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They know it as the perfected watch. For only a watch which practically eliminates friction and embodies such vital developments as the Illinois Superior Motor Barrel can possibly permit the use of the longer, thinner, 60-hour mainspring—the last word in sustained, dependable accuracy.

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Chicago, Ill.

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Menasha Wooden Ware Co. Plant
What 1928 Has Meant To Us
Vice-President Gillick Discusses Our “Records”

In finishing the year 1928, we have a good many records to be proud of. It has been a long time since the public talked about the Milwaukee Road records, except to compare us unfavorably with our neighbors; but that is changing, and we are finding that the public, not only is our friend, but wants to be our friend. At the end of receivership things began to change, there was a notable increase in our earnings, which was the first straw to indicate the direction of the wind in our favor. The records that our employees in every department have made in carrying on their work, and setting up cost figures for doing it, has attracted favorable attention toward us all; and naturally it makes me happy, because it confirms my belief in the Milwaukee Road personnel. I have always known we could do these things when our chance came.

Financial circles, accustomed to the consideration of high-class railroad properties, and accustomed to good performance figures, I know, have been very agreeably surprised to note the good progress of the Milwaukee Railroad and the accomplishments we have already been able to show.

Now we shall look for a moment on another side of our 1928 picture, for there is one record which I am not quite so ready to praise, and I know that no employee of this railroad, when acquainted with the fact, would be either; and that is our record of personal injuries. We have taken remarkable care of the traveling public, and have nothing to regret in that particular, but in taking care of ourselves and of each other, we do not seem to have reached the high percentage I hoped for. It does seem that when an organization with as proud a record as ours in other directions cannot, in the matter of taking care of ourselves and each other, present a one hundred per cent record, there must be something wrong somewhere. If the head of the Operating family permits a record of personal injuries among the personnel to be higher on this road than it is on other well-managed railroads, there must be something wrong with him; and so I have been looking into my own conscience, and I have promised myself that our record in the coming year is going to improve; and that, like other records we have made, it is going to be on the right side of the ledger. Therefore, I am starting the new year with the determination to stop injuries to each other. As you know I can accomplish this thing only when the minds of everyone on the railroad are made up to do the thing that we have set out to do; and so setting out, really accomplish the elimination of personal injury. So I have committed every man and woman in the service to make that record and help me make good that promise.

One of our troubles has been, that we did not have the Safety First force necessary to sufficiently study the proper Safety First practices; but we now, have been authorized to put on such a force as may be necessary to get before everyone the information, and the proper suggestions of employees which will result in preventing injuries; and then we must all work with it, night and day, until we have all become thoroughly impressed with our responsibility; and with the necessity of doing things in such a manner as to prevent injuries to ourselves and to each other.

At the suggestion of Mr. A. W. Smallen, whose long experience in the field of Safety First certainly enables him to make suggestions wisely, an operating man, thoroughly understanding the problems of operation in all the departments, has been selected to head the Safety First Department. In the interest of all concerned much thought was given to the selection of the man who could make a success of this work; and be a believer in it; a man honest enough to force us to see our duty and to do the things that we must all do to stop hurting ourselves and each other; and that if we failed, he could, from his own knowledge of situations, suggest remedies to prevent a recurrence. It is not an easy matter to find such a man, but the new head of the Safety Department will be able to “put it over.”

I have pledged myself to help him, and I ask the same from the employee body of this railroad. The Safety First movement must have the support that it needs and the personal attention of everyone if the promise I have made to myself is to be realized.

Already the chairmen of the different organizations on the railroad have expressed themselves in sympathy with our new forward movement, and many individuals have also indicated their intention to get onto the Safety wagon, and with the help of our loyal “Milwaukee Spirit,” I am confident that we are about to set up a record in this, the most important thing of all—that of avoiding death and injuries to the men and women of this railroad—that will compare favorably with every well-managed railroad.

In conclusion, let me assure you of my continued co-operation in all the good work to be accomplished, and to wish you and yours a Happy and Prosperous New Year.

J. H. Gillick
Snapshots of the Superior Division

Superintendent J. H. Valentine

THIS is not a real Superior Division story, but merely a few little glimpses of the beauties and utilities of that part of our system that constitute the northernmost branch of the Milwaukee's eastern lines.

That it is a land of promise and of achievement is evident on every hand. It is one of Wisconsin's most picturesque sections; and its beauties reach over into the Northern Peninsula of Michigan and continue on to the shore of Lake Superior, hence the division name. Thus the southern end of Superior Division rails meets the sails of Lake Michigan, while the northern terminus is on intimate terms with the "white wings" of Superior; and with many a curve and sinuosity between, they wind through a land which calls to beauty lovers, to the antiquarian, the historian, the scientist, and to the apostle of modern thought and progress. In the rolling, hilly conformation the geologist sees moraines, kames and kettle-holes, drumlins and drumlolid; of the far-reaching valleys and rivers, the geographer makes a noble map; and up its water courses marches the historian marking the way of the pioneers of the white race; of the abodes of the powerful Indian tribes and nations that once looked on a great domain and called it their own; the toilsome trails of the wandering coureurs du bois and the zealous missionaries; and in the far north country they trace the steps of a vanished race among the copper bound hills where their tools and implements, found as they were thrown down, suggest a story of a sudden leave-taking, the truth of which will never be known.

With a background of absorbing quality, the land of the Superior Division has kept up with the progress of civilized life and today it is a highly developed country, full of agricultural accomplishment, of industry, manufacturing, mining and all the arts and sciences of a highly complex American life. In the region between Milwaukee and Green Bay the land that sweeps up to the Milwaukee rails has much dairy farming, and Plymouth, one of the foremost towns of that section, is said to be the leading cheese market of the world. Considering the cheeses which come from countries over seas, this is something of a claim, but the facts and figures substantiate the statement. Sheboygan County, in which Plymouth is located, leads all the counties in the state of Wisconsin in cheese production; and the producers of this commodity located there, number some of the foremost manufacturers of this country. An interesting fact in this connection is that in Plymouth, Wisconsin, the Plymouth Cheese Board meets every Friday, to regulate the prices of all American makes of cheese, covering the entire United States. So when you eat your Kraft cheeses, your domestic Swiss, your Pabst-ets, etc., know that the price you pay is promulgated from this charming little Wisconsin town of upwards of four thousand people.

It is the headquarters of the Superior Division and here are Superintendent J. H. Valentine and his office forces occupying a new office building on the west side of the river (which it years gone by was the old town of Port Howard, but now a part of Green Bay) in close proximity to the quite extensive railroad shops which the company maintains at this point. Under this roof are housed all the operating and mechanical offices, including the superintendent, chief dispatcher, trainmaster, general car foreman, general storekeeper and master mechanic. Contiguous to our extensive yard facilities are located some of the largest industries in the city, paper mills, lumber companies, coal docks, canning factories, etc. Indicative of the changing order of industry in that part of the country is the fact that until recently Green Bay had a large sawmill in active operation, but which has now closed down—no more logs to saw and no more timber within profitable transporting distance to

That is Green Bay's background. It was then called, in the language of the French adventurers, La Baye Verte, and in 1634, came to this Baye, Jean Nicolet, Pere Marquette and in succession all of the great explorers whose names are interwoven with the "discovery" of the north-west. On the great water route of the Great Lakes, from the River St. Lawrence and the Atlantic Coast, they came, a toilsome voyage, setting foot on Green Bay shores, going thence—those who pushed on westward, up the Fox River Valley and across the hills toward Mississippi country. For two hundred and fifty years, Green Bay has been a center of trade and commerce, commencing with the barter and trade of fur pelts between the Indians and the fur-trading companies through the voyageur fraternity which is such a picturesque feature of the story of the settlement of the northwest.

Like most of our north country the evolution of Green Bay trade began with lumber, but as the forests disappeared there came other industries to take advantage of the location and advantage of water and railroad transportation. Paper manufacturing, food products, beet sugar, machinery, railway equipment and countless other projects have helped to swell the number and importance of the manufacturing of the city; and its trade territory is practically the world, for its manufactured products are shipped everywhere.

Along with the dairy cattle and the cheese making, there is, among other industries, a large production of vegetables and much vegetable canning to contribute to Superior Division tonnage.

The headquarters of the division are in the old and honorable city of Green Bay, beautiful in its location at the mouth of the Fox River, with the waters of the great bay lapping its northern limits and the river sweeping through. One never takes pen in hand to write of Green Bay without yielding to the temptation of turning back its pages to the days when the great lonely north woods were inhabited by wild life alone, both human and lesser animal; and when the waters echoed only to the dip of paddle and oar, as the trappers and missionaries scouted along the shores landing where Green Bay now stands, to set their traps, to establish their fur trading stations and to plant the cross and claim the country in the Saviour's name.
there is a factory for baby carriages with such an immense business as to make scale, are taking a lead. Paper mills all else, but other industries on a large made at these plants. The COUll try sur­

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large part of the outdoor life of the inhabitants. The surrounding country

meanings that it has the beauty that attaches
to green hillsides, ensconcing a valley diversified by meadowland, woodland and silvery flowing waters.

Three of the liveliest cities on the course of the Fox River. They are off the main line, but they are of paramount importance in the matter of tonnage and revenue to the division. At Marinette is one of the largest and most interesting woodenware manufactories in this country, and its product is known all over the world. It is an old institution and its existence is largely bound up with the progress and prosperity of the town; and its product is as staple as its prosperity is substantial. Neenah and Menasha are almost one community, one hardly being able to tell where one leaves off and the other starts. Their interests and industries are largely the same; and with Appleton, they furnish a very large percentage of the news print used in the other forest products during the winter.

The swan song of the sawmill has been heard in all the Green Bay district, for many years, all the way from its head waters to the foot of the Bay. The land is now all cut over, and the hum of the harvester is the song of today.

On the east side of the river, in the quarters that once belonged to the superintendent's offices, near the Milwaukee's handsome passenger station, are the Traffic Department offices where Division Freight and Passenger Agent Paul A. Wilson and his assistants together with M. E. Hastings and the local staff handle the details of the local traffic problems. If there were time and space it would be interesting to drive about this wonderful old city which so gracefully wears the honors of age and so consistently carries the dignity of its substantial prosperity, and tell of its many beauties and attractions. It has every facility and all the advantages for the enjoyment of prosperous modern life.

Before we go northward, let us take a look at Neenah and Menasha and Appleton, three of the liveliest cities on the course of the Fox River. They are off the main line, but they are of paramount importance in the matter of tonnage and revenue to the division. At Marinette is one of the largest and most interesting woodenware manufactories in this country, and its product is known all over the world. It is an old institution and its existence is largely bound up with the progress and prosperity of the town; and its product is as staple as its prosperity is substantial. Neenah and Menasha are almost one community, one hardly being able to tell where one leaves off and the other starts. Their interests and industries are largely the same; and with Appleton, they furnish a very large percentage of the news print used in the other forest products during the winter.
and agent on the Prairie du Chien, La Crosse and Racine and Southwestern Divisions. In 1909 he was appointed train dispatcher on the C. & M. Division, Chicago, 1918 assistant chief dispatcher, C. & M. Division, Chicago, and chief dispatcher, Madison Division same year. In 1921 appointed chief dispatcher, Illinois Division, 1925 trainmaster, Kansas City Division, 1926 assistant superintendent, Chicago Terminals, and in 1928 superintendent of the Superior Division.

The engines are under the supervision and care of H. J. Culbertson, division master mechanic, who was acting as machinist, Milwaukee Roundhouse, May, 1910, gang foreman in 1911, night roundhouse foreman, April, 1912, roundhouse foreman, Tomahawk, April, 1912 to February, 1915. After acting as general roundhouse foreman at Milwaukee until August, 1916, he was appointed master mechanic Milwaukee Shops, to serve in that capacity until October, 1918, when he was transferred as master mechanic, Superior Division, headquarters Green Bay.

Assisting him in this work, we find W. H. Hart as traveling engineer, who entered the service March 28, 1879, as a section laborer at Milton Jet., later transferred to the Superior Division as a fireman, January 5, 1888, promoted to an engineer, June 27, 1891, and to traveling engineer, June 27, 1910.

In charge of keeping the cars in repair and good running order, we have M. L. Hymes, general car foreman, who entered service year 1908 at Miles City, Mont. After serving in various capacities on Lines West until early in 1922, he was transferred to the Superior and Valley Divisions as general car foreman.

The Store Department is in charge of Division Storekeeper R. R. Harmeyer, who started to work in the Shops at Milwaukee, November, 1897, working in the shops, also in train yards and as yard
many years.

and operation of trains, is Yardmaster W. H. Tierney at Green Bay and who has been employed by this company for many years.

Chief Dispatcher Worthing has charge of the train dispatcher's office and distribution of cars at Channing, Mich., and he also has had many years experience in railroad work, starting February 16, 1893, as agent at Coleman, and came into dispatcher's office at Green Bay as an operator, December 31, 1905, promoted to assistant dispatcher at Channing, March 13, 1906, and as chief dispatcher, May 17, 1920.

Ably assisting him in the handling of ore and logs through the Channing Yard, we find Yardmaster Sid Willard, and the record would not be complete unless it included mention of this man whose untiring efforts keep Channing Yards from becoming blocked.

Roadmaster P. H. Neugent in charge of the East Superior Division, or territory Green Bay to Milwaukee, is the oldest employee, having entered service June 1, 1870, as section laborer, promoted to section foreman in 1873, roadmaster in 1882, and which position he has occupied since that date.

Maurice J. Clarey is our oldest engineer in age, as well as in service. Conductor P. H. Donley is the oldest conductor in service as to age. He entered the service of this company March 13, 1883, as brakeman, promoted to passenger conductor August 1, 1893, is now 76 years of age and still going strong.

We would be still limited to the weekly newspaper and the old-fashioned magazine. There could be no wide distribution of the daily newspapers, and the intimate interchange of business would still be an idea, did not the transportation systems of the railroads eliminate East and West and North and South.

The railroads have revealed the most intense faith in the future of the country, and instead of setting up programs of retrenchment when times were slow or hard, they have extended old lines, built new lines, added new equipment, erected new terminals, laid new steel, employed more labor, and developed more resources.

"The railroads made possible the wide education of all the people. Without the transportation facilities of the railroads we would be still limited to the weekly newspaper and the old-fashioned magazine. There could be no wide distribution of the daily newspapers, and the intimate interchange of business would still be an idea, did not the transportation systems of the railroads eliminate East and West and North and South.

(Turn to page 20)
Disbursement Accounting Meeting

ON NOVEMBER 23 and 24, a meeting of the Disbursement Accountants of The Milwaukee System was held in the rooms of the Fullerton Avenue Chapter of the Women's Club, their beautiful assembly room having been tendered to Mr. Severs for the accommodation of the Accounting heads and their guests. The room was comfortably filled when the meeting was called to order at ten A.M. of the 23rd, by Vice-President W. W. K. Sparrow.

Mr. Sparrow, in opening the meeting, said in part:

"With the employees of the Accounting Department:

I know it is customary on such occasions as this to say you are glad to be here, when secretly you wish you were somewhere else, but I am sincere in saying that I am genuinely pleased to be with you today, and welcome you to this meeting, from which I hope we are all going to benefit.

"I suggested the calling of this meeting because I felt that by getting together and finding out the other fellow's point of view, and exchanging opinions on our every day problems we would broaden our outlook and make ourselves more valuable employees.

"This is a day of getting together and working together, and the success of any undertaking is directly dependent upon how well the employees get together and work together.

"In a large modern industry, particularly one so complex as ours, and extending over such great distances, the work of the individual as such amounts to little in its success or failure. It is the coordinated, well-directed efforts of all the individuals making up the organization that makes for success. To have such an organization requires co-operation—co-operation between the individuals; co-operation between the different units making up a department, and finally, co-operation between the departments themselves. This sort of co-operation can only be had as we humanize ourselves, get together with each other and realize that the other fellow has problems and troubles of his own just as you have.

"The work of the Accounting Department has been extensive during the past few years due to getting into receivership, getting out again, and finally getting the new company started. For this reason I am afraid we have been neglectful about having meetings of this sort, which I think has been a mistake.

"The generally accepted view of an accountant department is that its duties are to record the revenues, expenditures and income of the company. Of course, that is a very important, and probably the most important part of its duties. But I believe there is another field in which the Accounting Department can be helpful and effective, and that is in the elimination of waste. By waste I mean every unnecessary expenditure of a dollar. Now, I am not suggesting that any employee of this company deliberately or intentionally wastes any of the company's money. I do mean to say that there are many points in the operation of the company that can be effected and that you men who are recording and analyzing those expenditures are well-fitted to point to where the leaks are occurring. "Our gross operating revenues for 1927 were approximately $163,000,000. This year I hope they will be $170,000,000. A reduction of one per cent in the operating ratio would, therefore, effect a saving of $1,700,000 per annum. I am sure no one believes it would be an impossible feat to reduce the operating ratio one per cent.

"In what way can the Accounting Department be effective in eliminating waste? The following are some suggestions:

"(1) By affording prompt and complete information as to how money is being spent while the spending is taking place. Close accounting promotes close thinking and calculation on the part of those spending the money. The closer the accounting follows on the heels of the expenditures the less waste there will be. You know this is so in the management of your own personal expenditures. When my wife and I were compelled to watch our expenditures very closely, we had a daily budget and checked up every night on what we spent. I know from experience that it eliminated a lot of expenditures which would have been lost sight of if we had checked up on our expenditures only once a month. The same principles that govern in the affairs of the individual apply in the case of a large company.

"(2) By making comparisons. "When we want to determine whether something is normal we do so by making a comparison with a standard that we consider normal. In determining the operations of the railroad as a whole we find it helpful and informative to make comparisons with other roads operating under similar conditions. Others that costs are running above the average we feel pretty sure there is something wrong, and we are not as efficient as we should be.

"It would be very surprising if every division was equally efficient in all operations, and I am sure if such a division were possible that others will suggest themselves to you: Labor cost of laying rail per mile of track.

"Cost of applying ballast per cubic yard.

"Cost of train and engineers per train mile.

"Cost of enginehouse expense per engine.

"(3) By bringing the division accountant into closer contact with the actual operations of the division. "Where a division accountant is thoroughly familiar with the actual carrying out of a particular piece of work he can be much more effective in analyzing the cost, and determining where leaks are occurring. I should like to see the Accounting Department generally brought into closer contact with the operations of the railroad and regarded more of an aid in controlling that department. This is a sort of co-operation that makes for success. To have such a co-operation would be apt to founder his craft without compass or other instruments of reckoning.

"When the morning was devoted to the consideration of papers read by Mr. J. W. Severs, on "The Function of the Auditor of Expenditure"; by J. A. Bal­derson, A. F. E. Engineer, on "The Relation of Investment Accountants"; and Mr. Willey, auditor of expenditure, on "The Duties of a Division Accountant", and an address by Chief Purchasing Officer D. S. Curtis.

At noon adjournment was taken and the party was tendered a luncheon at the Belmont Hotel by the company. The meeting reconvened at 2:00 P. M., with President Scandrett and Vice-President J. T. Gillick as special guests. Vice-President Sparrow called the meeting to order, and introducing Mr. Scandrett, he said that no matter how perfect the machinery of operation, or how skilled the officers, the skipper of a great ship would be apt to founder his craft without compass or other instruments of reckoning. The Accounting Department Mr. Sparrow likened to these instru-
ments of reckoning, affording our skipper information of a financial order giving him the means of guiding the ship. By means of the machinery of the Accounting Department, our skipper is enabled not only to know the figures of cost, etc., but may receive information of the advance figures, which reach him about the last of the month. And through the accuracy of the machinery of this department these advance figures have become so reliable that we do not pay much attention to the actual figures when they come. For instance, the figures for the first nine months of this year, actual revenues were $125,947,090, and the advance figures were $125,741,035, which was less than 1/100 of one per cent difference. The expense figures were $94,600,078, and the advance figures were $98,960,034, a difference of $2,355, or 25/100 of one per cent.

Continuing, Mr. Sparrow said he liked such meetings as these, considering them great humanizers—"This is an age of co-operation, of working together, and an executive cannot command the co-operation of the people under him. He must do something to make them work with him and not for him. He can do that only as he humanizes himself. To do this he must realize that other men have hopes, aspirations and desires similar to his own, and he must always be in sympathetic accord with them in their work and inspiration."

