction at Spencer.

We are to have another special trainload of tractors on this division. Thirty carloads of tractors composing a special train will leave Charles City November 16 for Kansas City. These tractors are being shipped by the Oliver Equipment Co. of Charles City. Three tractors are loaded on each car.

In reading the news of the other divisions, notice that G. R. Hannaford won first prize in a race at Delavan Gardens. Glad to see our friends forge ahead like that.

Perhaps the fall is the best time of the year, at least some people think it the best time for vacations. Mrs. L. E. Hopkins, agent at Hutchins, is now taking her vacation. H. E.



Browman, operator at Spencer, is on his vacation, being relieved by A. F. Weisbecker. Edward Adams of the superintendent's office spent his vacation at Waterloo and Iowa City.

Henry Miller, agent at Postville, is in the hospital at Rochester. M. A. Budak from Spencer is relieving Mr. Miller.

Retired Agent J. S. Shaben of Cylinder was in Mason City recently, visiting old friends. Joe has been doing quite a little traveling since retiring from the service.

Baggageman W. H. Woodhouse has found a real place to hunt this fall. Someone sent him a box of animal cookies!

Julius Wiele, trainmaster's clerk at Mason City, was called to Hampton by the judge to report for jury duty. Understand he was released. The yard office can give the reason why.

Grace Moran, stenographer for the division freight and passenger agent, was off the first part of November on account of having her tonsils removed.

K. F. Nystrom, superintendent car department, visited the Mason City offices, November 2.

C. E. Mutschler, chief clerk in the superintendent's office, returned November 4 from a hunting trip. We heard from several reliable sources that he is very good at the game. His son, William, was also a member of the party, and his skill caused a great deal of comment among the old timers. We understand Bill brought down a bird when firing from his hip.

Herman Quandahl, interchange clerk, is a model of politeness to telephone operators. He says one of them is surely some operator.

Congratulations and best wishes are extended to Mr. and Mrs. John Hart.

Milton Olson has been kidded enough about pheasant hunting so we won't say a word about it.

The new mechanical chute at Calmar which has been under construction for some time, has been placed in operation.

W. E. Losey, agent at Emmetsburg, is back at work after a few weeks absence on account of illness.

F. W. Irons, operator at Sanborn, has been promoted to agent at Cylinder.

R. I. Colvin from Calmar, drew the position of second operator at Sanborn on the last bulletin.

Mabel Buchanan of the car foreman's office at Mason City, made a trip to Chicago the early part of November.

We have quite a sporting crowd among the offices at Mason City. It seems so to us when looking over the list of those we heard of who tried their luck. Jay Bailey of the superintendent's office, Claude Faber, Art Holmgren of the Store Department, Carter Thoma, switchman, Frank Smith of the Store Department, C. E. Mutschler and Albin Groth of the superintendent's office.

Harold Phillips, B. & B. and track time-keeper in the superintendent's office, attended the Wisconsin game at Madison, October 26th.

The city fire department can attest the fact that our superintendent can make a good fire in the furnace.

Mrs. L. E. Hopkins, agent at Hutchins, was called to Wayne, Nebraska, on account of the death of her sister, November 3rd.

F. H. Dickhoff, yardmaster, is the proud owner of a new gun. Frank says there is nothing to it now, to get plenty of game. He almost shot a duck the other day. If there had been a shell in the gun he would have had the duck.

Con Thoma says ducks do not fly high enough for him to shoot. Con is so tall that when he gets on a hill he is right up among the ducks.

Ralph Joynet is slowly recovering from Cubitis; about two more pay days and he will be caught up on what he lost on the world's series. Just one more baseball fan who went wrong.

We surely miss A. E. Johnson around Mason City now that hunting season is on. Art is on the switch job at Spencer. You all know Art is a fine hunter. His wife says he shot, captured and brought home a real nice cooking school ham last year, and all by himself, too.

J. L. Delaner is the fastest switchman we have at Mason City. Mike kicked out a jack rabbit while switching in the brick yards and ran him down, killing him with a club. We get this report from Mr. McEldoon, engineer, who claims he saw Mike perform this wonderful feat.