Mr. Sparrow then introduced "Our Skipper, Mr. Scandrett," who was most cordially welcomed by all present who stood to receive him.

In opening his little talk, Mr. Scandrett said:

"That talk of Mr. Sparrow's was quite characteristic of him, as you probably all recognize. He usually starts by scolding me about something and winds up by saying something nice. His windup today was quite typical of our relations—from the time I came over here. I have always had his full and hearty co-operation and I want him to know, and all of you to know, that I appreciate it very much.

"I wish at the outset to relieve your mind of any apprehension that you may have that you are to have a speech in a lecture room. I am going to make (if I can) a speech on the various phases and problems of the several branches of the Accounting Department, having an opportunity to observe a great many railways, and am doing it constantly) that has a personnel putting more heart and effort and enthusiasm into their work than are the men and women of the Milwaukee. Neither do I know of a railroad that has more friends than the Milwaukee. I have been struck by that fact over and over as I have traveled over this railroad of ours. The people we serve are most anxious to have the Milwaukee Railroad come back and stay back. They have the most friendly attitude toward us. That is the spirit of this organization and I know that it is we can, with this favorable attitude of the people we serve, go onward and forward, and we will.

"I said that I did not intend to make a speech and I do not. I was delighted to hear that you were going to hold this meeting. I would have too many meetings of this kind. It is good to become acquainted, and to renew friendships, and we all benefit from the exchange of ideas and suggestions.

"I am new to this property but I do not feel new, because of the nature of the reception that I have had from the very first day I came to the Milwaukee Railroad. Nobody could have been more courteously and generously welcomed than I have been—and that applies to every department and to every man and woman in those departments—and I want you all to know that I am deeply appreciative of the welcome given me and that I shall not forget it."

Following Mr. Scandrett, Mr. Sparrow spoke of the increasingly better contacts between the Operating and Accounting Departments, arriving at this, unnecessary expense, etc., and said, "I want to introduce the fellow who spends our money, the fellow we call Jim."

Vice-President Gillick was greeted with customary cordiality and he is as much beloved in the ranks of the other departments as he is within those of the operating forces.

Mr. Gillick complimented the Accounting Department on the work it had accomplished the past year, and said this was largely due to the orderly manner in which the work of carrying on the railroad had been done, and the great assistance it had been in his own department. He said the contrast between these and the old days when there were no division accounts was most marked. "Now," he said, "if we spend more than the A. F. E. allows, you fellows promptly tell us about it."

He said Mr. Scandrett had made reference to the fine showing, and to what the other fellows are thinking about us, but we are going to make a still better showing, better this year than last, and better next year than this. The spirit of co-operation that we have always had on this railroad is going to continue, and grow in good work." We are giving better service now than ever in the thirty-five years I have been on this railroad. All due to the atmosphere and the way we work and doing more, like to do business with us—and everything we do in the line of giving service, even down to the little things, brings about a better situation and a better showing on the balance sheet.

"I agree with all that has been said in favor of such meetings as this one, and feel sure that the benefits you will all get from this get-together with the exchange of ideas will help you all in your future work."

Following Mr. Gillick, the meeting resumed its regular order of business, and a paper was read by Mr. C. E. Oliphant, chief statistician, on "The Use and Value of Statistics," after which open discussion on the various phases and problems of disbursement accounting was held until the close of the afternoon session.

On November 24th, the meeting was called to order at nine A. M., and open discussion was again held for a short time. A paper on "The Development of Prices for Cross Ties" was read by Mr. E. Engstrom, assistant auditor of expenditure, followed by Mr. M. J. O'Brien, assistant auditor Joint Facility Accounts on "Joint Facilities and Industry Tracks." A paper by Mr. J. N. Strassman, chief accountant, Milwaukee Shops, on "Store and Shop Orders" closed the session.

The papers on the subjects, as indicated in the foregoing, all interesting, all of great value, to the employers of the several branches of the Accounting Department, have, very kindly, been furnished by the writers to The Magazine, and they will appear in subsequent issues.

It is regretted that the contents of the January number had been arranged for previous to the time of the Disbursement Accounting Meeting, and there was not space available for any of them to accompany this article.

Before adjournment a vote of thanks to the Fuller Avenue Chapter of the Women's Club for the use of the assembly room was passed. All present during the two-day session were highly gratified with the value of the exchange of ideas and suggestions in their expressions of the benefits they received.
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.

CARPENTER KENDALL, Editor
Libertyville, Illinois

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790 Union Station, Chicago, Illinois

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Three Cents

The Magazine Extends to its Readers Best Wishes for a Happy and Prosperous New Year

Michael Gallagher

In the passing of Mr. M. Gallagher, Terminal Trainmaster of Council Bluffs, who died at his home November 22, another true and tried employee of the C. M. S. P. & P. Ry., has passed to the great beyond.

Mr. Gallagher, during his long illness and suffering, kept up the smile and the cheerful spirit that, in his many years of faithful service with the company, had brought him many friends.

His funeral took place November 24 and was largely attended by officials and employees of this and all other railroads entering these terminals.

We extend to his bereaved family our heartfelt sympathy.

M. F. Schmidt.

George B. Turner

On November 8 occurred the death of George B. Turner, agent for this company, at Fulda, Minn. His passing was sudden, he having been in apparent health up to the time of his going. Mr. Turner had been in the service of this company for fifty-three years; was an active member of the O. R. T. and chairman of the Southern Minnesota System Division No. 23 for twenty years; always enjoyed the confidence of his associates in the order, as he always had of his associates and superiors in the railway service.

Among his fellow townsmen his death was a genuine sorrow. Of him, the local papers of Fulda spoke in highest praise. The Fulda Free Press speaking for the townspeople said:

"To us who knew Mr. Turner well, his life was filled to the brim and running over with those things that are most worth while. He was a man of the highest integrity and worth, whose word was as good as his bond, and one who stood for those things which we hold in life.

Mr. Turner is survived by his widow, three daughters and two sons, three brothers and one sister, who, with their families, were all present at the funeral which took place at the home in Fulda.

The sympathy of his many friends on the Milwaukee Road is offered his sorrowing family.

Page Ten

The Southwest Limited Celebrates

TWENTY-FIVE years ago, on December 6, the first "yellow cats" in a full train pulled out of Kansas City Union Station for Chicago. It was the new and glorious Southwest Limited of The Milwaukee Railroad. It was an epoch making event and Kansas City was out to see the sight and to speed the new train on its way. Of course the train was inspected and all the exclusive Milwaukee features were looked upon with approval, the magnificent drawing room sleepers with the latest improvements in berth lights, and all illumination, the sumptuous train in its entirety received a splendid ovation; but as is the way of humans, comment was loudest on the splendid new dining car. Refreshments were served, and an hour before the train started the passenger, each lady receiving an individual cake.

The following members of the Milwaukee Employees' Pension Association have established eligibility to old age pension payments and have been placed on the pension roll during the month of November, 1928:

C. W. MITCHELL.

Sec'y-Treasurer.
The Alaska Dog Team of Rainier National Park
By H. M. Bilty

Youth, happy and carefree, is the spirit that prevails in Rainier National Park. Warm days and the delightful cool of mountain nights make it a wonderland of pleasure.

There are many activities in the park that are unique and some that have no equal in the world. Among these are the summer snow sports and most thrilling and popular of all is the Alaska dog team.

It has long been the opinion that an Alaska dog team could not be maintained and operated in lands south of the Arctic Circle during summer, but with patient training and arduous labor one of the finest teams in the country has been raised in Rainier National Park.

The most popular breed for dog teams is the malamute which is a cross between shepherd dog and wolf. The usual number used in a team is nine, eleven or thirteen. The team in the park has eleven sturdy and husky dogs. The original team was brought from Nome, Alaska, by Kakisenoruk, an Eskimo musher, and since then, different litters have been raised and the finest dogs of each litter trained from the time they were but a few months old until now they represent the best team in the country.

Kakisenoruk was not able to acclimate himself and had to return to Alaska, but he has been replaced by a veteran United States mail team driver from the Naches-Fairbanks trail, Alaska, who has labored diligently, and today a spirited, intelligent and well trained Alaska malamute dog team waits the command of the musher and is ready and willing to carry a sled-load of park visitors over glistening snow fields, through deep wooded foot hills and up and down the forever inviting trails.

These powerful dogs, whose ancestors were man's very life in the vast expanses of the northern wilderness and whose brothers to this day are his best pals, are friendly and peaceful and patiently bear with the battery of cameras that are aimed at them daily.

We are told that the word "mush" which is the command to go on, was derived from the word "Marchons" used by early French explorers in the far north and "gee" is used to direct the team to the right—"haw" to the left.

Although summer suns become quite warm, there is snow a plenty for this wonderful sport and up to July 23 of last year the delightful thrill of dog sledding was enjoyed by park visitors, old and young.

This Alaska dog team is the only one of its kind operating south of the Arctic circle in summer and it is easily believed that Alaska's alluring charms instead of Washington's mountains are enthrancing you.

The "Milwaukee" runs directly to one of the gateways of the park where exhilarating snow sports 'neath summer suns bring youth to the aged and new life to the young.

Through the Milwaukee Magazine I wish to express thanks to the 273 visitors, employees and others who were so kind to me while being laid up in Providence Hospital, Seattle, with a broken leg and injured hip for a period of three months, and I especially want to thank Mrs. Dave McEwen for the beautiful flowers so often brought over and to the Women's Club and others who brought flowers. I feel very grateful to the Emnis family for the extra good "eats" Mrs. Emnis brought. All the visitors were very kind in bringing fresh fruits, which were very much appreciated. I thank you.

Very respectfully,

CLIFFORD A. PERSONS,
Telegraph Foreman Coast Lines.

The Milwaukee R. R. Woman's Club
Alert, awake, your vigil keeping,
Keen to assume your chosen task.
You forge ahead, alive not sleeping
That gloom may in the sunshine bask.

That evil Trinity of Woe
Old Gloom, with Hunger and Despair
In you have seen their mortal foe
And seeing for the fray prepare.

What pen can give the credit due
When sightless orbs receive their sight.
And all through your vision bright.
What joys still unexpressed are born
When thou art nigh to understand.
The dark of night to radiant morn
Is turned, by magic of thy wand.

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CLIFFORD A. PERSONS,
Telegraph Foreman Coast Lines.
LIKE most wives, the one with whom I am associated has a mania for periodical house-cleaning, and at each one "a lot of old trash," as she terms it, but, to me, keep-sakes, dear in memory, come to light, and after the usual threat that they are to be burned or otherwise disposed of and the attic is cleared. In my house, I usually manage to get them back into an old trunk, where they will rest in peace until a subsequent house-cleaning brings about a resurrection, when the drama is repeated.

This year was no exception to the rule; it is just as certain to come as death, taxes and hay fever, and, from all, the earmarks of the attic, to which I was invited when returning home after a week spent on the road, this one had been exceptionally thorough. Our two boys had just left to go to the seashore, and they are to be gone for several months what was more natural than a house-cleaning which in thoroughness would put all previous ones to shame?

That there was something of particular importance to be conveyed to me was quite evident as we sat down to dinner, and surmising the topic of conversation was to be some of my old relics, I was sparring for time, with a somewhat guilty conscience, as last time I discovered the house I had promised to dispose of them, and later reported the deed done. Sparring for time, however, did not meet with any particular success, and judgment was immediately pronounced to the effect that this time there would be no reburying, but it was to be my duty to, under the immediate supervision of friend wife, start a cullage that would forever relieve her of her guilt and discovering my treasures from days of old.

I must confess I felt myself cornered and was about to capitulate, when in my ear, in the kitchen, the voice of the kitchen lady made the remark that there was a terrible wind blowing outside. Here was an ally made to order, and I grasped it. My home is equipped with an old oil burner, there was no possibility of burning any paper or other rubbish in the house beyond the judgment to start a fire in the back yard, so we agreed that for the time being matters would have to remain "status quo."

The visiting lady and the one presiding at my breakfast table soon left for some gathering where a number of good-hearted and well-meaning ladies were laboring in the interest of introducing knapsacks and forks along the Canadian line instead of chopsticks, and as soon as I was left alone I resorted to the old trick. Back into the old trunk these relics were laid again with a tender hand, and as they were being put away memories of long ago paraded by in my mind, and my eyes fell on an old log, boared in other days with a burnt match and shoe polish, for I forgot myself that I was still in the attic, sailing the seas once more, when my partner returned, and a family council was at once convened. I pleaded for the old junk with all the eloquence of my command, and with colors flying, and the old trunk, through mutual consent, was dedicated as a sacred resting place for my old relics for all future time.

Not so long ago, I, by chance, met the editor of our magazine, and he confided that as several of the worth-while contributors to the magazine were taking a little vacation, some mediocre stuff might be considered, and suggested that I might try luck. As I was sitting there in the attic, fingering the old log—bless its many memories—the thought came to me, that perhaps its pages would furnish something that would be of some interest to my friends and readers of our magazine; provided, of course, that other contributors had not yet brought them back into an old trunk, where they are to be burned or otherwise disposed of.

The editor in charge was one of those unfortunate beings that fit like a square peg in a round hole, and if misery ever was one's lot, this fellow suffered it with a capital "M." He was a good-natured fellow, one who might have made a wonderful career as a minister of the Gospel or as missionary among the heathens, but he was a perfect misfit as a sailor, and, as an engineer, he was a violin player of considerable note. As a result, the discipline in the engine room was frequently below zero.

Payday is a great institution the world over, but a sailor's payday is more than an institution—it is a dozen holidays all in one, with a few birthdays thrown in. On one of these national holidays, we were running short of excitement, and after deliberation a suggestion was unanimously adopted that a dozen live sea crabs be purchased and placed in the warmest part of the engine room, and then await results. One of the outcomes was that I was so badly plastered that it was beyond spilling, was chosen to place the animals in the bed, the rest of us being content with being accessories to the fact. Let me tell you, dear readers, that any one who has never had the effect that a dozen live sea crabs can have on a sleepy engineer, can never realize how much fun can be had for fifty cents. Webster never invented a word, however, that did not follow the exposure should be classified as fun, but our pal with the bad record was a perfect squirel, and he alone suffered the consequences.

One of the first assignments that came to my lot was to coal pass on a torpedo boat on an expedition in the Gulf of Bonia during the month of April. Special torpedo boats with a hull only an eighth of an inch thick, light, speedy boats of only one hundred and twenty-five displacement, are far from being ideals of home and comfort under even favorable succeeding nights, causing me to fall to the deck like a ton of brick, was to obtain permission to go ashore and smuggle aboard a bottle of Swedish port, in a mixture that would make squirled whiskey and brass bongings look like a W. C. F. U. cocktail; this to contain, and, if necessary, the age of the bride with a couple of pants buttons, one of hard rubber, the other one of inferior lead.

This was my first introduction to this world, where I learned that a man doesn't know when he is learning. I later came to learn, a rookie frequently had to accept at a rate above par. The expedition at sea and return was highly successful for those who had so suddenly constituted themselves my immediate superiors, and only "tattoo" saved them from duplicating the performance. These fellows knew a good thing when they found it, and the following evening I was again pressed into service as the benefactor of my congenial shipmates. During the past twenty-four hours, however, they had cul­tivated a better taste, and demanded cognac and cigarettes, which were successfully brought aboard. By this time there was low do in my pocketbook, but as my party had arrived at a common point, they were pressed into service as purveyor of spirits.

These were dog days, but they are fond memories. I remained on the ship only a short time, as I was soon ordered elsewhere. Three years later I returned, however, then as a petty officer, assigned to duties in the heat and lighting plant on board.

The engineer in charge was one of those unfortunate beings that fit like a square peg in a round hole, and if misery ever was one's lot, this fellow suffered it with a capital "M." He was a good-natured fellow, one who might have made a wonderful career as a minister of the Gospel or as missionary among the heathens, but he was a perfect misfit as a sailor, and, as an engineer, he was a violin player of considerable note. A result, the discipline in the engine room was frequently below zero.

Pickings from an Old Log

By J. E. Bjorkholm
Assistant Superintendent Motive Power, Milwaukee, Wisconsin

Page Twelve
ended with the alluring inducement that and besides, here was opportunity for on the deck to blister when some of us on the sea and with a heart as cold as a passage. It would make a very solemn lieutenant in command, and a mate, born on the sea and with a heart as cold as a passenger. The ice was broken, and the calorimeter was used profusely in such proportions that caused the paint on the deck to blister when some of us were confessing our sins and were past it. So I draw a mental picture amidst the elements, was a combination not entirely to be recommended to "cake eaters."

Back from this expedition, we were notified that applications were being received from members of the mechanical and mining companies for training as deep-sea divers. The notice was through the medium of a bulletin which ended with the alluring inducement that those successfully completing the course would be granted the unheard-of sum of twenty-five crowns as a bonus. Twenty-five crowns was a sum that looked to a sailor as almost as big as the national debt, and besides there was opportunity for adventure. To explore the bottom of the sea with its mysteries and get a bonus for doing it, was an offer too generous to resist and, in due time, my application was accepted after having passed a rigid physical examination.

As I count the names of the gang that started out to earn a large part of the national treasury, I find that we were twenty-eight who started, but only eight of us were honest guardsmen and twenty-five crowns as a bonus. Twenty-five crowns was a sum that looked to a sailor as almost as big as the national debt, and besides there was opportunity for adventure. To explore the bottom of the sea with its mysteries and get a bonus for doing it, was an offer too generous to resist and, in due time, my application was accepted after having passed a rigid physical examination.

As I count the names of the gang that started out to earn a large part of the national treasury, I find that we were twenty-eight who started, but only eight of us were honest guardsmen who had to pay the fee. Some had dropped out after the first descent, but most of the rest after a depth of forty feet was reached, because the pressure and cold took it toll. A few who failed to finish stuck to the final test—two hours' diving in one hundred and twenty-foot depth—but failed to make it. The pressure was too great and the feeling of helplessness on a bottom where the diver would sink down over his head in mud and slime, with the hands numb from cold, and everything at black as night, caused even some stout hearts to give up, with the bonus all but earned, and a glorious night at some popular cafe in the other direction, and came to rest, as it later developed, with its nose buried in soft clay at a depth of ninety feet. Two divers from the squadron had made several attempts to get to the bottom of the sea, but failed, each complaining about had undercurrent which made it difficult for the diver to work down below.

I was serving on a boat of another squadron as a fireman, but unfortunately had been "blowing my horn" as being a diver of note, and soon found myself pressed into service. Arriving at the scene on a torpedo boat, I was soon dressed in the necessary paraphernalia, and immediately descended. After some little searching, I located the torpedo with its entire tail exposed above the clay, and after securing the knife-like propellers to guard against possible accident, a hitch was made quite readily. Not having dived for some time, I was out of training, and experiencing considerable difficulty in breathing, particularly as the discharge valves in the air pump were sticking, and thus delivering the air very erratically. Twice I signaled for more air, and through the bubble tube could hear the pump running at a speed quite sufficient for two divers, and still insufficient air, when all of a sudden, whatever had caused the pump to stick corrected itself, and the air was being delivered in greater proportions than the exhaust valves could take. The bleed valve was opened to aid the exhaust, and I was in the act of signaling to slow down the pump, when, due to excessive air in the air pump, and felt how I was losing my foothold, regardless of my lead shoes, each weighing sixty pounds, and the heavy weights on chest and shoulders. The suit was swelling like a toy balloon, and frantically I was trying to grab hold of the tailpiece of the helmet, but was too late, and up I shot like a rocket, covering the ninety feet in nothing flat and was later told by my caretakers that I shot ten feet out of the water when I made my sudden appearance, and was pulled aboard by friendly hands.

Since this occurrence I have had many a fast ride on locomotives, in automobiles and in airplanes, but this one, by far, came near to worrying me. But, going to deny that I was scared, and while the whole thing lasted only a few seconds, quite a panorama passed through my mind as I was going up. I particularly remember that I was absolutely certain I would strike the bottom of the torpedo boat and with the speed at which I was coming, the glass in the helmet would break, and a young diver meet an inglorious death.

Traveling surface-bound at a terrific speed, and, as I felt, to certain destruction, I had, nevertheless, time to reflect on the hard luck of having to leave two months' pay behind, and a lot of good cafes with their cheerful and always-smiling girls, and also forever lose the opportunity of adjusting a few unsettled scores with a certain engineer.

Happily, I soon recovered from the ill effects so suddenly brought upon me from the high pressure to which a diver is subjected in a ninety-foot depth, and medical and summoned from one of the battleships was not needed.

Fall soon came, and some of the crew in the squadron was detailed to a winter cruise in the Mediterranean, while yours truly pulled the "lengths" and was called to shore duty in order to acquire some knowledge in ship building. Before this, however, a twenty-two-day shore leave was granted, with a comfortable bed, clean bed, mother's table and three meals a day, and tea parties with young ladies became the routine. Good things do not last forever, however, and alter this period of "cake eating," I was detailed to work at the reconstruction of an old monitor bearing the name of the constructor of the new historical vessel which gave the Confederate "Merrimac" the surprise of her life in the day of crinoline skirts and Abe Lincoln. It was a cold morning, with the thermometer registering twenty degrees below zero, with three feet of snow in the old hull, when I reported and was assigned to drill a lot of holes in close corners, with an old hand-driven ratchet drill. Just why I did not desert the service, bag and baggage, and had my name on all police bulletins is anyone's guess; but, I will, for me, forever remain an unsolved mystery.

"All good things come to those who wait," however, and in my case spring eventually appeared on the calendar, and I joined the more torpedo boat service, this time as an oiler. Nothing particular, outside of ordinary routine matters occurred, and the days were spent in torpedo practice, and the nights in running at full speed and without lights, in the numerous military channels in the Baltic, channels not charted for ordinary shipping, and where it always occurred to me that the navigating officers always tried to get as closely as possible to the rocks and still miss them, and just how they missed them, running at full speed, during dark and black nights, with the aid of a mystery, and sorely tested to their exceptional skill as navigators. These

(Please turn to page 27)
have been in their employ for many years, and when a car is finished loading, they receive very rough handling. A few instances due to the check clerk putting the wrong car number on the bill to Order shipments which have to be loaded into the cars and are handled by a crew consisting of checker, caller and three or four truckers. Shipments are again checked from shipping bill by checker as to correct destination, correct amount, correct marks as called by caller and then Veri Check is made and given to trucker with each truck load and shipment is on its way to the proper car and clerk. These shipments are received at one of our largest commodities that move out of here. We handle from sixty to ninety carloads every month and most of these carloads are made up at Rockford Transfer. The Rockford Transfer is located on our tracks and all the furniture factories in the city bring their L. C. L. shipments to the Transfer and these are consolidated into carloads for the Rockford Transfer. The Rockford Transfer is located on our tracks and all the furniture factories in the city bring their L. C. L. shipments to the Transfer and these are consolidated into carloads for the Rockford Transfer. The Rockford Transfer is located on our tracks and all the furniture factories in the city bring their L. C. L. shipments to the Transfer and these are consolidated into carloads for the Rockford Transfer. The Rockford Transfer is located on our tracks and all the furniture factories in the city bring their L. C. L. shipments to the Transfer and these are consolidated into carloads for the Rockford Transfer. The Rockford Transfer is located on our tracks and all the furniture factories in the city bring their L. C. L. shipments to the Transfer and these are consolidated into carloads for the Rockford Transfer.

Handling of L. C. L. Out Shipments

These shipments are received at one of seven doors or end platform and are handled by one house man, who checks the shipments, as to correct amount as per billing, correct marks on packages, and condition of packages and if found correct he signs their bills except in case of Bill to Order shipments which have to be taken into the main office for signature. These shipments are now ready to be loaded into the cars and are handled by a crew consisting of checker, caller and three or four truckers. Shipments are again checked from shipping bill by checker as to correct destination, correct amount, correct marks as called by caller and then Veri Check is made and given to trucker with each truck load and shipment is on its way to the proper car and clerk. These shipments are received at one of our largest commodities that move out of here. We handle from sixty to ninety carloads every month and most of these carloads are made up at Rockford Transfer. The Rockford Transfer is located on our tracks and all the furniture factories in the city bring their L. C. L. shipments to the Transfer and these are consolidated into carloads for the Rockford Transfer. The Rockford Transfer is located on our tracks and all the furniture factories in the city bring their L. C. L. shipments to the Transfer and these are consolidated into carloads for the Rockford Transfer. The Rockford Transfer is located on our tracks and all the furniture factories in the city bring their L. C. L. shipments to the Transfer and these are consolidated into carloads for the Rockford Transfer. The Rockford Transfer is located on our tracks and all the furniture factories in the city bring their L. C. L. shipments to the Transfer and these are consolidated into carloads for the Rockford Transfer. The Rockford Transfer is located on our tracks and all the furniture factories in the city bring their L. C. L. shipments to the Transfer and these are consolidated into carloads for the Rockford Transfer. The Rockford Transfer is located on our tracks and all the furniture factories in the city bring their L. C. L. shipments to the Transfer and these are consolidated into carloads for the Rockford Transfer. The Rockford Transfer is located on our tracks and all the furniture factories in the city bring their L. C. L. shipments to the Transfer and these are consolidated into carloads for the Rockford Transfer.
and opposite car one on the next track is number eleven, opposite number two is number twelve and so on, each car on the different destinations of cars to be made, and the correct Veri Check box number in each car which is the same as the paddle number on the outsides of the car. We also load the floor about six inches away from the sides of the car. All cars are cleaned before loading and shipping bill to see if same was billed for billing clerk to bill from. Our warehousing left the station. I know this is caused by lots of billing coming in shipments are checked out of office and claim in the amount of $30.00, all of which will have to be assumed by the C. M. St. P. & P. R. R. Company.

Errors of Employes

Blank, Wm., to Pleasant Hill, Mo., waybill M-62 of July 10, 1928, covers a shipment of grain which was billed straight although original bill of lading indicated that shipment should be checked as billing left the station. Error was discovered after train had left town and being loaded by the elevator. Error was one of the many cars loaded and unloaded during this time.

Another phase of accident prevention is that involving the passengers on the railways. Accordingly, to prevent claims arising from this source, it is essential to determine and treat the causes of passenger accidents on railroads. There are three methods by which accidents may be prevented, namely, through protection, guarding, through education so that the hazard may be avoided, and by elimination or reduction of the hazard itself. Another great field of claims against the railroads lies in the freight claims. The adjustment of claims that are made upon the injured, but it is a distinct loss to the injured on account of delay and stowing, etc., two cents; unloading 10,000 lbs. of oats short; result, a claim in the amount of $75.57.

Error in Billing

Blank, Wm., to Philadelphia, Pa., waybill M-308 of July 26, 1928, covers 3 bundles of 10 boxes each. This shipment was waybilled as 10 boxes, 3 bundles cheese, and due to the error in billing, the shipment checked short at junction point with connecting line railroad, also checked over, but was not matched up, the result being that shipment had to be sold for $18.50.

Errors in Delivery

C. & O. car 32982 moving on Milwaukee, Wis., to Blank, Wm., waybill 7686 of March 22, 1928, was in error delivered without our knowledge.

Railway Claim Prevention

A discussion of prevention of claims against railroads divides itself into prevention of accident claims and prevention of freight claims.

Every accident is a setback to somebody's struggle for existence, especially when it results in human injury. It is not only inflicts injury and suffering upon the injured, but it is a distinct loss to his employer and the community. Increased, due to the interruption of work by the loss of man power from accidents is not the only cost to be considered. There is still the definite one of loss of production and the care of the injured.

If railway claims are to be prevented, the cause of the accidents must be found and eradicated or conditions improved. Analysis of the accidents occurring over a period of years, shows the accidents as follows:

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<tr>
<th>Employer's fault</th>
<th>Nobody's fault</th>
<th>Fellow workmen's fault</th>
<th>Worker's own fault</th>
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<td>5%</td>
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Ignorance is the cause of many accidents among unskilled workers; that must not be told the right way of acting only, but must be taught.

Another great source of accident prevention is that involving the passengers on the railroads. Accordingly, to prevent claims arising from this source, it is essential to determine and treat the causes of passenger accidents on railroads. There are three methods by which accidents may be prevented, namely, through protection, guarding, through education so that the hazard may be avoided, and by elimination or reduction of the hazard itself. Another great field of claims against the railroads lies in the freight claims. The adjustment of claims that are made upon the injured, but it is a distinct loss to the injured on account of delay and stowing, etc., two cents; unloading 10,000 lbs. of oats short; result, a claim in the amount of $75.57.

Error in Billing

Blank, Wm., to Philadelphia, Pa., waybill M-308 of July 26, 1928, covers 3 bundles of 10 boxes each. This shipment was waybilled as 10 boxes, 3 bundles cheese, and due to the error in billing, the shipment checked short at junction point with connecting line railroad, also checked over, but was not matched up, the result being that shipment had to be sold for $18.50.

Errors in Delivery

C. & O. car 32982 moving on Milwaukee, Wis., to Blank, Wm., waybill 7686 of March 22, 1928, was in error delivered without our knowledge.
Certainly, the text appears to be discussing the improvement in livestock shipping over the years. It mentions a noticeable improvement in one particular year and notes that while we are all disappointed in not being able to go "Over the Top," there is some comfort in knowing that we are making progress in the right direction.

There is also a table showing the number of cars shipped to market each month, with a comparison to the previous years. The table includes columns for month, number of cars shipped, and a percentage change from the previous year.

The text concludes with a call to action, suggesting that unless we do these things effectively, we cannot hope to prevent claims against our railroad.

M. J. EMMERT, Agent, Missoula, Mont.
PAPER BY HAROLD MALLULLEY, MA-
CHINIST, ATKINS, IOWA.

SO MUCH has been said at our Safety First
Meetings in regard to conditions that tend
to cause accidents, and means to prevent them,
that any specifically outlined plan cannot add
anything of consequence to those already sug-
gested.

The thought I have in mind today is one that
excites me, might be a benefit to those prac-
ticing it.

In our work in repairing and assembling lo-
comotives and their parts, we invariably work
in pairs; that is, a mechanic and helper work
 together in performing these tasks. It is a
known fact that two men working on the same
job do not always find the same ways best in
their judgment, but oftentimes have their own
way of performing the task in mind. Should
the job be one in which both men are required
to lift, pull, or hold some heavy part of the
engine, and not have an understanding of
what one or the other is going to do, it might
result in an injury in which neither of
them is directly to blame.

The point I wish to bring out is this: Both
men attempting the job should have an under-
standing just what is to be required of himself
and the man he is working with, in order that
they may work in harmony. This is especially
to true when working with inexperienced men.

In assembling different parts of locomotives, we
are not always in direct sight of the man
with whom we are working; but depending
upon him to be most careful that we may con-
tinue to have all our fingers with us and also
two good feet with which to walk home.

Should an injury occur under those conditions,
no one is directly responsible, but so doubt,
could it have been averted by a complete under-
standing between the two before the job was
started.

Two men were removing a line hanger. Both
men were to help hold the weight. One man
misunderstood and pulled the hanger off the
pin, leaving all the weight to the other, forcing
his arm against brake rigging, which could
easily have caused a permanent injury. Had
both men been familiar with the way the job
was to be performed, their task would have
been very easy and no need of any risk of
injury.

You all have seen the cartoon—Two mules
 tied together trying to pull the other his way,
leaving all the weight to the other, forcing
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injury.

You all have seen the cartoon—Two mules
 tied together trying to pull the other his way,
through that experience never want to meet it the second time.

Yes, how many careless and foolishly tricks are practiced every day on the railroad. Did any of you engineers ever try to "crack the whip" with a man going on the rear end? Did you ever try to "leave" the brake men? Do you look back to see that the trainmen succeed in getting on the rear end? Did any of you common ever "kick" a cut of cars together too hard just to see your "partner" (perhaps a new man) go high on them? Did you ever crawl under a car to get up a brake beam without first notifying the engineer? Did you ever kick cars and cut them off without knowing whether or not the man on top was over? Do you fall to caution the man on top to keep back away from end of car until after the cut is made?

Think of men, and ask yourself the question, "AM I MY BROTHER'S KEEP ER?" and if you are a safe and sane em ployee, you will answer in the affirmative.

Suggestions to Enginemen

Watch the men on the ground. Give them an opportunity to get on or off engine or cars safely. Do not couple onto or move cars if you know there is a man between or under them.

Handle the caboose carefully; many injuries have come from steps being made with the straight air; the shock in the caboose is very severe.

Co-operate with the trainmen to do the work safely and caution the men when you see them taking unnecessary chances, especially in getting on or off your engine.

Suggestions to Trainmen

Work on the same side and keep in sight of each other whenever possible. Work on the opposite side from coal sheds and other obstructions which afford poor clearances. Watch the man on top. Don't cut off cars until you know how many you are cutting off and maybe in the act of stepping from one car to the other where you are making the cut you may be too close to the end of car and get jerked off when the stop is made.

When you are working on top watch the man on the ground. See where and how many cars he is cutting off. Keep back away from the end of the leading car until after the cut is made, the man on the ground may fall to get them cut. Don't put your whole weight against the brake wheel. If the chain slips or breaks you are sure to fall. Brace yourself, pull with the right hand and push with the left and you will be better off than at the brake wheel, yet you will retain your equilibrium if the chain breaks. Brake clubs are all right if properly used, but always have one hand firmly gripped to brake wheel.

Never go under or between cars to make repairs without first notifying the engineman. Work between cars frequently before shoving cars over them. Co-operate with the other members of the crew and have an understanding with each other in regard to the movements to be made.

Treat the new man kindly and don't let him get hurt. Start him back toward the caboose or see that he is on the engine before giving the high ball. Remember the injury means loss of time and brings sorrow to the home of some employee.

The poem, entitled: "A Letter to Dad," and written by P. E. Hayes, is taken from the "National Safety News."

A Letter to Dad

P. E. Hayes

I've thought of you a lot, dear Dad,
Since you have gone away,
I think of you and miss you,
Each hour of every day.

For you were such a pal to me,
And loved me, oh, so true;
Not only to please, but you
As good to Mother, too.

We didn't think we'd lose you—
You were so big and strong;
But then that awful accident—
You didn't linger long.

They say you're never coming back—
It makes me feel so sad,
I thought I'd sit right down
And write these lines to you.

I hate to tell you all the news,
For it may make you sad;
For things are so much different
Since I lost my precious Dad.

But I said I'd write and tell you,
So I guess I'd better start;
And I hope that you'll forgive me,
Even though it breaks your heart.

You know that nice big house we had—
My Mother, you and me;
Well, we don't live there any more,
For we have moved, you see.

The landlord, he was awful,
And he wouldn't let us stay;
For when you first came around,
My Mother couldn't pay.

I heard her tell him how she missed
Your pay check every week;
And she was sad, and cried so hard
That she could hardly speak.

She went to work the other day,
But I can't tell you where;
Because she said you'd feel so bad
If you knew that she was there.

She doesn't earn much money,
And the work is hard to do;
But we will have to do our best,
Without the help from you.

I wish that I could help her—
But I'm so small, you see;
I wonder why God took my Dad
Instead of taking me.

I guess I won't go far in school,
As you wanted me to do;
For Mother says it costs so much
That she can't send me through.

Our neighbors say 'twas all your fault—
You thought safety was a sad;
That guards were just for boys like me—
And not for me or my Dad.

I'll bet if you could just come back
And see us for a day,
You'd know that safety was for men—
That "Safety First" does pay.

I have the safety button, Dad,
The Company gave to you;
You pinned it on my little hat—
It was no use to you.

I hope that other Daddies
Won't ever think that way,
But get right in the Safety game
And play it every day.

Just one thing more I'll tell you:—
When I get to be a man,
I'll wear your safety button, Dad,
And be careful as I can.

Safety First Meeting at Tacoma

THOSE of us on the Coast Division who are privileged to attend the monthly Safety First Meetings so ably conducted by our superintendent, Mr. F. E. Devlin, were given a real treat at the last meeting held at Tacoma on November 12, 1928. We had our usual well attended meeting, a number of those present giving safety suggestions as on previous occasions, and Mr. Devlin then introduced Mr. A. W. Smallen, general supervisor of Safety First of the Milwaukee Railroad.

Mr. Smallen gave a very interesting talk calling to our attention the fact that the Milwaukee Railroad Company had started in the Safety First movement back in 1912, and thus giving us 16 years continuously in the Safety First movement. This road set the pace and also the pattern for a number of other railroads and industrial organizations, but for some reason not yet determined, we have slipped a little bit in the last year or two, and some of our competitors have apparently gone ahead of us in the matters of Safety First work.

Mr. Smallen urged us to put our shoulder to the wheel and again put the Milwaukee in the place where it belongs at the head of this great movement. He also gave us to understand that the general officials are taking a personal interest in the Safety First work, how it is being handled on the various divisions and in the different departments and also said that the supervisors of the various departments were the ones upon whom they would have to depend for the proper teaching of Safety First methods, and the enforcement of the Safety First rules. He also told us that the enforcing of Safety First rules was as much a duty of the various foremen as any of the other working rules given them and that when a number of accidents occurred at any particular point, or under the jurisdiction of any particular supervisor, it would be up to him to show the necessary precautions that had been taken to prevent accidents.

Mr. Smallen got very close to his audience, using very plain, understandable language, illustrating different points with stories and making it very interesting throughout, but he was very plain and forceful in bringing out the point that preventable accidents must stop on the Milwaukee Railroad.

Mr. Smallen expects to hold a number of other meetings while on the Coast Division at Tacoma Shops, Storeroom, and other points, and we know all who are privileged to hear him will appreciate the opportunity and that those at the various meetings more determined to do their share towards making Safety First as well known a slogan as the old Milwaukee Spirit slogan was.
THE thirty-eighth Annual Convention of the American Railway Bridge and Building Association was held at Boston, Mass., on October 23, 24 and 25. From those in the Maintenance of Way Department of the Milwaukee Road who were fortunate enough to be able to make the trip East, comes a unanimous vote of a very successful convention.

On Sunday morning, October 21, the party left the Dearborn Station, Chicago, on a thirteen-car special train over the Grand Trunk-Canadian National Railways. At Durand, Michigan, two cars from Detroit were picked up, making a very formidable appearing train of fifteen cars.

Monday morning saw the entire crowd sightseeing about Montreal, Canada, where a two-hour stop with bus ride was made. (We understand that there were a few who preferred walking around this city, primarily for the exercise.)

In the afternoon the train was on U. S. soil again, running over the Central Vermont Railway and later the Boston and Maine. It was on these two roads that the devastating flood of November 3, 1927, did its most damage and if ever anyone in the party had believed that this flood was not a severe one, that afternoon dispensed the feeling. Hundreds of miles of tracks, with bridges and culverts, roadway buildings, etc., were entirely destroyed. Several weeks and in some places several months passed before service was restored.

Boston was reached Monday evening where headquarters were established at the Statler Hotel. Tuesday, Wednesday and Thursday were busy ones for the members attending the meetings. Excellent committee reports were made, followed by discussions from the floor, and if anyone believes that all conventions are politics and society he should attend one of these meetings. These men take their membership seriously.

Short opening talks were made by Mr. G. Hannauer, president of the Boston and Maine R. R., and Mr. C. E. Smith, vice-president of the New York, New Haven and Hartford R. R.

During sessions the ladies of the party were entertained by the Railway Supply men with bus trips, luncheons and theater parties.

On Friday an all-day bus trip was made by all to historical points in New England, such as Sleepy Hollow Cemetery, Concord, Lexington, Salem, etc.

Saturday was spent in New York City, and Sunday evening the majority were back at their respective homes.

The members were accorded special privileges by various railroads. On the N. Y. C. the trip was made west on an extra fare train to Chicago. The Pullman Company is making a special refund of 50% of the "no surcharge" amount paid for berths. The Canadian National Rys., Central Vermont, Boston and Maine, New York, New Haven and Hartford, and the New York Central furnished special trains or accommodations.

The busses on Friday were furnished by the Boston and Maine and the New York, New Haven and Hartford Railroads.