Congratulations are extended to Mr. and Mrs. Irving Hansen. Mr. Hansen, employed at the roundhouse at Mason City, married Gladys O'Neil, November 10th.

The Mason City offices were grieved to hear of the death of Andrew Olson, November 13th at Mason City. He was an old employe of this road, and had been ill for some time.

A. M. Martinson, master mechanic, and W. J. Johnston, traveling engineer, left November 11th for Milwaukee on business.

Our sincere thanks are extended to Carl Donovan for his splendid co-operation.

Father-in-law of Engineer George Wendt accidentally fell from a windmill on his farm at Rudd and was fatally injured.

J. G. Love, conductor, accidentally slipped with a pail of hot water and was quite badly scalded. He has been laid up for about two weeks.

### General Office—Chicago Vila

THE following item was received just a little too late for last month's Magazine but we would like at this time to extend our congratulations to Mr. and Mrs. Martin C. O'Leary, who were married October 5th. Mrs. O'Leary was formerly Miss Helen Bauman of the chief surgeon's office. Mr. O'Leary is with the Statistical Department of the Pennsylvania Railroad.

An Observing Reporter was on hand the night of the dance. The following notes are the result of his "eagle eye":

The boys who furnished the music for the dance of the Union Station Chapter last month certainly did their stuff to perfection. So many complimentary remarks have been made about the entire program that consideration will have to be given to making it a monthly affair.

It may be surprising to the chapter but there were some young ladies who were not aware that a dance and card party was to be held. This was probably due to their not being members. Membership committee please take notice.

Let's have posters placed on the second, seventh and eighth floors a few days in advance hereafter. A number of employes who are not members will get the idea of a Great Big Milwaukee Family and voluntarily contribute, once they attend a Get-Together. What say! Let's Go!

The Transportation Department was represented from Mr. and Mrs. J. L. B. down to the file room, in fact all the various desks had one or more representatives. And a certain young fellow took advantage of the neighborliness sociability to enjoy some wonderful dances. He will have an auto at his disposal at the next affair.

The Agricultural and Immigration Department turned out 50 per cent but assurance has been given it will be 100 per cent at the next dance, if real soon.

The Legal Department girls go for cards too much. How come?

A variety of colors were displayed by the girls. Rosie of the Pass Bureau, was in a rose-colored dress; Dorothy from Lodge's office, in flaming red; Margarete from Mr. Brown's office, in her brownish gown, brownish hair and eyes made one see (?); Betty Kuhn in lavender; Vera in tan; Dora in rose; in fact all the girls, too numerous to mention, presented all the colors in the rainbow, and with the ceiling decorations, presented a brilliant spectacle.

The king of musicians was the ivory tickler. You can't beat McPherson on the drums; a Harder cornet player than George, Koker and Sunter with the trumpet and sax kept blowing out notes like smoke shooting from stacks. The orchestra sure was the berries, O. K., dandy and great. We want to hear them oftener so don't make 'us wait. Let's Go!

Give the boys a hand! Tom Strate, George Gale, Miles Buckley, Billy Stevenson. Just a few of those who were on the job assisting the women at the card party and dance.

Not mentioning any names, but among those not present and naturally missed were charming young ladies and gentlemen from the offices of the vice-presidents, general manager, assistants, general superintendent's and superintendent's. How come? You too, Rudy!

Wanted! One of the girls who attended the dance to instruct a young fellow how to be as light on his feet as in his head.

It was too bad Henry Williams of Seattle, who was in Chicago at the time of the dance, did not know about it. Perhaps a chain letter will get around the entire building for the next affair!

### Second Marriage This Fall in the Lauk Family

Two months after the marriage of Mary Lauk Gunderson of our Advertising Department, her younger sister, Frances Lauk, secretary to Mr. M. L. Bluhm, our assistant general solicitor, was married to Hubert I. Gibson last Saturday afternoon. She was attended by her sister, Helen Lauk, who is employed by Mr. Benson, our superintendent of police. Mr. Gibson was attended by Mr. Herbert Hickie of Chicago, a former classmate. After the wedding Mr. and Mrs. Lauk gave a reception for the bride and groom at their home.