The Milwaukee had a very good representation, the following being on hand at Boston:

Mr. F. E. Weise, assistant secretary and past president of the association.
Mr. and Mrs. L. Castle, Savanna, Illinois.
Chief Carp. and Mrs. O. H. Czamanske, Portage, Wis.
Chief Carp. and Mrs. A. L. Czamanske, Green Bay, Wis.
Chief Carp. and Mrs. V. E. Engman, Terre Haute, Ind.
Mr. and Mrs. J. E. Gillette, Mazomanie, Wis.
Chief Carp. and Mrs. Chas. Gradt, Savanna, Ill.
Div. Eng. and Mrs. R. G. Heck, Savanna, Ill.
Mr. and Mrs. C. G. Lindstrom, Rockwell City, Iowa.
Mr. and Mrs. C. J. McCarthy, Aberdeen, S. D.
Asst. Engr. and Mrs. H. C. Munson, Chicago.
Mr. C. H. Ordaz, Chicago.
Chief Carpenter F. J. Welch, Tacoma, Washington, and three other members not identified.

The Railroad as an Industry at Wabasha

Margaret Maher

It is an elementary principle that population follows railways or as it may be otherwise expressed, railways induce settlement. The experience differs according to the nature of the country through which the railways run, but where ordinary commercial considerations prevail the rule is amply vindicated. While there are circumstances that alter these conditions in the present day, still it is an established fact that people desire to have good railroad service at all times of the year. With good railroad service it necessarily means that the railroad must have in their employment efficient and competent hands who will produce these results. And with the employment of help it naturally follows that settlement is increased. The railroad industry that has for so long played such an important part towards the betterment of the country. It is in this purpose to view the railroad industry at Wabasha is described.

Many of the pioneers will recall the busy village of Reads and Wabasha with its small beginning. Considering how Wabasha has grown since then, the percentage of the present population that are railroad employees, it is only a fair and just claim that the railroad industry has increased the settlement at Wabasha. In the days of 1880 the narrow gauge railroad was being used on the Wabasha Division and the track on the Chippewa Valley Division was not yet built. The depot was located on the east side of Wabasha. In the local business it was the Wabasha Big Joe Roller Mill. The building that was used as a depot then was later used by the Roller Mill Company as an office with a fine new office building which they now occupy. After the narrow gauge road was made standard the depot was moved to the West Side, where it is now located. Owing to the fact that the track on the River Division was standard and the Wabasha Division was narrow, it was necessary to transfer the commodities and this transfer was made at the depot on the east side. The employment necessitated the employment of several men. The small type of engine, the wood burner, and smaller coaches than now, were used on the Wabasha Division when the track was narrow gauge.

Wabasha was a Division point in 1887, with Mr. J. H. Lakey as Superintendent, and Mr. W. E. Keith as chief clerk. To everyone interested in railroad affairs, the name of Mr. J. H. Foster is very familiar and Wabasha particularly claims this man. He resided here and watched the early railroad work progress. In 1887 he was appointed agent at Wabasha, and in 1894 Mr. Foster was appointed trainmaster of the River Division with headquarters at St. Paul, and since that time he has advanced to superior positions, always having the keenest interests for the railroad and figuring most prominently in many vital issues.

It was found that the superintendent at St. Paul could care for the supervision of the Wabasha Division and the work was then turned over to Mr. Underwood, who was superintendent at St. Paul. The late Mr. H. E. Jones served as agent for
many years and in a most efficient manner, and after his death there were several years in which the road was not carried on to the satisfaction of the people. It was not until the present time, when Mr. F. C. Beck fills the position as agent.

The changing of the narrow gauge to standard gauge, for the Wabasha Valley Division, marked an important event in the railroad history of the division. The change from narrow to standard was so immense that it was made in one day-time, when Mr. F. C. Beck filled the position, marked an important event in the general temporary changes until the present time.

The work was definitely planned and with the employment of all the force the change was very quickly made. The track on the Chippewa Valley Division was built in 1882 to Eau Claire, and in 1884 it was completed to Chippewa Falls. With the building of this track the opening of traffic and transportation was made between points in Wisconsin and Minnesota, which proved to be most valuable to patrons and owners, for the various industries located at Menomonie, Eau Claire and Chippewa Falls and other towns along this line were benefited materially by the service the railroad afforded them. The farmers profited by it, and everyone along the Division was benefited in some way or other. There were also the producers of the one-day stage coach passenger train daily on each division and these were increased as the business increased. The opening of the road on these divisions and the trains being operated, it was found necessary to build a roundhouse to take care of the engines to be used on the trains. Considering these changes and buildings it gave employment to hundreds of people who would otherwise have no occupation at all.

In mentioning men who were actively engaged in railroad work in those days the following men figured prominently: The Wheelers: Tom, Maurice, Sr., and Andy; Andy Cafferty, Geo. Swain, William Loomis, S. B. Sawyer, John McCabe, Gid Little, Ed Bates and Dan Tyler—then later we have Maurice Wheeler, Jr., Jerry McGraw, Fritz Marine, the late John Hayes, H. W. Funk and now and all the other engineers and trainmen who are following in their own footsteps and work as a life occupation, and at present time living at Wabasha and most of them have their own houses.

The railroad at the present time employs a large percentage of the population of Wabasha. The yearly payroll for the employees on the road this year has amounted to $148,975.44 in the year 1926. The work is divided among departments: the operating, bridge and building, track, mechanical, roundhouse, coal shed, power and pumping water. The railroad company has its own power plant which is operated very economically. It supplies the light to all buildings owned there by the railroad. The coal plant, situated just beyond the depot to the west, supplies the entire market for coal and more than 50,000 tons of coal are used throughout the year. Water is pumped into a supply tank where all engines receive their supply of water. It is pumped at the rate of over 200 gallons of water are used daily.

The Mechanical Department is under the supervision of Mr. John Fleming, who has been with the railroad company for many years and for the past twenty years has been chief engineer of the railroad. He has been in charge of the Car Department, which was formerly supervised by Mr. John Houts, but owing to the fact that much of the heavier repair work was sent to Minneapolis or La Crosse, it was deemed feasible to consolidate the two departments, eliminating one supervisor.

The Bridge and Welding Department is in charge of Mr. John Ostrum, who has been with the railroad company for many years and for the past twenty years has been chief engineer of the railroad. For some time he resided at Wabasha, but later moved to Reads where he resides at the present time. Mr. Ostrum has a large crew of men under his supervision and has charge of the bridges of the River Division in addition to the Wabasha and Chippewa Valley Divisions. Mr. William Tritchler had been employed in this department for some time but has been appointed chief carpenter, with headquarters at Mason City, Iowa.

The Track Department is in charge of Mr. W. T. McNamara, who is road-master of the Wabasha and Chippewa Valley Divisions. This department employs a large force of men and has an abundance of work as the heavy rains keep the crew well occupied with washing and watching the track. Mr. D. Witte is the first track operator and has been at this position for some time, keeping the travel public. Frank and George Poeschel are the second and third operators who are always courteous.

The interests of the communities and of the railroads in the end are the same. The state needs a financially strong railroad system and the railroad, on the other hand, needs a prosperous state for its field of operations, a territory where a growth in freight and passenger traffic is possible. The railroad must recognize its obligations to the section of the country it serves and because of that obligation must maintain some lines that cannot be operated at a profit. The railroads build, at the cost of many thousands of dollars, their highways of steel and spend thousands of dollars each year to maintain them. On the other hand, state owned hard roads are used by busses and trucks operating for profit, without paying a fair share of the cost of building and maintaining these highways. The railroads must pay high taxes; and with all the expenditures railroad revenue must go to meet every community fairly only as a result of strong competition which seems to be growing fast in a community where a large percentage are wage earners of the railroad and are an asset to the town in which they live. The prosperity of our nation does depend on the prosperity of the railroad and for the railroads, for they are the only "all-weather" means of communication from the Atlantic to the Pacific. Without them the business life of this nation would die.

Current Railroad Topics

"The service of the railroads has gone on so quietly and certainly and efficiently that the people take it all as a matter of course. I have heard preachers give thanks in their prayers for presidents, and governors, and newspapers, and armies and navies, and rains and sunshine, and a lot of other things, and I don't think any politician or merchant or farmer or stockman or anything else has ever been so tickled to death with the other railroads, and political wrath has never been vented more cruelly than upon the railroads. But in spite of it all, the railroads carry strong stocks, keep faith, giving the very best service, and dealing kindly and generously with the public.

"The railroads have given the most generous support to agriculture. If I had my way now I'd turn the problem of the farmer over to a group of railroad men and it would be a safe bet that the problem would be solved. The railroads have spread the gospel of better livestock, of diversified farming, of better tillage of land, and of better preciding, of better homes and communities, and of public health. They have co-operated in bringing the markets of the world closer to the farmers, and they have not spared neither time, money nor brains to make the farmer a king in his realm.

"I'm certainly friendly toward the railroads. If I want to go somewhere they'll take me safely, swiftly, and economically. They don't make a fuss if the freight is heavy and hard to handle. They don't stop to rest, or stop for a call, and they don't make me wait. They'll take me safely, swiftly, and in a style not equalled by any other transportation system. They'll take me day and night, through all kinds of weather, and the direction matters not at all. They'll furnish me with bed and meals enroute, and every courtesy and privilege will be accorded me."

"I'm friendly toward the railroads because they are the most cordial and sympathetic co-operators in the community building enterprise. They help us maintain our schools, they help us maintain our streets, they pay largely toward laying water and sewer lines, they keep their own property in the best possible physical condition, and they stand ready to do everything to promote community welfare. They maintain a goodly payroll in every community they serve, and they pay their bills promptly and without haggling. I think we'd all be better off if we endeavored to plan our business ventures on systems similar to theirs.

"I like them because they are not a bunch of lily-handed never-sweats. They toil at their jobs. They transport anything from there to here and vice versa. They don't make a fuss if the freight is dirty and smelly. They don't holler if it is heavy and hard to handle. They don't complain if it is shipped either local or earload. They'll give me the same consideration for a hundred-pound box as they would for a hundred tons. They are a cratic outfit of folk, those railroaders—they play no favorites."

"I'm for them. And as long as I'm in my right mind I'm going to give them all the support I can. I can see through a leak in the roof of a fix we'd all be in if the railroads decided to quit and let the bus lines have all the transportation business."

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In September a card party was held at the home of Mrs. C. F. Coffin, Elgin, III., for the benefit of the club. In November a card party and dance was held in the Union Station for the benefit of the Christmas baskets and quite a sum of money was realized.

The Union Station Chapter is unique, in that it has for a member an artist, a fairy godmother, someone who is interested in every thing the club does, and also a founder—this seems too much for just one person, but when we tell you who it is you will realize that one person might be all these things. Inasmuch as this member must be known under just one name, the president, Mrs. W. W. Dynes, has asked her to accept the honorary office of dean of women of the Union Station Chapter. Mrs. H. H. Field is now known as dean of women of the Union Station Chapter.

The Union Station Chapter extends to its members and friends the season's greetings and an invitation to visit the club room at 340 Union Station, Chicago, Ill.

Fullerton Avenue Chapter
Elsa M. Augustin, Historian
The end of a wonderful year and our last meeting of 1928, took place in our club rooms on Saturday, December 10. Luncheon was served at 1:00 P. M. and was followed by the regular meeting, preceded over by Mrs. Sparrow.

The important business of the day was the election of officers for the ensuing year and we are happy to announce that we are to have the great pleasure of having our own Mrs. W. W. K. Sparrow as our president for another term. She has worked so hard for our unit and done so much for us all that we feel greatly honored by her acceptance of this office. She is to have another wonderful corps of officers to assist her in her work this year.

It was our Christmas party and we had a record attendance. Everyone was delighted with the beautiful Christmas tree and grab bag and all thoroughly enjoyed the card and bunco party which closed the last meeting of 1928.

The girls of Fullerton Avenue chapter were busied at a dancing party on Saturday evening, December 8, in the club rooms, and to say it was a success would hardly be making it emphatic enough.

Our membership is increasing and everyone is working hard to get all interested. Here is one way to start the New Year right, and that is to make a resolution to join this chapter and do it now. Our goal for 1929 is 100 percent membership at Fullerton Avenue.

Another good resolution for the New Year is to make a point to keep the one Saturday each month for Fullerton Avenue chapter meeting and allow nothing to interfere with attending these meetings. This holds good for our contributing as well as voting members, and all are cordially invited.

Watch for the announcement of the January meeting and meet with us for another enjoyable afternoon.

Austin Chapter
Mrs. Arnold F. Johnson, Historian
Austin chapter held its last regular meeting of the year, December 11, in the club rooms. Over fifty members and their husbands were present, sitting down to a bountiful picnic supper at 6:30. This was followed by a short business session and election of officers, which resulted as follows: President, Mrs. Thomas McPhee; First Vice-President, Mr. E. C. Hartsock; Second Vice-President, Mrs. H. Keck; Secretary, Mrs. B. Elefson; Treasurer, Mrs. L. Comer; Corresponding Secretary, Mrs. F. Zook; Historian, Mrs. F. Valentine.

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Mrs. S. D. Smith then presented our retiring president, Mrs. VanDyke, with a beautiful toilet set, an appreciation of her untiring efforts in behalf of the club.

Mrs. S. D. Smith had charge of the following: Piano solo, Burton Becker; vocal solo, Mrs. Peter Paley; piano solo, Mrs. C. Loomer; a novelty number by Mr. and Mrs. Wonderland. The club held a card party December 14, for club members; and a Christmas party, tea, lunch and program, December 22. This closes the year's work.

Mason City Chapter
S. K. H.

There's a rainbow round our shoulders, And it slipped there just by chance; Want to know the reason? Well, we put over "The Clerks" first public dance.

It was a grand success even if I do have to admit "The Clerks" were responsible. In spite of the phrases: "It can't be done," "You'll never make it," "Costs too much," "No bank goes for expenses," "I won't be responsible," "I can't sell tickets," and every known excuse in the world that would almost put out any spark of ambition along this line, the dance was put on in the Mason City Armory, the largest dance hall in the city, on November 1. The record crowd in attendance was waited on by lady clerks from the time they took your ticket as you entered, until they handed you your hat and wished you good night. Ray Keyes' orchestra furnishing the music and was enjoyed by all. An electric sign bearing the words "MILWAUKEE Women's Club" was placed in the center of the orchestra shell, marking the decorations as "distinctive" even though not extensive. Too much cannot be said in the form of praise for "Milwaukee Baseball Boys" to help towards a rather large account they have standing against them.

The club will have a card party December 20. This closes the year's work. The meeting, which opened with two piano numbers played by Miss Florence Bruesch, Jack Charles presented at the piano for the community singing, and after the regular business was disposed of, the meeting was turned over to the entertainment committee.

Marion Chapter
Mrs. Frank Keith, Historian

Marion chapter gave a benefit card party to the Women's Club in this way: "Every man has a responsibility." At the conclusion of his talk, Mr. Martin extended his address by telling of the effort that is being made throughout the entire country concerning the concern was said that they should have "MILWAUKEE Suits" and the result was they were ordered, thus causing an added expense. The "Clerks" gave them a substantial expense. "The Clerks" gave them a substantial income, so I wish to say a few words in their behalf. These boys organized a ball team last year, and the result was "MILWAUKEE Suits" and the result was.

Green Bay Chapter
Mrs. W. E. Bartlett, Historian

On December 6, Green Bay chapter held its regular business and social meeting. Mrs. John F. Dunn, president, presenting the club motto was recited in unison and club songs rend By members present and minutes read and approved.

We now have one hundred twenty-two voting members and ninety-nine contributing members.

Plans are under way for a Christmas dance to be given in the near future; also a Christmas party for the children of Milwaukee employers, to be held December 18, in Memorial Hall. The entertainment committee will include Mmes. Willis Jordan, C. L. McDonald, Ben Merrill and S. A. Fontaine. Dancing committee: Mmes Grace Brown, M. J. Flanigan and J. C. Smith. Refreshment committee, Mrs. L. D. Smith.

Several Thanksgiving baskets were sent out, also a number of needy cases were looked after.

Mrs. O. S. Stwert reported fifteen calls and two cards sent.

It was decided by the club to have a potlatch luncheon at our next regular meeting, at which time our newly elected officers will be installed. They are: President, Mrs. Jennie Vandercook; First Vice-President, Mrs. Robert Cessford; Second Vice-President, Joseph Seager; Treasurer, Mrs. Chas. LeBoy; Secretary, Mrs. Margaret Liening; Historian, Mrs. Frank Keith.

A Christmas grab bag was very much enjoyed during the social hour, after which refreshments were served by a committee of which Mrs. Grace Brown was chairman.

Green Bay chapter closed the year 1928 on December 6, at which time new officers were elected.

The following were elected: Mrs. Ingraham, president; Mrs. Ulrick, 1st vice-president; Mrs. Conners, 2nd vice-president; Mrs. Tierney, corresponding secretary; Miss Brahe, recording secretary; Mrs. Brath, corresponding secretary; Ruby Potter, treasurer; and Mrs. Wolverton, historian, the latter being the one I surrender the reins of this column to. After election was over light refreshments were served and the evening came to a close.

Piano are under way for a Kiddie Christmas Party to be given Saturday afternoon in the club rooms.

Christmas will be over with when you read this, so in conclusion will say—I hope you had a merry one.
regular meeting, which will be held on Friday, December 21. At the conclusion of the meeting, Mrs. Beaver and her committee, served delicious refreshments. Material was distributed in the form of stickers; these were made and returned to be filled with candy and nuts at the next meeting.

The Thanksgiving dance was a wonderful success; nearly 350 tickets were sold and after all expenses are paid, we will have a nice sum in our treasury. The Masonic Temple was decorated in orange and black and the platform for the musicians was fixed up to represent the observation end of No. 15, with an electric "Olympian" sign and regulation marker lamps. The members of the orchestra were conductor and brakemen uniform caps and rang an engine bell to announce the beginning and ending of every dance.

A forty-five foot Christmas tree has been ordered and will be placed at the intersection of Main and Third Street, at Mobridge, several days before Christmas. It will be decorated with many ornaments and strings of colored lights. The Christmas tree, at this particular spot, will be an annual event with our club.

Seattle Chapter

THERE was a good attendance at the luncheon and monthly meeting of the Seattle chapter held in the Seattle Railroad Women's Club, which was held at the club rooms November 15. Mrs. Hillman gave a report of subjects discussed at the general meeting which she attended at Chicago, mentioning various subjects of interest that were brought up.

At the annual Mutual Benefit Committee told of a $50.00 loan to a needy family and of flowers sent and calls made upon the sick. Mrs. Swan made a statement of the Saturday in the home of Mr. and Mrs. Harry Rose, the evening of November 3. It was one of the most enjoyable parties ever given by the club. There was an attendance of about 150.

A fine musical program was given during the evening.

The adjournment of the meeting a social hour followed.

Montevideo Chapter

Maude Hamlin, Historian

MEETING in November was held on the 15th, at the club house, with President Sizer presiding.

On November 14 the Tuberculosis Campaign Committee held a meeting in our club rooms and were served with a delicious luncheon by our club. This netted us something like $17.00. Afterwards we visited our club house to the Montevideo-Ward people and to the Montevideo public school teachers, which two events brought us in $34.00.

Mrs. Sizer then appointed our nominating committee, which was as follows: Mrs. A. Lowe, Mrs. Moneym, Mrs. Ellis Schmitz, Mrs. Ole Supowad and Mrs. Fosiel.

Mrs. Ben Nordquist was appointed member of one to attend to the restocking of the club box for the proper parties for social affairs. Our club is the property of the deceased of our first vice-president, Irene Towner, which happened on November 30. Mrs. Towner was born in this town and was brought up in this community which she moved. She belonged to several orders and societies, all of which were very well represented at the funeral, as was our club, we having arranged for the flowers and attended in a body. A beautiful spray of flowers was sent to attest our deep regard for our departed member and friend.

We wish to extend our heartfelt sympathy to Mr. Towner and the two little children, thus left alone, in the loss of a loving wife and mother.

Although it is rather late to recount the following, I certainly want to say that our club appreciated the splendid spirit of the Millbank Club in inviting them to a get-together meeting at the Millbank club house in October. Although the Millbank ladies had gone to a great deal of work to make things just as nice as they could, our members were dooming to disappointment, on account of a diphtheria scare in Montevideo, and they could not get up as planned. Mrs. Sundem, however, who lives at Ortonville, did not know of the decision the Montevideo ladies had made, and went to Millbank and had a splendid time.

The club room was decorated in orange and black, the scheme being carried out in the decorations on table and about the room. They indeed was very cozy looking. And they sure have good cooks," says Mrs. Sundem "for I never tasted better."

It consisted of a pot of beans, potatoes, dill pickles, Parker House rolls and jelly, cranberry jam, white wheat bread sandwiches, cabbage salad, apple pie and "the best coffee I ever drank," concluded Mrs. Sundem.

They also had four musicians playing during supper, and we had a splendid program, consisting of piano solos, readings, etc. Personally, I am indeed sorry not to have been there and able to attend the affair, as we had been looking forward to this for a very long time for a long time. Well, better luck next time, and we just want to say that we thank the Millbank Committee for their party, even if we didn't get there.

Our membership committee chairman, Mrs. Abe Young, had her home saddened by death of her father, Mr. Gotlieb Jung, passed away at the home on that day. Mrs. Jung was also one of our members, and both she and Mr. Jung have our sympathy at this time. The club sent flowers to the home.

Well, by next month I will be able to recount the results of the nominating committee's activities, and name the new officers for 1929. Merry Christmas to all the chapters, and we hope 1929 is a year of prosperity for all our chapters and members.

Kansas City Chapter

Mrs. Flossie Lipp, Historian

On November 24, the Kansas City Chapter gave a card party at the home of Mrs. Watson; which brought a nice profit for our treasury. There were about fifteen tables in play, each table was promised $5.00 prize.

The club held its regular December meeting on the 5th, at which time the following officers were elected: Mrs. Flossie Lipp, President; Mrs. Daisy Sweeney, First Vice-President; Mrs. J. H. Lord, Second Vice-President; Mrs. Harry Burns, Secretary; Mrs. Donnell Jackson, Corres. Secretary; Mrs. Harry McKinley, Treasurer; Mrs. W. B. Jackson, Historian.

Des Moines Chapter

THE November meeting of the Des Moines Chapter of the Milwaukee Women's Club was held in the club rooms on November 23. This meeting was in the nature of a pot luck luncheon and was attended by a large number.

After the regular business meeting a delicious luncheon, consisting of most everything that is good to eat, was served. This was followed by a very interesting program consisting of vocal numbers by Miss Bernice Russell, vocal numbers by Mr. Harry Berman and son, Bob. Also readings by two pupils of Mrs. Clara Sheehan O'Brien, and singing of the club song, accompanied by Mrs. M. M. Santee.

A benefit card party was held on the evening of November 24 in the Women's Club rooms, which was attended by so large a crowd that every available space was used and the playlets were used in a card table. Bridge and Five Hundred were played and a prize given for each table, of which there were fourteen. Dainty refreshments were served, consisting of coffee and cake. All present reported a fine time.

Miles City Chapter

Charlotte J. Walters, Recording Secretary

OUR chapter met at the club house for regular meeting on November 23. There were forty members present. After the routine business was disposed of the president, Mrs. Thomas Brown, gave a very interesting account of the annual meeting of the General Governing Board which was held in Chicago in October. All women present were much impressed by Mrs. Brown's report and could not fail to realize that the Milwaukee Railroad Women's Club and the work the numerous chapters are doing is very much worth while.

Mrs. H. M. Gillick, the wife of the superintendent of this division, was present and in her inimitable, convincing manner assured us of her ever-ready and willing help in any undertaking that the club may put forth. We had a copy of her kindness for ourselves.

Plans were made for a large Christmas tree to be placed in the depot and the children of Milwaukee employees invited to come for a merry party on December twenty-first.

The members spent the evening socially and Mrs. Uphofer, assisted by Mrs. Wldman, served the refreshments.

The next regular meeting will be on December 14, at which time officers for the year 1929 will be elected.

Twin City Chapter

Pearl V. Morken, Historian

THE Twin City Chapter held its regular monthly meeting on December 3, 1928, in the Women's Club Rooms, 1508 S. 5th. The meeting was called to order and presided over by Mrs. C. S. Christoffer, Emblem singing was led by Mrs. J. H. Lord, General President, who read the report.

Mrs. P. H. Bovkamp, chairman of the membership committee, reported 420 paid-up members.

Mrs. E. C. Sinclair, Welfare Chairman, reported 19 personal calls, 47 telephone calls and flowers sent to three families. Mrs. E. O. Stanley, Chairman of the Ways and Means Committee, gave a splendid report on our Annual Dance which was given at the Marigold Gardens in November. The total receipts were $356. The three cash prizes were won by Mrs. H. E. Jurgensen, 1st prize of fifteen dollars; Mr. Robert Erickson won the second prize of ten dollars, and Wyma Olson won the third prize of five dollars. Mrs. Stanley thanked the club for its support.

I wish to say that Mr. Stanley who so ably assisted Mrs. Stanley, deserves much praise for his untiring efforts throughout the year in securing new members.

The meeting was turned over to Mrs. Lief at this time, Mrs. Lief is Chairman. She announced with much regret that she had to cancel the playlet "All Aboard," due to Mr. Al Kurzejka being called out of town. How-
Tomah Chapter

Mrs. Henry Thom, Historian

The regular meeting of Tomah Chapter was held on Wednesday, December 5, at the Community Room of the Public Library, with Mrs. Harris presiding.

The meeting was opened with a program consisting of readings and singing by members of the club. Also a recitation by Marvin Pugs. Reports of the Secretary and Treasurer were read and approved. A new member has been added to our club.

Following are the new officers that were elected for the year of 1929:

President, Mrs. William Brown.
First Vice-President, Mrs. Archer Harris.
Second Vice-President, Mrs. Otto Fredericks.
Treasurer, Miss Ada Last.
Corresponding Secretary, Miss Ada Last.
Historian, Mrs. Herman Lanke.

The Club is having a card party Friday night, December 7, at the Legion Hall.

The next meeting will be held Wednesday evening, January 2, 1929.

Deer Lodge Chapter

Gertrude Zur Macken, Historian

The regular meeting of Deer Lodge chapter was held Monday evening, December 3, at the club house, with the President, Mrs. Sorensen, presiding. The meeting was opened with the reciting of our motto.

Reports were made, by the officers and committee chairman, of the work done during the year. Mrs. Frank Walters, chairman of the Mutual Benefit Committee told of the calls she had made on the sick, and money spent for food and clothing for those in need. Mrs. Walters and her committee have filled a difficult position in a most tactful manner. The Treasurer, Mrs. Alfred Grassman, complimented all committees very highly, and increased their efforts. Mrs. S. D. Kirkes and her Sunshine Committee brought real sunshine into many, many homes by calling themselves, or sending flowers, as their messenger of cheer. And the Treasurer, Mrs. C. F. Davis, gave a very concise report of the year’s finances. Mrs. Davis has filled an office of trust in a most efficient manner. All reports were most excellent and the president complimented all committees very highly, and announced that Mrs. Axel Strand wins the five dollar prize offered by the club for securing the greatest number of members.

The meeting was then turned over to Mrs. C. A. Olson, acting chairman of the nominating committee. The report of the committee was accepted and the following officers elected to serve for the year 1929:

President, Mrs. J. E. Pears.
First Vice-President, Mrs. C. A. Olson.
Second Vice-President, Mrs. A. E. Blandell.
Recording Secretary, Miss Frances Hale.
Corresponding Secretary, Miss Myrtle Dahlberg.
Treasurer, Miss Mae Cunningham.
Historian, Mrs. E. O. Waldron.

With such a corps of officers the success of next year’s club work is assured.

Mr. Hugo Berts entertained the club with several harmonica and mandolin selections, which were very much enjoyed.

Our meetings are held at our club house on the first Monday night of each month, and we welcome all visitors.

Wausau Chapter

Mrs. A. L. Lathrop, Historian

Officers to serve the coming year were elected at the meeting of the Milwaukee Railroad Women’s Club, held Tuesday afternoon, December 11, at the club house. The following were chosen:

President, Mrs. E. J. Czarnamske.
First Vice-President, Mrs. Charles Condle Jr.
Second Vice-President, Mrs. A. L. Lathrop.
Recording Secretary, Miss Mildred Coolsin.
Corresponding Secretary, Mrs. John E. Brown.
Treasurer, Mrs. Charles Condle.
Historian, Mrs. B. F. Hoeln.

Reports of the past year’s work were given. That by the mutual benefit committee showed that the club had spent a large amount of money in welfare work and sunshine work the past year. It was decided to hold a donation day December 22 at the club house, and to fill baskets for the sick, which is the club’s annual Christmas service work. It was also voted to give a card party at the club house Thursday afternoon, December 27, for the benefit of a local needy case. Bridge and five hundred will be played. After the business meeting refreshments were served by a committee made up of Mrs. Herbert Schneider, Mrs. Emeline Randow, Mrs. A. L. Lathrop, Mrs. William McCarthy and Mrs. M. E. Millard.

(Chorus)

There’s a railway that’s best in all the U. S. A.,
You all know it's the MILWAUKEE,
Going through a land of plenty to the golden shore.
Far away to the western sea;
You will ride in comfort all the way.
Joyfully you greet each dawning day.

There are more, these are just a few;
Going north, or going south or west,
Take the road where service is the best.

On the Milwaukee! The C. M. St. P. & O.,
To the sunset, we ride so gay and free.
For safety, service, style and speed,
We are sure that the best.
Pick your train and call the porter, we will do the rest.
Oh! The Milwaukee! We give three cheers for you.
RAH! RAH! RAH!

Milwaukee Chapter

The Milwaukee Chapter extends hearty greetings to its sister chapters. The new officers for 1929, who were elected at the November meeting are as follows:

President—Mrs. Minnie Wightman.
First Vice-President—Mrs. Louen Lalk.
Second Vice-President—Mrs. Ida Staus.
Recording Secretary—Mrs. Fanny Carey.
Corresponding Secretary—Mrs. Eva Telfer.
Treasurer—Mrs. Sarah Hixson.
Historian—Miss Leona Schultz.

During the past month three hundred dollars has been spent for benevolent aid having been given to three employees, and to a widow of a former employee. Arrangements were also made to obtain a mother’s pension for the latter.

The Christmas sale and card party for December 11 was announced.

The chapter voted to send Christmas baskets to such of the families to whom aid has been given, who still required assistance at Christmas, and to any other families who were brought to their attention.
What Shall We Wear at the Prom?

By Elma Corcoran

THAT'S the question every college girl is asking, and "I only wish I knew" is the answer she is getting and the great disputable question fills the dormitories and sorority houses now that the formal season is at hand. There isn't a girl in the college or in the sorority houses who does not plan for hours, days, and probably for longer, in anticipation of the big advent—The Prom—especially if she has "the best date on the campus" and so must be looking her finest. The girls all think it would be simple enough if all they had to do was to don a "tux," a starched shirt, a bow tie and patent leathers; and perhaps it is, but nothing can be done about it and so the girls have to resign themselves to the fate of worrying over an outfit.

For the girl who needs a few suggestions a la Paris, or a la Marshall Field, or a la Paris, or a la Marshall Field, perhaps this narrative will be of some value. With variations she may be able to use our outfit as the basis of hers.

Our green gown shall be of transparent velvet with a slightly bloused waist, a closely fitted girdle around the hips and a circular flounce finishing the skirt. The hemline may be uneven if one fancies that eccentricity of art moderne applied to the fashions. And don't forget the neckline—it must be V; low V or high V, just so it's V.

So much for the dress. Now for the wrap. Let us get green chiffon velvet because, you know, chiffon velvet has better wearing quality than its transparent sister. Green chiffon velvet, then, with a soft flat bow at the back of the neck that gives a cape effect on the shoulders. Fur is not mandatory, but one would hardly be ostracized if she acquired a large platinum fox collar for her smart evening wrap; and she would more likely be the envy of her less fortunate sisters.

The matter of sleeves or no sleeves is one of individual preference. Some like the short wrap-around cape, while others demand sleeves, and whichever is chosen is sure to be good taste.

Pumps must be of velvet to match the dress; and now that we have the essentials—dress, wrap and pumps—we must look around for accessories. Light flesh or silver hose look well with the green dress and green pumps. A rhinestone necklace shaped to a V in front and back is the very finishing touch to the ensemble, and to accompany that there may be a rhinestone comb for the hair and a rhinestone envelope bag.

The formal dinner dance requires a dress with simple lines rather than the bouffant effect given by taffeta or tulle. This winter has introduced the "cocktail jacket," which has become popular over night. It is a short jacket covered with sequins and having three-quarter length sleeves. It is especially attractive with the dinner dress, but as usual a popular novelty cannot be confined. It spreads from function to function until we may soon be hearing "cocktail jackets" to tea.

Corresponding to the sequin jacket is the sequin dance cap, which is a blessing to the girl with unruly hair, but this cap is not likely to have lasting popularity with the majority of girls.

The problem before a girl choosing her formal outfit is that she makes it outstanding, either for its simplicity or for its gorgeousness. If she but knew, her possibilities are greater at the formal dance than at the informal. Her coloring may be more vivid, her hair more extreme, her jewels more abundant; and still in the spirit of formality, she will be able to "get away with it."

Linens for the Table

NOW come the time-honored linen sales with the incoming of January. Table linens enjoy an elastic freedom in style, in character and now, even in color. Time was when a hostess would not think of such a breach of the proprieties as using a colored tablecloth for her formal dinner party. Now she goes forth to the linen sale and pays a great price for table damask of rare quality and fascinating sheen in lovely yellow color, the pattern gazing out in darker or lighter shade, in a pale green, in orchid and in the softest of blue. These tablecloths are, of course, pattern cloths, and the napkins to match are in set. Needless to say that if the colored cloth is used, the napkins must match in color.
Hooked Rugs

Now is the season of the long summer evenings, with the need of a quiet occupation to meet the stress of a social day. Making hooked rugs provides just such a pastime, for it is not especially close work, it does not require divided attention, and the work goes fast.

Hooked rug patterns on burlap foundation, are made at prices in every fancy goods department of the large stores, while the materials to make them are usually at hand in any family, if the old-fashioned hooked rug is to be made. Silk stockings work into these rugs as if they had been woven with that particular ulterior purpose in view. They, also, wear very well and desired colors may be obtained by first taking out the color with preparations that are made for that purpose, then any of the dyes on the market for home coloring are blended and brought to the tint or color wanted. A simple hook looking like an enlarged crochet hook mounted in a fat little handle does the hooking, the science of which is to get the loops as close together as possible. The pattern is worked on the right side and the loops brought through from the wrong side to uniform length. Frames may be made at home with four pieces of window stop, lightly nailed at the corners, making the frame the size necessary to accommodate the rug. If silk stockings are used exclusively, or if one wishes to make a bedroom or bathroom rug with cotton pieces, no frame is needed, and the work is easily held on the lap. If the rug is to be made of woolen pieces, the frame is needed to provide the resistance to pulling the strips through. Materials are cut in strips of varying widths from half an inch to wider if the material is thin; the point being to have the loops all look alike on the right side.

One very handsome hooked rug was designed and made by its owner, who bought a piece of burlap, cut it in squares of about ten inches and worked the old-fashioned log cabin pattern in each square, then sewed the squares together. In this way, she could take her handwork to her tea parties and book clubs without having to carry a cumbersome bundle with her. This rug was made entirely of silk stockings.

Handsome (and inexpensive) hooked rugs are made of specially spun yarns, and these are done with a specially made hook mechanism that works with perfect precision, and the old-fashioned log cabin mode of manufacture, however, requires the frame, and while it is very handsome, it is not the old-fashioned hooked rug of our grandmothers' day, when the red flannel underwear and the woolen gowns of that day were turned to those uses. The Scottish chef does, and trim to fit pan by cutting off slant and a piece of the tail end. Pour brown sauer kraut over it and dot around it pieces of potato of uniform size, washed and smoothly pared. Bake until the potatoes are soft, basting with the cream sauce four or five times while cooking. Take about forty minutes to bake thoroughly.

If cooked in the copper platter, serve from it; if in granite-ware pan, remove to a hot platter and pour the sauce around it. The cream sauce for this dish should be seasoned with a few grains of cayenne.

Braised Calves' Livers. Lard the upper side of the liver and tie in shape. Place in deep pan with trimmings from the lardcrons. Place around this, one-fourth cup each of carrot, onion and celery, diced; one-fourth teaspoonful of pepper and the cabbage. Mix thoroughly, then cover and cook slowly for two hours, uncovering the last twenty minutes. Remove from pan, strain the liquor and use for making brown gravy with one and one-half tablespoons of butter. Place on platter. Sweetened Cabbage. One firm, medium-sized cabbage. Cut in quarters and remove the tough center. Put the cabbage through the rasphopper. Melt five tablespoons of butter in frying pan, add two tablespoons of flour and stir until well blended. Pour in one and one-half cups of milk. Bring to a boil and add two teaspoons of salt, one-fourth teaspoon of pepper and the cabbage. Mix thoroughly, cover and place on back of range, cook until cabbage is tender and sauce is thick. Be sure the white sauce reaches entirely through the cabbage. Cover with buttered crumbs and bake until the crumbs are brown.

A Scotch New Year's Wish

There's an old saying in Scotland, If ye begin the New Year, Ye'll hae a good year. An' still better the luck, mon. Dimma ye ken, If the first person ye get Be the gift o' a frien'. So here's gude cheer to you, lassie, Gude health to your haddie. May ye hae a succession o' luck From this lassie haddie.

Escaloped Cabbage. Sliced a small cabbage and cook in boiling, salted water. Remove to a baking dish after draining well, and cover with a white sauce. Season with salt, pepper, and a little cayenne. Be sure the white sauce reaches entirely through the cabbage. Cover with buttered crumbs and bake until the crumbs are brown.

Scrambled Codfish. Rector. Wash salted codfish in cold water and soak over night. This will remove enough of the salt to make it edible. Never cut salted codfish with a knife, but tear it or shred it with your fork. Boil four eggs and gradually add one pint of milk and one cup of shredded codfish. Turn into a hot buttered frying pan and cook over moderate flame until the eggs and codfish are set. Stir occasionally, and do not cook too long, otherwise the eggs will become hard and dry. Garnish with crisp parsley and toast triangles.
The Patterns
Send 15c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1928-29 BOOK OF FASHIONS. Address Milwaukee Magazine, care Beauty Pattern "Company, 11-13 Sterling Place, Brooklyn, New York.

6350. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires 2 1/4 yards of 40 inch material. Price 12c.

6339. Ladies' Apeon. Cut in 4 sizes: Small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. To make the apron for a medium size will require 2 1/4 yards of 36 inch material. To trim with bias binding as illustrated requires 3 1/4 yards. Price 12c.

6334. Ladies' Dress with Slender Hips. Cut in 3 sizes: 38, 40, 42; 44, 46, 48; 50, 52 and 54 inches bust measure. A 42 inch size as illustrated will require 1 yard of plain material and 43/4 yards of striped material 32 inches wide. The width of the dress at the lower edge with plaits extended is 2 1/4 yards. Price 12c.


Pickings from an Old Log
(Continued from page 12)
young officers were real fellows, some of them a little snobbish perhaps, but good sports and gallant sailors.

With the torpedo boat assignment over, I was fortunate to be picked as a member of a crew to which every man in the service aspired, the crew of the king's private yacht. Detailed to the electric plant aboard, and with very little to do, the service in the navy at last commenced to show its brighter side, and with a lot of idle time on my hands, I invested some of it in study time, which in later life, I learned was well invested.

The greatest part of the summer was spent on the west coast of Sweden, during which time we were visited by many notables, including a goodly number of the crowned heads of Europe. Old King Oscar was a sailor of the highest type, having learned the ropes on windjammers. He would be found on the bridge in any kind of weather, like an old mariner. He could tell a good story and, at times, swear by note. He was dearly beloved by every member of the crew, and always just and fair. How close he was to his crew was demonstrated one day when, during some celebrations in his honor in a certain port, the cook permitted his curiosity to forget our dinner, with the result that when messtime came, it was far from being fit for the gallant crew on a king's yacht.