Sincerest sympathy is extended to Miss Florence O'Boyle of the General Manager's office, in the loss of her father.

Jack Werner, assistant shipping clerk of the Advertising Department, is back with us again after an illness of a week. Glad to have you with us again, Jack.

Mr. and Mrs. A. J. Barreras are vacationing in the East, and we trust enjoying themselves immensely. Mr. Barreras is employed in the Advertising Department.

On Tuesday, October 29th, Mrs. Louise Zerweck, formerly of the comptroller's office, entertained twelve of her co-workers at her home in Riverside, Ill. After a lovely dinner, games and bridge were enjoyed and prizes were won by the Misses Koerner, Anderson and Maloney.

The "Kibitzer" Bridge Club, which meets every noon in the comptroller's office, held a Hallowe'en Party in the office on October 31st. All were present, including Mr. Davies, chief "Kibitzer."

## From the Cross Roads of the World

Roberta Bair

### "Merry Christmas and Happy New Year to All"

MONDAY evening, October 21, a Safety meeting was held at Bedford which attracted considerable attention. Some 1,200 pupils of the local high school were in attendance and enjoyed the interesting and instructive talks on Safety First by Mr. Thompson, safety inspector; W. G. Bowen, assistant superintendent, and H. D. King, agent.

We are looking forward to an interesting Safety First meeting to be held at St. Berniee moving picture house Monday evening, November 18.

Mr. and Mrs. Hugh Bragdon are the proud parents of a baby daughter—Clara Lee—born October 31—Hallowe'en.

Roadmaster W. A. Moberly with an extra gang of 160 men has been ballasting from Polk to Tallmadge, 13 miles; from Starr to Pande, 6 miles; also 5 miles on the Terre Haute belt. This part of the line was recently laid with 100-lb. rail.

New 150-ton capacity track scales have been installed at Bedford and Terre Haute, which makes quite an improvement to our facilities on this division.

The Terre Haute bowling team wishes to announce they are in the lead and still going strong.

This division has been making quite an improvement in its water facilities at West Clinton by constructing a new concrete pump house, erecting a 30-ft. steel tower and 100,000 gallon tank. A new 10-inch pipe line is being laid, which should be sufficient for our water supply at this point for a number of years.

### West Clinton

Marion Davis of the water department has been very sick for several days and we hope he will soon be back at work again.

Our old friend, Roy Ridinger, now of Bedford, paid us a brief visit last month.

Wilbur Tindall, who does a little trapping this cold weather, reports that someone is robbing some of his traps. Don't look at me like that, Wilbur.

Understand Frank Hunnicutt intends to move back in his old "homestead." What's the matter, Frank? Don't you like your neighbors?

The woods were full of brakemen and other employes Armistice Day. They took advantage of the day and cleaned up on rabbits and birds.

Another epidemic of teeth pulling has developed and this time it is George Lundwall. Who will be next?

Louis Parker is back at work again after several months of illness. Glad to see you, Louis.

Conductor Ray Sims of the South Red Ball, was off from work for a couple of weeks last month on account of the serious illness of his son.

The contractors for the new water system here have made marked progress in the work and much has been accomplished in the past month.

General Yardmaster Guy Kelley is on his annual hunting trip as this is being written, and we are rather anxious for his return as he kind of promised us some of his game!

Dispatcher Ralph Hunt paid us a short visit on Saturday afternoon, November 9.

Our agent, M. H. McCandless, is conducting an important campaign on incorrect car numbers out of this station and to date a marked improvement is noted.

Another horse was injured on the Blanford section last month and Foremen Goucher and Fox were called. That makes two horses now, Tom.

## Des Moines Division Items

Frenchy

J. A. POPE has been appointed agent at Sac City; J. I. Cook appointed agent at Fonda.

Conductor W. H. Hayden, one of our oldest conductors in the service, passed away October 30 after a long illness. Funeral was held in Des Moines on November 2. Mr. Hayden had a great many friends on the division and will be greatly missed by all railroad people. Mrs. Hayden has the heartfelt sympathy of all of us. Mr. Hayden was also very well known by many citizens of Des Moines and other towns who traveled over the Milwaukee during his many years of service.