According to rules and regulations, one of the first class firemen decided to register complaints, and brought his portion of burned beans and ditto meat before the officer on deck, for inspection, which resulted in the fireman being told to go below deck and eat what he had. This fireman, one of the finest men aboard, however, was a persistent cuss, and instead of carrying out his orders, went to the commissary, where he received the same reception as that accorded him by the officer on deck. Any ordinary mortal would have, by this time, considered his mission a bad job, but not this fireman, who, no doubt, by this time could feel a few days in the "cooler" coming. Instead of going below, he marched right back on quarterdeck, where the king was standing, talking to his adjutant, saluted, and presented his complaints. The result was that the king summoned the commander, and informed this gentleman that he was feeding his men some d-d rotten meat and some still poorer beans, and that the crew should have something else for dinner, with an extra portion of beer. Naturally, the king immediately became a still better king than ever, and the fireman, for a long time, was being worshiped as a fellow with some real, genuine "guts."

When fall came, with stormy and bad weather in general, we returned to the capital, to the great regrets of the crew and the splendid girls on the west coast. Having been away from the home port for some time, with many serious neglected dates, a shore leave was of
My duties were to have charge of the torpedo tubes and torpedoes while submerged, and while surface running, my station was in the motor, one of the earliest and largest of its type. The Diesel drove a large generator, directly connected, furnishing the energy for the propeller motor and also charging the batteries while running on the surface, the latter furnishing the energy while at the surface.

Our first attempts at submerging were not particularly masterful, but the most important feature was that we were successful in getting to the bottom again, a highly important factor in the art of submarine navigation. Naturally, our first attempts were being anxious and exciting, but we improved with age, and soon found that we could have the boat fully submerged one and one-half minutes after the commander gave the order.

As in all other vocations, familiarity breeds contempt, and, as we became accustomed to the handling of the boat while submerged, it was noticed that, for instance, the mate, who was stationed at the depth registers, at times would attempt to submerge or send the plate downward by pointing the nose of the boat downward at a greater angle than the boat, with her "Prima Donna Temperament." Considering this, we were reminded on more than one occasion, and at times with skill and hard-headedness of the entire crew, and no end of provocation to make her behave.

The first assistant engineer, who, together with the second assistant, was stationed in the Valve Central, also at times got a notion to improve on former records by neglecting to trim the boat instantly when his operation was carried out by shifting water ballast from stem to stern, or vice-versa, as the case required, the water being shifted from one end of the boat to the other by means of a suitable piping arrangement and compressed air. It was particularly important that the depth registers and the trim tanks be worked in harmony, while in the act of submerging, the failure to do this being responsible for the loss of many boats.

We were bucking a tough northwester on the North Sea one day, when the commander gave orders to submerge. We started downward, and the depth gauge indicated that we were rising. This was an indication of the boat being too light, and a few gallons of water would be admitted into the final ballast tank, and soon the boat would stop going upward, after a little while, usually started downward, indicating the hull of the boat, in which case this would never have been written.

We had now spent over a year on our boat and were expert in our calling. Thus, with the aid of a few gallons of water, we could lie still on any desired depth. For instance, if we desired to lie on twenty meters, and the depth gauge indicated that we were too light, and a few gallons of water would be blown out, and by this manipulation could remain almost stationary for any period.

Winter was now approaching, with the west coast of Sweden not particularly inviting, and as the crew, by this time, was well trained, the admiralty decided it was time to come home, and, of course, between sailing lines, the commandant was approached, the sub demonstrated, and decided to obey. The first assistant at once sensed the situation and attempted to shift the ballast water from the forward Him tank to the rear, and then the extreme stern and force the old girl to raise her nose, but, in the act of opening, the hand of the depth gauge started revolving, this being too light. The depth gauge started revolving, this being too light. The depth gauge indicated that we were rising. This was an indication of the boat being too light, and a few gallons of water would be admitted into the final ballast tank, and soon the boat would stop going upward, after a little while, usually started downward, indicating the hull of the boat, in which case this would never have been written.

We had been working for months under the most trying conditions, no accommodations of any kind. The workday frequently lasted while the hands of the clock made half a dozen complete turns. Food at irregular hours, and oftentimes nothing but reserve rations, and our nerves always on edge. Therefore, as the admiral desired the crew to be in good condition, the relaxation afforded through the towing arrangement, we arranged to take turns in pairs, on the sub, the rest of the crew...
indulging in the comforts on the towing vessel, an old gunboat that had seen better days.

We enjoyed a real vacation while going through the canal, but leaving the canal and out on the Baltic, we ran into rough weather, while the mate and myself were in the sub, with your truly steering. When time came for our relief, the weather did not permit any such undertaking, so we decided we were in for a bad night. Our stomachs gave evidence of knowing that it was meal time, but, while the rest of the crew enjoyed the tow boat, we could do was to wish we had some grub. To make matters more interesting, instead of abating, the storm grew in proportion; and the greatest part of the night we could do was to wish we had some grub.

The sub's boatswain, like the rest of the submarine crew, with the exception of the commander himself, was on the tow boat, and while it would have been too much to expect a boatswain to surmise that we were hungry, he did, nevertheless, come to our rescue. He was a genial sailor, a good companion and a regular fellow, and evidently felt that a strong crew would show it in a matter of sub. Not knowing by what other means he could bring succor, he frisked the tug boat captain's larboard of a bottle of Three Star, and together with the aid of a heaving line and a life buoy, succeeded in getting old Hennessey alongside the lee side of the submarine, where it was picked up by tender hands, and immediately His Majesty's submarine became a good institution.

The mate and his lone crew soon became more intimate than the difference in rank, under strict military rules, ordinarily permitted, and we were earnestly discussing important questions in the interest of the entire navy, when the commander from the deck of the tow boat, through a megaphone, registered his displeasure with our steering. Like a gallant sailor, the mate was not to permit any criticism when he was in sole charge, and made some rather pointed remarks in reply, not intending that it should be heard, but unfortunately, some stray wind carried the sound to, the wrong direction, and the remarks were caught by the commander, whose dignity received a mortal wound, and immediately threatened to place the mate under arrest, but fortunately for the mate, this was unthinkable in the heavy sea. The commander, however, had a chance to wash the mate's wound the order for arrest, but the latter was playing the dummy act, convaying the impression he could not understand the commander in the storm, when the latter ordered a sailor to wig-wag the order, which was then immediately acknowledged by the mate snapping to attention, and a faultless salute.

We had a long night ahead of us in spite of old man Hennessey's pleasant company, and the greatest part of the night was spent in rehearsing all the means of torture from the days of the Inquisition, but none were considered drastic enough for the commander. Had he been able to see all the compliments he was paid that night, those on the sub would have been destined to suffer in the future. The mate's sleep for the commander apparently had its soothing effect, however, because, when the mate the following morning presented himself for his just dues, he escaped with a reprimand.

I could go on much farther, but I am afraid my readers should this escape the editor's waste basket, have tired long before this. These are a few of the lily-white pickings from my log; others will be placed in an asbestos box for future times. The old log is like an old commander, unfortunately for me, it cannot talk in its sleep. It has ridden many a storm on the high seas and received many a reprieve at house-cleaning times. Since its last judgment, it is now an old pensioner, put away in the old trunk where, it is hoped, a benevolent wife will respect its sacred contents and graciously allow it to rest in peace.

**District Accounting Meeting**

(Continued from Page 9)

had received from the get-together; and through the help of these meetings are in bringing about a better understanding of the problems confronting the Accounting Department service because of its exacting nature, and the necessity of absolute accuracy in the final results.)

**LIST OF THOSE IN ATTENDANCE AT THE DISBURSEMENT ACCOUNTING MEETING HELD IN CHICAGO, ILLINOIS, NOVEMBER 23 AND 24, 1928**

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
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<tr>
<td>W. V. Wilson</td>
<td>Comptroller</td>
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<tr>
<td>A. J. Williams</td>
<td>Division Accountant, Des Moines</td>
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<td>J. F. Budzien</td>
<td>Division Accountant, Portage</td>
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<td>W. Marquardt</td>
<td>Division Accountant, Spokane</td>
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<td>B. R. Knauppi</td>
<td>Division Accountant, Aberdeen</td>
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<td>C. E. Ring</td>
<td>Division Accountant, Mason City</td>
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<td>R. D. Wheeler</td>
<td>Division Accountant, Waukeez</td>
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<td>P. T. Black</td>
<td>Division Accountant, Beloit</td>
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<td>F. J. Kims</td>
<td>Division Accountant, Minneapolis</td>
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<td>C. A. Payne</td>
<td>Division Accountant, Madison</td>
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<td>C. A. Thacker</td>
<td>Division Accountant, Ottawa</td>
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<td>H. D.8. Thoren</td>
<td>Division Accountant, Savannah</td>
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<tr>
<td>J. A. Essel</td>
<td>Division Accountant, C. M. &amp; G. RY. Co., Savannah</td>
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<td>R. P. Gehke</td>
<td>Division Accountant, Green Bay</td>
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<td>E. G. Evanson</td>
<td>Division Accountant, Austin</td>
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<td>H. Price</td>
<td>Division Accountant, Milwaukee</td>
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<td>N. Logan</td>
<td>Division Accountant, Lewiston</td>
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<td>A. L. Pipes</td>
<td>Division Accountant, Deer Lodge</td>
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<td>J. R. Clark</td>
<td>Division Accountant, Spokane</td>
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<td>E. B. Loosig</td>
<td>Division Accountant, Port Angeles</td>
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<td>J. A. Wheeler</td>
<td>Division Accountant, Terre Haute</td>
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<td>George Barrackei</td>
<td>Division Accountant, Marion</td>
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<tr>
<td>H. Swenson</td>
<td>Accountant, Telegraph Department, Milwaukee</td>
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<tr>
<td>J. H. Gradon</td>
<td>Track Elevation Accountant, Chicago</td>
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<tr>
<td>A. J. Wallander</td>
<td>Construction Accountant, Milwaukee</td>
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*Page Twenty-nine*
Conductor Bert Carlton was instrumental in getting the routing on about thirty cars of fire bricks for our little city. We have always been told how much we appreciate this and it should be an incentive to all employees to aid in solidifying business for the Milwaukee.

At a recent union dinner given by the Women's Club at Portage, which was immensely enjoyed by everyone present, it was noted that A. M. K., at least, was so enthused by the beautiful feast of fresh meat that he was stricken with deririts. In other words, he wanted to catch the next train to the deer territory. However, he was arbitrarily dissuaded by friends as we all entertain gravity doubts of his marksmanship and knowledge of a gun, insomuch as he might mistake the wrong end which would result in a serious accident.

A very sad accident occurred at Horicon on November 16, when Conductor Don Pierce was killed. He will be missed by his fellow employees and the Division Officers as he had worked on the Northern Division for a good many years.

Another death we are very sorry to record is that of Engine John Rigney, which occurred at Milwaukee a few days ago. Mr. Rigney was employed over 35 years and was considered a very fine engineer.

Scoop Smith, the popular anecdotist of dots and dashes at Portage, recently discovered the following news item in one of the many popular magazines he abstracts weekly from the depot newsstand:

"The power of human speech has been measured electrically by Dr. Harvey Fletcher of Bell Telephone Laboratories. He finds that if 5,000,000 persons all talked at once, in ordinary tones, the sound power thus created would be just sufficient to light an ordinary incandescent lamp."

Another item caused Scoop to come to the conclusion that Sam Hunter could light an arc light based on Dr. Fletcher's incandescent lamp statistics, and with operating economy almost to the "Lighter Than Air" controversy and, of course, his subject will have to be a light one, as Sam still co-operates with gravity beyond the widest stretch of Scoop's imagination.

Mr. Chadler, who was formerly employed at Portage, passed through the city recently. In commenting on the length of our trains nowadays he said that 43 years ago when he was working as ticket agent-operator, 24 cars were considered a train. Signal Maintainer R. S. Taylor of Tomah, is way up north trying to "ketch himself a deer." We all hope he passes the buck when he gets back home.

Wife of Signal Maintainer Wm. Tatsu, of Sparta, has been in the hospital undergoing an operation and we are very glad to report that she is getting along fine. Bill sure needs her on the job to keep the home fires burning when he gets in late from some night calls.

"Trainer" Vic Berger—not of Socialist fame—has a new comer for the middleweight championship in three rounds. Vic says if his man cannot take on anyone from the LaCrosse Division in the flat field he will take them on the cinder path, as his "man" is the only one that can face it in either aspect.

Ray Long and his wife are enjoying a trip to Oldham, South Dakota, where they are hunting pheasants.

Otto Hiestow, John Saley, Clifford Saley and Paul Mahoney, all of LaCrosse, have bided themselves off to the wilds, and while we haven't heard what they return with we're betting it was nothing less than the limit. Frank Williams spent some time hunting out in Montana and returned with a fox buck which Mr. Williams very kindly donated to the St. Paul Women's Club. The result was a venison dinner, served in the Women's club house, for members of the club and their husbands.

When the old brewery building at Portage burned on December 6, the hero of the occasion was Timekeeper Bill Stegman. Discovering smoke coming from the roof of the building, which is used for storage purposes, he notified the fire department, and then made a futile effort to open the door of the building (he hasn't told us why yet), but anyway, we think he deserves mention for his action.

Chief Clerk Erickson claims from making any whoopee during office hours but he is sure making up for lost time in the honorable game of "Betting it was nothing less than the limit."

He entertained the boys at his home several weeks ago and from the way the game turned out it would be profitable for him to invite the boys over every night. The boys did the entertaining. This, however, can be accounted for. He purposely let the furnace fire go down until it got so cold that our minds were trying to find ways to keep warm, making it impossible to concentrate on a mere card game. It is probable it would be an easy matter to trace his family tree and find some sturdy Extimo ancestor.

Refreshments were furnished and everybody had an enjoyable evening, also part of the morning.

LaCrosse and Northern Division Items

Elden

GETTING out the little book, and jotting down all good resolutions and wishes, I want you to know that the very first one on my list is for a HAPPY AND PROSPEROUS NEW YEAR for you, one and all.

Announcing the arrival of Dave Stoopes, Jr., Milwaukee Road.

This month we have two men who are in line for important jobs. Mr. Charlie Olson, an employee of the Carnation Milk Co. at Oconomowoc, found a broken rail west of that city and immediately notified the operator so that proper steps could be taken to have the condition remedied. We appreciate his action very much, the more perhaps, because he was not an employee of the railway company.
Traveling Freight Agent Craig did some good work in the eastern part of his territory this winter.

B. W. Barnard, agent at Highwood, is on the sick list. He is being relieved by D. V. Phare, agent at Danvers, while Mrs. Phare is keeping house at the latter point.

The many friends of A. C. Holman extend their sincere sympathy in the loss of his mother, at Tetonia. She had been an invalid for several years.

O. M. Edselt met with an accident while cranking his car on a cold night as he was leaving his work at the passenger station at Lewistown. His arm was broken in two places.

Miss Nell Vivian, stenographer, Lewistown Freight Office, is in the hospital with a slight attack of the flu.

Chief Dispatcher Cornwall made a business trip to Montague and Great Falls, being called there by the legal department. While in Great Falls he heard the talking movies and said they were very enjoyable.

Lewistown, too, is to have the talking movies, this being one of the smallest towns in the country where they are to be installed.

John Petro was on the sick list for two weeks. He is back at work and says that while he received wonderful treatment at the hospital, that he never appreciated what good health was until he was taken sick.

Frank Curtis met with a painful accident while doing work as an extra switchman in the Lewistown Yard. As he stepped off of the footboard of the switch engine at the material track his foot turned, and it was found that two small bones were broken.

The dance given by the Milwaukee Women's Club was well patronized and a goodly sum netted to complete the payment on the piano.

John W. Anderson, instrumentman, is going to Boise, Idaho, for the holidays.

Mrs. Ruth Serrota returned from Butte where she visited with Mrs. William Ring.

Mrs. F. M. Bailey, wife of Baggageman Bailey, at Lewistown, is visiting her mother at South Byron, Wis.

Mr. and Mrs. Thomas Bailey and children are visiting at Council Bluffs, Iowa.

Frank Conard expects to go to Stockton, Calif., for a few weeks' rest from his heavy duties as a switchman.


Passenger Conductor John England and wife will spend several months in California this winter.

Mr. and Mrs. R. F. Haggerty, of Square Butte, left for Hilliboom, Penn., where they will join by their son, Robert, who is in a Cadet in the United States Military School at West Point.

Mr. and Mrs. W. A. Harnack, of Great Falls, are visiting in Salem, Mo.

Henry Hansen left for Los Angeles.

Reuben Henderson, one of our employees of the Track Department at Glouster, left for Maquoketa, Iowa.

A. C. Hecker, our monocled brakeman, expects to spend a couple of months in California. He is the man who knows how to have a good time in travel.

Miss Evelyn L. Sittingow, the talented daughter of Mr. and Mrs. T. W. Humphrey, of Hiller, will come out from Chicago for the holidays.

G. L. Keeler and family will go to Casper, Wyoming, for Christmas. Wonder who the boys will "cheew the rug" with over their time.

Mrs. W. T. O'Donnell, of Great Falls, left for Omaha, Neb., where she will visit with relatives for a month.

Mr. and Mrs. H. W. Peters, of Great Falls, departed for Canton, Ohio.

Mrs. A. M. Peterson, niece and daughter are going to spend their Christmas at the home of Mrs. Peterson's mother at Long Prairie, Minn. Come up to the house, Pete, if you get lonesome.

Mr. and Mrs. S. E. Robinson and children will spend the holidays with friends at Portland, Ore.

Mr. and Mrs. E. C. Short and family are leaving December 20 for Elkader, Iowa, where they will attend a family reunion Christmas. We will miss Earl out in the Yard, and certainly miss his good wife at church.

D. Y. Wilson and wife of Great Falls, are departing for Redfield, South Dakota. We understand that "D. Y." is getting to be such a rate "shark" that he is liable to be picked up by some commercial concern and then he will combat the poor fellow on the rate sheet.

D. N. Yolk was painfully bruised in an automobile collision at the corner of Fifth Avenue and Main Street in Lewistown. Dan is out of the hospital now.

Mr. and Mrs. J. P. Smeltzer and family left for Chico, Calif., where they will remain until Mr. Smeltzer's health is improved.

Mrs. John M. Quinn and children, of Moore, have gone to Pettervile, Iowa, for the holidays.

MAX extends holiday greetings to all of the employees and their families of our Northern Montana Division and a wish for a very Happy New Year.

S. C. D. Notes
F. B. H.

When you are reading these notes it will be time to say Happy New Year so let's all join in wishing every reader the best of health and prosperity throughout the coming year.

Eugene Kleiner, a former "M.C.B.ite," visited us a short time ago. Gene is looking splendid, everyone concluded that he must be making money, he looks so happy and well kept.

Webers and Hawkins attended the home-coming game at Madison, November 10. They had a mighty fine time and enjoyed watching Wisconsin win with such ease.

There has been a regular epidemic of mice in the Billing Department. The boys have made friends with them by placing food at points of vantage and then watching them come out to eat. They are so friendly now that they walk out any time. The other day Francis got up rather quickly and stepped on one poor, young mouse. From the look at Anna's face, the rest of the gang judged he felt like a murderer.

Mr. Brock is taking a rather belated vacation, but at that, most everyone is a bit envious because he and Mrs. Brock left for the Sunny Southland. They expect to visit Jacksonvile, Key West and Cuba, while on their return they will visit New Orleans.

When Helen Horan celebrated her birthday a short time ago, she received all sorts of things a girl loves to get—roses, candy, vanity and what not. Lucky girl, Helen!

Margaret Gilbert, stenographer in the Store Department at Miles City, visited in Milwaukee and Manitowoc. Come again, Margaret, we are always glad to see folks from Lines West. Now for the big surprise, which someone from Lines West sprung on us. W. L. Delaney, shop superintendent at Tacoma, made a whirlwind trip right through the office one morning in November, without even stopping to speak to all of his old friends. No one could guess what was up. But we soon found out. Mr. Delaney was here to meet Miss Esther Aithauser, our department clerk at Dubuque, and that day they were married here.
in Milwaukee, with none other than our own Mr. Mehan as witness. We feel mighty proud that they think all the way to Mil­ waukee for this big event, and all join in wishing Miss Mrs. Delaney much happiness in the future.