Foreman A. D. Kemp of Clive was off duty on a business trip recently. He was relieved by Fred Ritter.

E. L. Gardner, relief section foreman, Churdan, was in Des Moines between trains on November 13.

Mrs. Swan Anderson visited her people in Marathon on November 3.

This correspondent's mother, Mrs. Margaret French, suffered a paralytic stroke on October 18, and was taken to the hospital, where she passed away on October 29. Had she lived until December 22 next, she would have been 88 years of age. She was just as active physically and mentally until her last illness as people many years her junior. She was better posted on current affairs than the average person. She never grew old, but took an active interest in everything and everybody and had hosts of friends, not only among older people, but among young people as well. She was the last member of a family of eight children.

Conductor Earl Adams is now working out of Perry.

Mrs. Wm. F. Piper of Seattle, Wash., was in the city from October 30 until November 9, where she was called by the death of her mother, Mrs. Margaret French.

Conductor W. E. Raaz, who has been quite ill for some weeks, was removed to his home on November 8.

Miss Jean McGinnis went to Detroit October 18, returning October 26.

## Rail Rumbblings from St. Paul

Allen

THE C. M. St. P. & P. St. Paul bowling team in the E. M. B. A. league, is coming along nicely, losing only two series of games so far this season.

Besides captain Frank Schiesel, the members of the team are: Ralph Palmquist, Jack Mealy, Con Eckstein, Geo. Quinlan and yours truly.



## HUNDRED HUNTING HOUNDS

Cheap, Fur Finders, Money Makers, Dog Feed, Remedies, Collars, Hunting, Fishing, Camping Equipment. Agents Wanted. Catalog.

KASKASKIA, M 146, Herrick, Ill.

From what we hear of Hazel MacMillan's bowling team of the Minneapolis freight office, we may be challenged for a series of games at most any time or place.

Otto Bork, alias Mike Bozonic, went duck hunting but found the ducks about as plentiful as the pork in a can of pork and beans.

Fred Overby put over a fast one on the boys of the office. He has been married about a year and we did not learn the news until a very short time ago.

Hans Running, an old employe of the Milwaukee, died suddenly at Menomonie, Wis.

Charles Martineau now has another heir, his second little girl.

We now have sixteen continuous hours of daily service on the switchboard at St. Paul.

Marion Cahill and Linnea Lekson operators.

We had the pleasure of spending a few hours with Alfred Bieber in Chicago. Mr. Bieber is an old employe of the road but now in another line of business in Chicago. Al sends his kind regards to his many friends in St. Paul.

## Twin City Terminals

Mac

MR. H. A. SCANDRETT, J. T. Gillick, O. N. H. Harstad and H. B. Earling paid Minneapolis a visit last month. They were on their way east from a trip through the West.

Mr. G. A. VanDyke, superintendent, Austin, Minn., was a welcome visitor at Minneapolis last month.

Lawrence Palmquist, Engineering Department, tried 70 miles an hour on a curve with his new Ford. The doctor says he will be all right again in two months. A broken collar bone and shoulder is the result of the accident. After spending a few days in the hospital he has returned to the office to do a little figuring.

Lawrence Hollsteadt, clerk in Superintendent Bannon's office, is the proud father of a baby boy.

Twin girls arrived last month at the home of Mrs. Marie Quinn Woerner. Fine, Marie, call around in the near future and bring the family.

James Hayes has held practically every position in the Milwaukee depot. Fine, "Jimmie," variety is the spice of life.

Gene Larson is still able to show up for work Monday mornings. He and Lyle King are religiously dieting to maintain their sylph figures.

We regret to announce the death of Mrs. Morisson on October 16th, wife of Yardman James Morisson. We extend our sincere sympathy to Mr. Morisson.

Two deaths last month that marked the passing of a long life were the mothers of James Churchill and Hugh Howett, local freight office. Both had reached the age of 90 years. Sympathy is extended to them.

Jennie Goss, stenographer, cashier's office, received an injury one morning last month. She was boarding a Nicollet Avenue bus, lost her balance as it started up, hitting her knee on the step. She is back to work after a week's absence, somewhat improved.

Elizabeth Hessburg, cashier's office, was on the sick list last month.

Harold Beringer, bill clerk, local freight office, attended the Minnesota-Iowa game.

# CLASSIFIED ADVERTISING

The use of these columns is FREE TO EMPLOYEES of the MILWAUKEE, who have personal property to exchange or sell. Your copy must reach the Editor not later than the 15th of the preceding month. Your name and department for which you work must be sent in on a separate slip.

## FOR SALE

For Sale—Adams motor in good condition. For anyone having use for a motor car there is not a better car than the Adams. The price is a bargain. Will sell it for \$60. Write to R. L. Fuller, Telegrapher, Freeport, Ill.

For Sale or Trade—A lot, 40x120 feet, on Blinn Ave., an 80-ft. paved street, at Wilmington, Cal., a city of 16,000. Close to Long Beach. All assessments and taxes paid up to date. Write Jake Stockburger, 921 First Avenue, Perry, Iowa.

For Sale—Six-room house, 27 5th St., Sturtevant, Wis. Furnace, bath, gas and electricity; garage, good garden, fruit trees, berries, shrubbery, etc. Cheap. R. S. Bentley, 1333 South 11th St., Terre Haute, Indiana.

For Sale—Silver Black Giant Fox Rabbits. The genuine HOGAN STRAIN. A real imitation of the Silver Black Fox and the greatest money-maker in the rabbit industry. Write for prices and description of this wonder rabbit. Hi-quality Chinchillas. Some of the best obtainable. All stock pedigreed and registered if desired. G. C. Scobee, Box 473, Britt, Iowa.

For Sale—American brown water spaniel pups; males, solid color, \$15.00; white markings, \$10.00; females, \$7.50. Papers furnished. F. Byron Frazier, Williamsburg, Iowa.

Old Postage Stamps—Sell, buy or exchange. Stamps on approval, sold as low as one-tenth catalog price. Liberal buying and exchanging terms. Write Frank Reynolds, 1116 East Denny Way, Seattle, Wash.

For Sale—Boston Terrier Puppies. Perfectly marked, extra strong in heads and muzzles. Sired by Champion Captain Hagerty; dam a blue ribbon winner. Price very reasonable. S. G. Fraser, Box 13, Harlowton, Montana.

For Sale—Chinchillas from Stahl's Gold Certificate Registered and Pedigreed Stock. Does two to three months old, \$3.00; three to four months old, \$4.00; four to five months old, \$5.00. Bucks, \$1.00 less. Order from W. F. Van Gilder, Tomahawk, Wis.

For Sale—Several pairs of selected Silver Black Foxes, pen raised; progeny of Prince Edward Island Stock. Registered, or eligible to registration. Foxes purchased ranched one year or longer at reasonable rates. Write The E-Flo-Hen-Will Fox Ranch, Henry Hograve, Manager, c/o Freight Office, C. M. St. P. & P. R. R., Waukesha, Wis.

For Sale—Dahlia Bulbs; six new Giant flowered and popular varieties, \$1.00 post-paid. Each labeled with name. Others 25c up. Write for list. Harry C. Aiken, 522 S. Fourteenth St., La Crosse, Wis.

For Sale—Some splendid young mink males—reasonably. All sold out in pairs this season's young mink. Polygamous mink males at stud only by special agreement—two hundred per cent increase guaranteed—reasonable charge; reasonable ranching charges of accepted females, which with young not removable from ranch prior to August first following acceptance. Only thoroughly domesticated animals accepted. Limited ranch room—suggest prompt inquiry. Write Henry Wanous, Proprietor, Argonaut Mink & Fur Ranch, Olivia, Minn.

For Sale—Chinchilla rabbits, mink, skunks and ferrets. Write for prices and all details. D. C. Jorgenson, Agent, Chester, Iowa.

For Sale—Boston terrier puppies; sire, Champion Hagerty's King, Jr.; grand-sire, Champion Little Tommy Tucker II. William R. Theiss, West 1402 Courtland, Spokane, Wash.