We are mighty glad to welcome Catherine McConville back to the S. C. D Office after her long absence. But at the same time, we were sorry to lose Eveline Kerst, for we had grown very fast of Eveline in those few months.

Word has been received that Tal Hughes has been ill. We have missed Tal the last few weeks and wondered where he was. We hope he will be better and will soon drop in at the S. C. D Office.

Bernice and Julia went to Chicago on a little spree while Amos was away. It is a good thing that Amos didn’t have the job, for he would have been in Chicago by now. The news from the Midwest is that there were many fires, and we hope that all the stores and homes were saved.

We all wonder if Christmas Day will be celebrated as was Thanksgiving Day. Some of us aren’t lucky enough to be let in on the feed. Just goose ‘em! Just ask the “Swede.”

We hear that Art McCabe entertained at cards at his home on Railroad Avenue, but wasn’t a very good host, as he made the guests furnish the lunch. At least, they made you pay for it; but every “dog” has his day, so per­haps the tables will turn sooner or later.

“Spence” doesn’t bring home the fruits it’s because there isn’t any such animal.

Oh, yes. “Cubs” got back from the deer hunt. No deer—big—tired, and with scrofula.

Twin City Terminals

Mac

We wish you all a happy and prosperous New Year.

Miss Elsie Hodges, stenographer in Mr. Kennedy’s office, was married on November 7 to Mr. Robert R. Trewin, in Minneapolis. Miss Hodges is the daughter of the late Mr. Gilbert H. Hodges, who was for many years master mechanic on the Milwaukee Railway. Mr. Trewin is a machinist, and shops at Mil­ waukee, Wis. We wish them happiness and good luck as they journey along life’s highway.

Mr. H. C. Blake was made Division Engineer with headquarters at Aberdeen, Mr. C. V. Lewis and W. R. Helwig were transferred to the Aberdeen office.

Mr. H. G. Crow, assistant engineer, has left the service of the Milwaukee Road to become city manager at St. Joseph, Mich.

Mr. Carl Berg, Engineering Department, spent his vacation last month visiting Seattle and other points in the West.

Mr. and Mrs. Quirk and two children are sick with the flu. We hope for a speedy recovery.

Miss Alice Hensley is going to spend the holidays with her parents at Madison. We understand she will be at the Madison Stadium in the last match. We hope it was a good game.

Mr. Bannum, superintendent of the Twin City terminals, attended the Minnesota-Wisconsin football game at Madison. We understand he was at the Stadium himself. The guests from the C. M. St. P. & P. Railway were: Mr. and Mrs. H. F. Foster, Mr. and Mrs. F. W. Rout, Mr. and Mrs. E. B. Palmer, and Mr. and Mrs. Newcomb. There were young lady visitors from Chicago, Cleveland, and other points. Representing the different railroads.

Miss Meta Ashwin Einarson, of Milwaukee, sang a group of songs. Ernest Shonka played violin numbers, the Milwaukee Road One Club sang some brilliant numbers, and "Love’s Old Sweet Song," the traditional opening number on the club program, was sung by Mr. Einarson, with Mrs. Miller in the piano.

Turkeys were distributed and the decorations were lavish.

Currie Burns, editor; Archie Benolken, bill clerk, and Leda Mars, local freight office, were sick with the flu last month.

Mr. Trewin, Coast Guard office, local freight office, was taken sick Tuesday morning. It turned out to be acute appendicitis and she was operated on that afternoon at Northwestern hospital. At the present writing she is doing as well as can be expected.
Hila Chenney is taking a three months’ leave of absence.

Ruth Lindgren, of the Police Department, and her little daughter, went to Madison and took in the Minnesota-Wisconsin football game. While there she visited with a brother and his family.

Mr. August Johnson, information booth, Milwauk­ee depot, spent his vacation at Marquette, Michigan, and at Chicago.

Mrs. Leach, travel­er’s aide, Milwaukee depot, left December 3, for Shelvin, Minn., on account of the illness of her mother.

Frieda L. Ryan, ticket office, Milwaukee depot, took a trip last month to Los Angeles and other points in the west.

Des Moines Division Items

Mrs. Arthur Ibsen spent the week end of December 8 visiting her sister in Omaha.

Miss Jean Dallas left December 13 for a visit with her mother, brother and sisters in Los Angeles. Wonder if she will enjoy this trip as well as the one last year.

Mrs. R. P. Edson visited her daughter and family in Mason City three weeks during November.

Mr. C. H. Embrick has been laid up with an attack of the flu for several days. “Ole” Olson is on his job during his absence.

Miss Jean McGloine visited friends and relatives in Dubuque the week end of December 1.

Mrs. G. A. Williams’ mother, who has been quite ill in St. Dodge for some time, is reported as recovering slowly.

The Safety First meeting for December was held in the Women’s Club rooms at Des Moines. This meeting was well attended, there being about 36 present. Of this number were the following ladies, members of the Women’s Club: Mesdames H. M. Belknap, F. W. Price, Chas. Conway, C. A. Phares and Tom Johnson. After the meeting a delicious luncheon consisting of angel’s food and devil’s food cake and coffee was served by the social committee of the Women’s Club. All present reported a fine time.

Mr. and Mrs. Van Vliet visited their daughter in Milwaukee the week end of December 2.

Mr. C. E. Bachman, city ticket agent; Miss Laura Housley, Mr. Herbert Jacobs and Mr. W. McClintock of Mr. Warren’s office, have all been laid up with an attack of the flu.

We understand that Mrs. Britt Stuber has been quite ill at her home in California. Mr. Stuber’s many friends on the road regret to hear this and join with us in hoping for her speedy recovery.

If any one is in need of a third cook please call on Conductor Hardie, who is reputed to have had some experience in adjusting losses.

Anyone interested in the purchase of a “Unique” Gif­ford is reported as not feeling up to standard and will be relieved at Ramsay.

The fame of our accordion playing baggage master, Chris Hagedorn, has spread to such an extent that his services are in demand in adjoining towns. His most recent appearance was made at Walther, where he convinced the natives with some of his folk dances, presented as only the “Major” can present them.

Everyone is very much interested in the new manifest arrangement which will go into effect December 5. Especially Muna and Severy.

Did you ever hear of a typewriter burning up? If you haven’t, ask C. M. Aughey, first clerk, Dispatcher’s Office. By the way, Clar­ence, you might consult F. M. V., on the adjustment of your claim. We understand he has had some experience in adjusting losses.

“Bajza” Gilford is reported as not feeling up to standard and will be relieved at Ramsay by B. R. White for a time. We most sincerely hope for his speedy recovery, that he may make his annual trip to the Sunny South.

R. G. Laugen, former agent, Grand Meadow, has been appointed agent at Fulda from a list of twenty applicants.

E. L. Rowle, former agent, Alden, has taken the station at Grand Meadow.

Ticket Agent John Schultz is making a Sun­day trip to Sioux Falls, December 2.

Howard Rafferty, Perishable Department, Austin, spent Sunday, November 24, with his brother in Red Wing.

Friends of Ed R. Reakle, formerly with the W. W. & I. B. and now with the C. & A.,
will be pleased to know that he is able to be up and around after having been confined at the Veterans Hospital, Fort Snelling, since early last spring. Ed writes that he will be on the road again the first of the year.

R. F. Hogan is the new clerk in the Chief Carpenter and Roadmaster's Office, Austin.

A recent news item stated that it is much safer to hunt wild animals in Africa than to cross some of the busy streets in our larger cities, but Yardmaster Plum informs us that after his affair with the elephant last summer he returned after the automobile even though he did come out second best on one or more occasions, in attempting to maintain his right of way.

Walter Cheezen, J. M., and leisure, Austin, is being relieved for four months by Ben Day. The boys at the Freight Office report a very nice increase in L. C. L. business, occasioned by the opening of the new Montgomery and Ward retail store at Austin.

We had felt rather proud of the attendance at the last Safety First Meeting until running of the meeting on the Superior Division with an attendance of 313. Let's go, S. M. Division.

"Dixie" Colvin, Express Office, Austin, has decided that two can live cheaper than one.

Thanksgiving Day morning, Chief Dispatcher, R. E. Lawford, and Miss Amanda Malovskly were united in marriage, and left on the morning train for a few days' wedding trip to La Crosse and Caledonia. They were entertained at a two-course dinner in the Milwaukee Women's Club rooms by the clerks of the Division Offices on the evening of December 6. Press reports inform us that our versatile Superintendent's Chief Clerk, Herman Wunderlich, favored the company with several harmonica solos. It has been whispered that there were other features of the entertainment, no doubt deduced from the fact that several of the guests arrived at work the following morning with sore throats. Must have been singing. The clerks of the Superintendent's and Dispatcher's Office presented the Hoffmans with an electric potentiometer with their best wishes.

Olaf Nelsonson, night Roundhouse foreman, Austin, celebrated his twenty-fifth wedding anniversary November 28.

Division Traveling Inspector O. B. Bradford was called to Kansas City December 7, by the death of his brother.

Yardmaster J. M. Plum and Second Trick Operator L. V. Olson are on the sick list. Operator Grau is relieving at Austin and W. J. Collins is a temporary replacement at Ramsey.

An item of interest we failed to report in a previous issue was the arrival of a daughter, September 28, at the home of Mr. and Mrs. John Iverson, S. M. fireman.

Before any advice can reach our few remaining bachelors, the last of our current leap year will have passed, so we must carry on through this month, expecting the worst and hoping for the best. Rumor has it that Ed Reichart, night Roundhouse foreman, has taken the wires of a "Maid of the Marsh." Ed says "She makes good cake." Another of the "Slough" boys, Roy Locosh, has blossomed out in a $6.00 shirt and new press each morning since the arrival of a new "Fairy" in the village. Like the rest, he says "Nothing to it," but the "Slough" boys are not likely to get away with it. Gus Reichart, superintendent of Milwaukee Shops, was a member of the first-mentioned party, and his assistance was necessary to bring in one of the deer taken by the party. All report a splendid time and an outing well worth while.

Railroad C. C. Colohan has been confined to his home for the past two weeks with influenza, but is reported as improving. Oscar Olson is filling the vacancy during C. C.'s absence.

The Safety First meeting held at the club house Tuesday December 3, was very well attended. A great deal of interest is shown in these meetings, and it is evident that co-operation means a lot.

Mr. and Mrs. Clifford Flagel spent Thanksgiving Day at Milwaukee.

Mrs. O. Wolk passed away at St. Mary's Hospital on December 9, after a short illness.

Mrs. Wolk is the mother of Mrs. Oscar Larson and the division employees extend sympathy to the bereaved family.

The engagement of Miss Cecilia Sutherland was announced by her parents, Mr. and Mrs. Oscar Sutherland of Tomahawk, Wisconsin Valley Division

The wedding is to take place in the near future.

John Brown, chief clerk in the Freight Department, was successful in bringing home a deer. John reports that he was rather lazy as it was his first attempt and outing at his season.

Tacoma Shop Notes

HAPPY NEW YEAR everybody—it has been said that if you wring out the old and write in the new, you were all well.

Gene Stevens recently passed around the cigar in honor of the arrival of a baby boy at his home. This was the stock's first visit, and we wish to extend our best wishes and congratulations. Gene will have to learn a lot of things he probably never knew about new arrivals, for they sure crave attention, especially if he has to act as nurse-maid sometimes while wife goes shopping.

Harry Strong, machinist, has added a facial decoration in the shape of a mustache. These few hairs also add dignity as well as give him the appearance of being a member of the aristocracy. If some Russian duke or count should happen to be reported missing, we would not be surprised if Harry would be picked up on suspicion.

Miss Doris Strinsky, daughter of Wm. Strinsky, boxer foreman at Tacoma shops, made a trip to Humboldt on the big passenger steamer, "Malolo." The trip was very enjoyable, as aside from the interesting feature of making the trip there was also plenty of entertainment aboard. Miss Strinsky was appointed a member of the prize committee. There was also plenty of excitement, for they encountered a severe storm, which caused some damage, but the trip was successful.

Wm. Delaney returned from the East, but he did not return alone. While in the East, Bill got married, we cannot say to whom, or where, for the above information was received indirectly, and our information was not thoroughly informed; however, that does not stop us from extending to Mr. and Mrs. Delaney our best wishes and congratulations, and hope that Mrs. Delaney likes our Puget Sound country as well as we do.

We have heard that Matt Sievert has gone to California for a short visit, and also for his health, don't know if it was for the good or bad of his health, but we hope it is for the good.

Russell Wilson is a radio bug, one of the "ladies of the air" type. You might call me all hours of the night he sits and pokes holes through the static for new stations to come through—he has already had static from Mars; it must be from there, because it mars his reception terribly—he has also picked up China—after his wife has thrown it at him. He has also listened to the "Volga Boatman," from Russia, that is the boatman was from Russia, but the record was made in this country, and Russell picked it up from KVI. Marshall tells me that La-Vere is sort of lukewarm on this radio stuff, and the fear that it may affect him in the same manner it does Russell, is preventing him from taking it up.
wife has left him high and dry, and has fled to Libby, Montana, to visit her folks. Our sympathies are with Wiggins. If he is like most of us, only able to cook two things, and then alternate on those two.

Joe Cregan has been sick for a couple of days, but has returned to work, and the round-bottomed trousers look about normal.

Wilbur Lauchert, has also been ill, with stomach trouble—he is now on an orange diet of corned beef and cabbage.

Speaking of sea gulls—have Leonard John-son tell you the story of how they used to catch him with a herring and a stick in old country—we could hardly believe it was possible, and what's more, we didn't. We could relate the story, but Leonard, in his own interesting way, can give it more local color, and better able to carry you in your fancy back among the Fjords and Cheerolets of Norway and Sweden, where you can imagine yourself scooping around in your H. W. D.'s (or swimming suit if you have one), among the Lutskale trees along the shoek of those waters where only herring gets picked.

Kansas City Terminals
S. M. C.

HAPPY NEW YEAR, everyone.

Mr. H. D. Larson has been appointed agent at Kansas City, Mr. Feaster being assigned to other duties on account of ill health. We welcome Mr. Larson to our Milwaukee family here and hope that he will like Kansas City as well as Sioux City.

Mr. and Mrs. W. E. Feaster intend to spend the winter months in California in an effort to benefit Mr. Feaster's health.

The ranks of employees in all departments have been thinned on account of many of them being sick. However, it now seems as though the flu epidemic was about over.

On December 6, 1928, the 25th birthday anniversary of the Southwest Limited train was celebrated, that train having been in service for a quarter of a century between Kansas City and Chicago. A birthday party was given on the dinner train in the Kansas City Union Station. Mr. Walter Dickey had the honor of cutting the cake.

Mr. Thomas Murphy of the Car Department is on a two months' leave of absence, spending the winter in California. Mr. Murphy has been making this trip quite regularly and we just wonder if it could be that a movie star is the attraction there.

Our December Safety First meeting was attended by about 106 employees. It was held in the evening, a half being rented for the purpose. We hope that our next meeting will show a proportionate increase.

On December 11 we were very happy to entertain quite a party of visitors. Messrs. J. H. Howard, E. F. Rummo, O. F. Barry, E. J. Knoll, A. Mallon, H. F. Gibson, W. C. Givens and Harry Zene, being with us for the day. When John Platt was asked for news items he said he knew a lot but he couldn't think of it. That is the same fix many of us find ourselves in. Get your thinking cap on and send in some items for our magazine.

Dubuque Division
E. L. S.

We welcome G. H. Rowley, trainmaster, in our midst. He is not an entire stranger on this division as he worked here some years ago. Conductor David H. Lautry moved his family and household goods to McGregor the latter part of November, his run between Marquette and Clinton every day, this will make it very handy for him and we hope they will enjoy the acquaintance and like it at McGregor.

Conductor J. S. Kinder on the Preston Line laid off December 19 until after the Christmas holidays. And oh, how the requests for relief over Christmas are rolling in! Looks like our "Christmas Conductors and Brakemen" will have plenty to do this year.

Work trains, Cooper, Duggan and Greener, working in the vicinity of Preston Line, were taken off latter part of November.

They say Otto Rampson, dispatcher, is even much better looking now that he has a brand new set of "store teeth."

Elmer and his new Ford coupe figured in an accident not long ago. Elmer wasn't hurt very bad, but his new car surely looked quite bad. However, the party who ran into him had his car fixed up now, so the damage is not noticeable. We are glad they fared no worse.

Operator K. A. Laugan started work on second trick at Gordon's Ferry November 15, having secured this position on bulletin.

Agent Ott, Preston, Minn., resumed work recently after a vacation of three months. J. H. Robertson, second trick operator at Lansing, has been on the sick list for several weeks, resumed work December 10.

A. N. Hambling relieved him.

We are quite worried about John if it is necessary for him to have any more teeth pulled. Almost knocked him out the last time he had some pulled.

T. E. Marshall, second trick operator at Marquette Yard, is on the sick list since the fore part of December.

There was a quite successful Safety First meeting held at Marquette December 6 in the Women's Club room. There were 39 present, and among those was A. W. Smallen, supervisor of safety and fire prevention, Chicago.

Train baggage man James B. Donald retired from active service recently. He and his wife are residing in Redondo Beach, Calif., due to his poor health.

Section Foreman Mike Tousaint, Section 52, West Union Line, retired from active service November 1.

Tom O'Rourke, extra gang foreman, and E. Xoe, section foreman of Section 9, laid off for the winter months.

George Snyder, paint foreman, is expecting to take a trip to Tacoma, Wash., soon, to visit relatives and friends.

B. & B. Foreman Frank Meyer is on work cleaning up the division of old timbers. Martin Galvin is assisting John Cowe erecting steel bridges on the division.

Too late to call a meetings of the season, but hope our readers will fare well in 1929.

H. & D. Division News
Mndle Hamlin

After spending two months and a half on the Pacific Coast, the writer is again back to work, and believe me, the little old desk looks good to me. Too much rain out there to suit me, somehow, and so I just naturally showed up here for work on December 1.

Traveling Engineer Ellis Schmitz was in Milwaukee a few days the first of December attending the Traveling Engineer's Convention.

The new passes are about all here, only a few lagging along this time—and we will be using them before these notes are in print.

"SI!" Wash was laid up for three weeks with an injured back. He resumed his duties December 3. A coincidence on that date was that Mrs. Wash fell down and broke her arm, but is no doubt getting along O. K. at this writing.

Mrs. J. E. Hills, with a party of friends, left for Spokane, Seattle, Portland, Prisco and Los Angeles, on December 1, on No. 15, to be gone several weeks.

F. M. Martinson has been appointed agent at Shakopee, just recently.

J. J. Mazeall, and wife of Lakeville, attended the football game between Minnesota and Wisconsin at Madison, November 24.

Are you taking a "local" or an "express" to success?

A weekly deposit in a Savings Account at Central Trust Company is a quick, sure way to success.

3% Interest compounded semi-annually.

Central Trust Company of Illinois
125 W. Monroe Street at LaSalle
CHICAGO

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Page Thirty-six

Mr. J. K. Hills, Percy Bradley, Red Middlebrook, "Windy" Roberts, Frank Gobershock, Geo. Fisher, were among the contingent from the Minneapolis Division who attended the Shriners Ceremonial at Minneapolis, on December 3. Big doings down there we imagine. We can probably get all the particulars, however, from some of those who were present.

We had some mighty snappy weather on December 5, but as I send in these notes, one would think it was a day in April, or else that we were suddenly transported to some other such sunny clime. This will make the weather considerably milder.

Mark Randall has been busy directing several shows and clutches at the stock yard the past week, owing to having received some scabby cattle in a recent shipment. What with the snow coming on, Mark says he has his hands full.

We regret very much to have to report the death of Mrs. Wilfred Towner, wife of Conductor Towner, which sad event occurred on November 27, after several weeks of illness. Mrs. Towner had suffered a slight stroke of paralysis some time in July, and had recovered rather nicely, but was again confined to her home a short time before her death, which was the result of pneumonia. Mr. Towner has the sympathy of all his friends in his keen Jazz. A fact that makes the above doubly sad, is that Mr. Towner had the misfortune to lose the fore part of his right foot, just two days before his wife passed away. This necessitated him being taken to the Montevideo Hospital, and he was unable to attend the funeral at the church, although the railroad "boys" saw to it that he was brought down to his home, where a short but very impressive service was held, conducted by the Pythian Sisters, and a beautiful song rendered by a selected quartet. At this writing, Mr. Towner is reported getting along nicely, expecting to leave the hospital soon.