For Sale—5 acres Florida land, unimproved. Palm Beach Co., Tr. 42, Blk. 33, Plat 3. Around 14 miles from West Palm Beach and 6½ west of Lake Worth, Fla. Abstract brought to date. All taxes and drainage paid. Price \$250.00. George R. Lyons, 1615 4th St., Perry, Iowa.

For Sale—Five acres on state highway. Co-operative egg truck picks up eggs and delivers feed at place. On three milk routes. School bus for grammar and high school. New 5-room plastered modern house, garage and chicken house. Electric lights and electric pump; good land specially adapted for berries and truck gardening. Two canning plants within three miles of place. One and one-half miles from town—church. Price \$2,500.00. F. C. Tolleson, Agent, Independence, Wash.

For Sale—Junior Chinchilla and New Zealand white bucks, pedigrees furnished; eligible to register. For information write W. J. Barth, 1915 2nd St., Perry, Iowa.

Lakeside Kennels offer high-class puppies from the best of blood lines and females strong in Champion Parbold Picador breeding. Several good stud dogs for sale and females. Beechwood My Pal in service. Ed E. Norman, proprietor, Box 192, Stillwater, Minn. Phone: 1095.

Minks For Sale—From fine, dark, reliable breeding stock. 1929 youngsters now ready. Raised in the cold heart of the Rockies. Also five martens. Satisfaction guaranteed. Sam Lane, Box 350, Deer Lodge, Montana.

Five-Room Bungalow at Bartlett, Ill. All modern and up to date—lot 50x139—two-car garage—fruit trees, shrubbery, flowers, lawn, etc. You can take over this modern new home for my equity of \$600.00. H. J. Booth, 121 N. Crest Ave., Bartlett, Ill.

For Sale—Chinchilla Rabbits. High grade, heavyweight. Pedigreed Chinchillas or standard Chinchillas. Scott S. Clark, 1902 N. Second St., Perry, Iowa.

For Sale—Cheap. One double-barrel hammerless, 12-gauge, fine Ithica hard-shooting shot gun. Selling because I have two. First \$25 received will get it by return express. It's new. One pair U. S. Government navy field glasses with a very fine brown genuine leather carrying case, never used, all new. First \$12 gets it. One pair light waders that come up to your breast; feet size 8½; cost \$18; for first \$10; or one pair red rubber boots made to order by La Crosse Rubber Co., 4 inches higher than ordinary hip length boots for \$6; size 8½. Selling cheap because have duplicates and no use for two of each kind. All new. F. L. French, Agent, Westby, Wis.

For Sale—A complete electric shop for home use. Practically new. Original purchase price \$95.00; will sell for \$60.00. R. G. Edwards, c/o C. M. St. P. & P. R. R., 50 S. Clark St., Chicago, Ill. This shop consists of an electric lathe, jig-saw, table-saw, electric drill and tools, including extra buffing wheels.

For Sale—Pedigreed black cocker spaniel puppies. Sire and dam blue ribbon winners. True pets for children. Aug. Glassnapp, Sunny Hill Cocker Spaniel Home, Menomonee Falls, Wis.

## More News from the Tacoma Sports Writer

AT LAST all of our hot circulars, excess talking abilities, ruining of reputations, brandishing of the Scots, and other numerous killings which have taken place during the last six weeks in Tacoma since the Main topic, the Athletic Club, has become a little more than mere gossip, and the Tacoma Shops and offices are glad to report that from the following cherubs, a basket ball team will be entered in the Commercial League:

Jack Smith	Walter Comer
Clinton Miller	Jack Brady
George Girard	Joey Petersen
Lowell Grant	Lee Cole
George Marshall	Albert Eilers
J. McDonald	Harry Lyons

There were several others who failed to leave their names and addresses so the writer is unable to let them in on the ad-

vertising. However, we will give them theirs in the next issue.

Honorable mention must be made of our good friend, Joe Bahl of the Seattle Passenger Department, who has personally okayed the donating of the M. A. C.'s and the numbers which will be placed on the suits. The poor fellow was approached by one of the fair sex of Tacoma and he could not resist. However, the whole Milwaukee Athletic Bunch of Tacoma thank him and will return the favor we hope, by "winning" a few if not all of the games.

The credit for organizing the basket ball team goes to Jack Smith, who played with the Cammerano Boys last year, who by the way, came out victorious, and we feel sorry for John Francis if he does not duplicate the task this year for the Red and White Boys. The corpuscle club has threatened to go after its member if he does not put the Milwaukee Road boys ahead of the other opponents.

Little Billy Woodard has looked the boys over and reports favorable and he ought to know.

Well, the first to get started this season in Tacoma was the bowlers and the scores they are showing are beginning to indicate something real "BIG." Popsy Negley, the infant on the team, is almost as good as Eddie Doyle, the Seattle Gogger, and the rest of the boys, such as Collins, Kroha, Woodard, Maloney, Brady, Paul Wilson, and the rest of the smiling sharpshooters, will be able to show plenty of class with their six team league. The boys who are interested have been requested to spend all of their nickels and dimes and spare moments in the bowling alley in order to increase their average. This is all pretty hard on the new type of widows. We have often heard of the golf widows, the grass widows, but now comes the bowler's widows, and Al Pentecost can vouch for this.

# LUGGAGE FOR A LIFETIME

The harder Omaha Printing Co. Luggage is used, the greater opportunity it will have to prove its long-lasting and good-looking qualities.



### *Fitted Overnight Cases*

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

### *Gladstone Bags*

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



A complete line of travelers' goods, real leather pieces that you will be proud to carry:

*Suitcases, Bags, Boston Bags*

*Dressing Cases, Hat Boxes*

*Correspondence Cases*

*Portfolios, Hat Cases*

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

## OMAHA PRINTING CO.

LUGGAGE DEPARTMENT

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*Write Us For Special Prices For Milwaukee Employees*



## THE NATIONAL CITY COMPANY

### INVESTMENT SECURITIES

National City Bank Building, New York

*Twenty-nine Offices in the Metropolitan District*

#### *Principal Correspondent Offices*

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ATLANTA, GA. Rhodes Haverty Building	LOUISVILLE, KY. Inter Southern Life Building	SAN FRANCISCO, CAL. Standard Oil Bldg.
ATLANTIC CITY, N. J. 1237 Boardwalk (Chalfonte Block)	MEMPHIS, TENN. Bank of Com. & Tr. Co. Bldg.	SCRANTON, PA. Scranton Life Ins. Bldg.
BALTIMORE, MD. Charles & Fayette Streets	MIAMI, FLA. Seybold Building	SEATTLE, WASH. Hoge Building
BIRMINGHAM, ALA. Comer Building	MILWAUKEE, WIS. First Wis. Nat'l Bk. Building	SPOKANE, WASH. Old National Bank Building
BOSTON, MASS. 30 Congress Street	MINNEAPOLIS, MINN. Builders' Exchange Building	TACOMA, WASH. Washington Building
BUFFALO, N. Y. Ellicott Square Building	NEWARK, N. J. Kinney Building	TOLEDO, OHIO Home Bank & Trust Co. Bldg.
CHICAGO, ILL. 120 So. La Salle Street	NEW ORLEANS, LA. American Bank Building	WASHINGTON, D. C. 741-15th Street, N. W.
CINCINNATI, OHIO Dixie Terminal Bldg.	OAKLAND, CAL. Central Bank Bldg.	WILKES-BARRE, PA. Miners' Bank Building
CLEVELAND, OHIO Union Trust Building	OMAHA, NEB. First National Bank Building	MONTREAL, CANADA 360 St. James Street
DALLAS, TEXAS American Ex. Nat'l Bank Bldg.	PASADENA, CAL. 57 So. Los Robles Ave.	TORONTO, CANADA 10 King Street East
DAVENPORT, IOWA Putnam Building	PHILADELPHIA, PA. 1417 Chestnut Street	LONDON, ENGLAND 34 Bishopsgate, E. C. 2 11 Waterloo Place, S. W. 1
DENVER, COLO. First National Bank Bldg.	PITTSBURGH, PA. Union Trust Building	MANCHESTER, ENGLAND 76, Cross Street
DETROIT, MICH. First National Bank Bldg.	PORTLAND, ME. Chapman Building	AMSTERDAM, HOLLAND Heerengracht-258
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