Word was received that our former chief carpenter, Mr. V. E. Engman, lost his father, Mr. John Engman of Minneapolis, who was presumably knocked down and killed by some careless driver at Cedar Ave. and 32nd St., Minneapolis, on December 3. Wish to extend our sympathy to Mr. and Mrs. Engman at this time.

Mr. W. C. Westgate, father of Engineer Charter's wife, suffered a stroke of paralysis at the home of his sister, in Marcus, Iowa. Mr. and Mrs. Charter drove down to Iowa intending to bring Mr. Westgate home with them to Montevideo, but upon their arrival, found him too ill to be moved, and returned to their home, planning to go down in a few weeks and bring their father home.

Engineer Wm. B. Rush was completely horn-sawn here lately. Seems that he was informed that the "boys" were putting on a charity banquet of some sort, for a brother employee, and he was all set to go down and do his "bit," but several weeks of illness, procuring tickets, etc., he was informed that his son, Joe, had taken care of all that. Well, he got down to the banquet and was the most surprised man you can imagine when he learned that he was the honor guest—the banquet being attended by some eighty friends and fellow-workers. Mr. Rush's family, as well as the members of the Wilmar and Minneapolis Lodges, were guests on this occasion. A program was given at which Mr. B. E. Nordquist acted as chairman. Toasts were given by Fred Pedlar, Ole Tweter, Ed Nett, and Glenn Tucker of Montevideo, and by Mrs. Ang. Sweas. Several musical numbers were given, among them a song by a quartet composed of four "trolls," namely, Ed. Nett, Oscar Sorby, Fred Pedlar and Jos. Adamson. Telegrams and letters of congratulation were read from D. B. Helton of Cleveland, Ohio, International president; Frank Ambers of Minneapolis, member of the board of directors, and L. J. Winters of Montevideo. Mr. Rush was presented with a beautiful gold emblem, the gift of the Grand Lodge. It was a worthy tribute to a worthy man, and Mr. Rush responded in his usual genial manner. Following a bounteous dinner, what was indulged in until a late hour.

Reported that Mr. and Mrs. D. P. Ryan are the proud parents of a son, born December 6. Another H. & D. conductor eventually.

On the evening of December 4, a new auxiliary was organized in Montevideo—the Women's Auxiliary to Relief Lodge No. 577, B. of L. F. & E., with sixteen charter members, and Mrs. Irene Graves of Dillworth, Minn., Grand Lodge organizer, as the master of ceremonies. The degree team of Wm. B. Rush put on the work and are to be commended on their beautiful work. Mrs. Wm. B. Rush was made Honorary Past President, and the following members for the coming year were elected: president, Mrs. Ben Nordquist; vice-president, Mrs. Chester Charter, and secretary, Mrs. Fred Radel. The name of the new organization is "The Nocason Flower."

"Dad" and Mrs. Fowler have gone to Oregon City, Oregon, for the winter. Their son Frank accompanied them on the trip, which was made by car.

Mr. F. H. Natzel is the newly appointed roadmaster at Montevideo, vice O. P. Rainey, deceased. Mr. Natzel arrived on December 2, to take up the reins of office.

Mr. H. C. Blake has been appointed division conductor eventually.

We had some mighty snappy weather on December 28, and cold stormy night Bill says, Section Laborer Joe McAvoy expects to go to Kansas City and Los Angeles for the winter, having received his passes over the southern route.

Mr. Hills says there is something new at the various Classes, Safety First Meetings, Fuel Meetings, etc., in that smoking is not indulged in, and while there was a little apparent dissatisfaction at first, all of the men present agreed that they felt a couple of hundred percent better at the close of the meeting, account not breathing in volumes of smoke during the session. Other divisions take notice—we started something.

It has been reported that a wedding has taken place recently and we didn't know anything about it. The parties are both well known on the H. & D., none other than Frank McaVoy and Miss Mary Lauk. If the report has any foundation, we all wish to offer our congratulations.

The Engineering Department at Forest Glen—

(Out where the wigwams are-Northwest Chicago).

The Mayfair track is up in the air and here are the boys that put it there: "Howie" Monroe, R. H. Plidena, C. W. Gent, and "Hank" Johnson.

The Engineering Department at Forest Glen—

Don't forget, folks, we are still on the map and expect to be for a long time.

The Milwaukee Glebe Club Quartet, composed of members of the Sleeping and Dining Car Department, were on the air over WLS, the Prairie Farmer Station, during November and December. The boys are as good singers as they are cooks and waiters, and no doubt will be requested to appear again on one of the radio station's feature programs.

Right before Christmas the office boys around the building were full of pep and enthusiasm; they went out of their way to run an errand. Wonder whether they still think there's a Santa Claus.

Miss Mary Lauk, of the Advertising Department, spent her vacation in California. Miss Lauk saw a few of the actors and upon being asked by Mr. Richard Dix, the handsome bachelor of Hollywood, to stay in California, Miss Lauk declined she would rather return to someone here in Chicago.

Mr. John Dunn of the Passenger Rate Department decided to take himself down to the
Iowa State College and give the co-eds a break. Just like John. Mr. Dunn spent his vacation looking Des Moines over and decided it was pretty nice. Congratulations are extended to Miss Frances Lank. Now don't tell me you have not seen her new diamond ring.

Mae Rybicki, formerly of W. B. Dixon's office, now with the Advertising Department, has just recently returned from her vacation and we learn that the prefix to her name now is "Mrs." not "Miss.

Miss Grace Danfelter, who has been employed in the comptroller's office for the past four years, has left the service of the company and here is a poem she wrote as a farewell to the girls of that office.

DEAR GIRLS, CO-WORKERS, OR WHAT HAVE YOU:
The time is approaching to say my good-bye; My voice is heavy and there are tears in my eye. I can't speak my thoughts—I feel choked and I fear. I do want to say I will miss you so much.

And, please, won't you promise to keep me in touch With all the affairs of my friends here at work? It will make me so happy and lessen my hurt. It seems my troubles always come with the snow. Which leaves me to hope it will quite pack up and go. Where they don't wear galoshes or carry canned heat.

And the oranges are big—like the coons on State Street. I don't want to see a typewriter after I'm there. I'll wash clothes, sling hash (or nab a millionnaire). Don't you think Greta Nissen will look like a sight? And when I get in town the directors will fight For me to sign contracts—I'll say "Not as yet!"

If you believe this, dear girls, I'll think you're ALL WET! If you don't think it's fun to quit—you don't know How it feels to get off early—AND THEN GO TO A SHOW!

Why, when all these big brokers, bondsmen, and such Have I had to quit, it sure got me in Dutch. The phone is our place just rang all the time. And from La Salle to Winthrop they were all there in one line.

A La Salle Street Bond House is where I will work And my duties there I can easily shirk. For my dream Arab will be my boss—and, oh shock! Last, but not least, I will earn forty bucks! ALL TOGETHER, GIRLS—Some applause: (GRACE).

I. & D. Items

M. G. B.

A SAFETY FIRST meeting and the Freight Claim Prevention meeting, which were held at Canton on November 26, were a big success. Sixty employees were in attendance, some of them—J. R. Banister, yardmaster; A. P. Wilkening, section foreman, and Christ Varti, section foreman—were from the S. C. & D. Division. The officers were very much pleased with the meetings.

A disappointment—one can surely sympathize with the wile of one of the genial yardmasters, after waiting all fall, having the cooling utensils all shined up and ready for service, to find that friend husband had failed in his quest to bring home the bacon (ducks). It might be easier to tell his friends how it happened than to produce an alibi for friend wife.

Elise Hodges, formerly employed in the Superintendent's Office at Mason City, was married to Robert Roy Trewin of Minneapolis, November 7, in Minneapolis. Congratulations! Grace Moran of the Passenger Department at Mason City was elected chairman of the "Clerks," for the year 1929. The "Clerks" is a unit of the Women's Club.

The "Clerks," by the way, put over their dance in great style and are more than pleased with the outcome. Everyone is now waiting for the next one.

Some hunters go after ducks with guns; others wade after them with a little salt. For instructions ask Art Johnston, Bill Woodhouse and W. A. Lindquist at Mason City. You may get a little wet, following their instructions, but the results are the same.

A traveler asked our ticket agent at Mason City where Yankton, S. D., was. Herman said it was about 4 points below Ames on his radio.

A. E. Johnson went duck hunting before daylight and waded out in what he thought was a pond. When the dawn came (as they say in the movies) he was surprised to find himself in a large water-fowl tank out in a farmer's pasture. (Of course, this story might not be true.) A. Lunsman, switchman, is back on the job after a few days off duty on account of the illness of his wife. Mrs. Lunsman had a serious throat operation and we are glad to know that she is now improving.

Ed and Ole, the Clear Lake commuters, report seeing a fine football game Thanksgiving. Clear Lake beat Garner, 13 to 9, which well pleased Hans and Fritz, that is, we mean to say, Ed and Ole.

Now that the duck season is over we are very glad to concede the championship for duck hunting to Mr. C. E. Mutschler, who reports 14 nice Mallards for one trip. Wanted, at once—A good guide to conduct hunting parties. Must be acquainted with Eagle Lake and Lake Mills hunting grounds. Apply to Johnson, Lindquist and Woodhouse, Inc.

W. H. Woodhouse, Jr., sure puts some miles on his new car taking a couple of friends duck hunting. Oh, well, many a good crew gets lost in a fog and some lakes are in the most out-of-the-way places.

T. J. Hogan is the new relief clerk at Mason City, taking the position held by Clyde Wodkin, who has resigned.

W. C. Kellar, switch foreman, was called to Sioux Falls the latter part of November on account of the death of his son-in-law, Mr. Wickelet. We extend our sympathy to Mr. Kellar, his daughter and family.

W. H. Woodhouse, Jr., has returned to his duties as baggage agent after a three-month leave of absence. Welcome back, Bill!

Ruby Potter, chief clerk in D. M. M.'s office at Mason City, has a nice new radio. Here is a chance for some nice young men to teach her how to operate it.

We are all glad to see Marie Randall back in the Superintendent's Office. Marie has been on a leave of absence and Mrs. Ina Trewin has been taking her place.

An old friend of ours, Mr. H. G. Crow, was in the office November 23. He was called to Mason City on account of the illness of his son, who, we understand, is now improving.

We are glad to hear that Guy Davis, conductor at Mason City, who has been at the Washington Boulevard Hospital for some time,
MotorIng on the Milwaukee Up and Down Hill on the Rocky Mountain Division
Nora B. Decco

WELL, and we have neither, had any win­
ter, even yet and here it is right up against,
you might say where winter comes from.
What's the matter this year? Not that we
could have had any more; but it's rather like
an old pair of slippers or something you get
used to, when they aren't around under your
feet (or on them), you sorta miss 'em, you
know. We did have a little bit of cool weather
and a little bit of snow but it's all gone now,
and if we have snow for the Christmas time
we will have to git Jim Beaton to put on them
I guess, which reminds me, with every one
with the little Main Street here with its
lovely Christmas tree all lighted up with
every color lights and the Women's Club tree
out west of the station, in the middle of the
lawn. Some nice trees have passed through
there eastward for the Milwaukee Clubs for
their donation to the public for Christmas
week.
First thing, don't want to forget that the
Dick Griffiths have the most wonderful daugh­
ter ever, the one that had a tree Christmas
before first of the month, and is the finest sort of a Christmas
present. Congratulations.
Joe Justis says his ate up the family pass
just received for the coming year, or almost
did, which shows he is going to be a passen­
ger conductor instead of a train dispatcher.
Still he may change his mind at that. I re­
member when I wanted to go on the stage
only my folks wouldn't let me.
Fireman and Mrs. Owey Gonell have gone
on the sick list a few weeks but was greatly
improved when they left for their visit.
Conductor Rogers and Mrs. Rogers are back
at Deer Lodge again from a year's absence.
In California, Mrs. Rogers is very much im­
proved in health.
Operator Ranger is relieving Operator Shep­
dard at Lom boring for a month while Mr.
Shepard has gone to visit the folks; how he
can keep track of that young granddaughter
when he moves around all over the United
States like she does, we can't understand.
Conductor Tommy Fairhurst, wife and son
have all been on the sick list this winter.
They are going to the coast for a trip and see
if they don't feel better.
Mr. Brasch's sister has returned to Min­
nesota after making the Brasch family a
month's visit.
J. W. Lane is first out on the extra board
most of the time now, not that he makes lots
of trips, oh no, he is blocking the board I hear.
Well, that comes of quitting a good job, where
you can keep track of that young granddaughter
when he moves around all over the United
States like she does, we can't understand.
Conductor Steel and his father were both
sick for some time, soon as his father got out
of the hospital Charlie got in, using good
judgment I think, Mr. Steel, Sr., has gone to
Kansan for the winter now.
Our Superintendent I. K. Sorenson has got
so he can come out on the division now with­
hout first getting to the doctor and asking his
permission. That is, he can if he wears a lot
of clothes and the sun is shining and he gets
home before dark. Was quite sick for about
three weeks but feels and looks as usual now
he says. Glad to see him out again.
Mr. John Ross, wife of our former Train­
master Jenson, when he was here, visited us
earily in December with her son, he isn't a
small boy anymore however. She stopped off
in Butte and west, and is the finest sort of a Christmas
present. Congratulations.
Agent George Plumb from Belgrade, is now
agent at Jefferson Island in place of Agent E.
T. Smith, who has gone into business for him­
self at Yakima, Wash.
Mrs. Ralph Everett and two small children
have returned from Michigan, where they have
been visiting for some months. Her littlest
one was born there during September and is
a fine little child.
We are very glad to announce the wedding
in Livingston, December 15, of Mrs. Vera
Hendrick and Eddie Smith. Mr. Smith is an
old employee here, having been a brakeman on
this division of the Milwaukee, and Mrs. Smith
has been in business here for a number of
years. She is proprietor of a beauty shop,
where she will continue to reside. We offer
this couple our very best wishes for a long
and happy life.
Oh, my gosh! Man at the ticket window:
"You got any of them folders?"
"I sure do, you see, and he wants to
know if I charge anything for them, and
some folks think they are abused if they have
to read them, let alone try to fold one up
again.
We regret to write of the illness and death
of Mrs. O. R. Kettle, wife of Conductor Kettle,
who had been sick the past of November and
died the afternoon of December 3 at the local
hospital of pneumonia. Her daughter from
Wilton, Minn., was with her at the time and the
remains were taken there for burial, and she is
survived by her husband and six children.
Mr. Kettle accompanied the remains to Wil­
on, the entire division offering sympathy in their great loss.
Mrs. Kettle was beloved by all who knew her and leaves many
friends here who regret her passing.
Chester Bales says they have just suspended
Engineer Townsley, as he refused to do as he
was told; wanted to boss the whole wood­
cutting job, arrived late every morning and
wasn't even dressed for fishing, let alone work,
but McKenna says he is canned and that all's
well again. No work, no wood is their camp
motto, come to think of it, about all the
wood we have seen anyone hauling around here
this fall is in a bunch of old ties, still they may
be cutting wood down there by the river, you
never can tell.
Madison Division Notes
W. E. F.
WELL, now that football has been laid
away with moth balls until next season,
the girls are wondering where the treats are
coming from—and that reminds me, according
to Margaret and her comptometer, George
has about one winning and the girls are minus
two.
Don't be like that, George.
And talking about football, wasn't that last
Saturday of it one grand and glorious time
in Butte and west, and—so many distinguished visitors
around—and with our red and green trains.
blue, brown, orange, gold-maroon and others
arriving only some minutes apart—seemed as
though there was only "one railroad" in all the
States like she does, we can't understand.
Chief Clerk Fred Liegois sent out his great
awful good wood there.
Clifford Smith is confined to his home with
an attack of the flu. Hope to see him back
on the job soon.

Page Thirty-eight
we like it, Russell. Speaking of engineers, that Gilbert boy sure does like his cake. Umm-

1 ville picked up some easy money in the dispatcher's office—asked to borrow a nickel and then gave them a card with a lot of bunk on it. "That's your German was right."

This is good. "Zenith aiding if a bumping post was something cars run into to stop."

The Milwaukee Women's Club held an all-day dance at the club rooms, December 13. It was a real get-together meeting.

Who chose the color of snacks in the office —well, a couple of us say like the Irishman and then gave them a card with a lot of bunk.

Thank God, for the color. "Barnum was right."

Happened. He hunted near Drummond and killed a deer and killed.

The marriage of Mrs. Dorothy Brunton of Beulah. They will make their home at 811 Moore St., Beloit. Congratulations and best wishes from the R. & S. W. Division.

We went to the hospital and told he had a bad case of gangrene. "Thank God, for the color."

That Gilbert boy sure does like his cake. Umm-

R. & S. W. Division

Lillian L.

We wish to express our sympathy to Roundhouse Foreman George Messer in the loss of his mother, who passed away at Olean, N. Y., November 9, after a lingering illness. Mr. Messer had been east to see her just a couple of weeks previous to her death.

The yardmaster's and telephone office have been moved from the downtown depot to the "Red Chateau," formerly the passenger station at Racine Junction. The GYM also has a clerk, Mr. Arthur Dahlen, telephone and desk near enough to the telegraph instruments to feed the messages in without leaving his seat. The office in charge wishes to state that anyone wishing to pay the dues by mail remit same to the above address.

Gus Lindow, who started work for this rail-

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Gus Lindow, who started work for this rail-

road some thirty years ago, resigned his position as Warehouse Foreman at Racine Junction, the first half of the month, due to ill health. Gus was an exceptionally able foreman and will be greatly missed by the public, as well as his old associates. Mr. Alfred Smith (not of New York) succeeds him. The vacancy in the office is being filled by the transfer of E. A. Crissy from the town office.

Agent Charley Ramsey was among the members at the ninth annual Minneapolis game. "He's kind of a ball."

Brought back no visible signs of having been among the defenders of the goal posts. "Be thankful for the color."

The marriage of Mrs. Dorothy Bush, daughter of Agent Bush, to Bernard Healy of the track service, took place Thanksgiving morning. "After a trip to Kansas City they are established at their new home on Gould Street. The Home Guard extend best wishes."

Conductor John Wisdom Rosenmiller has decided the ranks of Mitchell owners and now butts lasses with a snappy Peersless Eight (holes punched for more) Victoria. The best Living got out of that ice job was a Studebaker. There is a touch of real art about John when he compiles a time slip.

Brakeman John Reimer was united in marriage on November 8, at Rockford to Miss Dorothy Brunton of Beulah. They will make their home at 811 Moore St., Beloit. Congratulations and best wishes from the R. & S. W. Division.

The Perry schools also resulted in Louise Gibson, Phylis Sanford, Esther Peterson and Eugenia Kindig, also of the railroad family, being admitted to be distributed to the families as needed.

Iowa Division (Middle and West) Items

Ruby Eckman, Historian

Conductor A. B. Cate received word December 10, that he had a new granddaughter, the little miss having come to join the family circle of Verlo Reichert and wife, at Aberdeen. Mrs. Cate is now counting the days when she can go to Aberdeen to get acquainted with Miss Murriel Louise. The Perry High School publishes a list of students each six weeks who have attained an average above 90, in all studies, which places them on the honor roll. There were a large list of the children in the Milwaukee family on the list last, with Miss Margorie Miller, daughter of Operator C. E. Miller, heading the list with an average of 94.1.5 per cent. A recent Declaratory Contest conducted in the Perry schools also resulted in Louise Gibson, Phyllis Sanford, Estelle Peterson and Eugene Kindig, also of the railroad family, being chosen winners in the various departments of the contest.

President Harold Leins, of the Middle Division list, was in the hospital in November, for an operation for appendicitis. He recovered nicely and was soon able to work.

The flu seemed to make the rounds of the agents and operators on the West and Middle Divisions during the month of December, and boys. Every family gets together, the parents, children, boys.

They would rather "have you for dinner" than Christmas gifts or toys.

In every hotel and every restaurant, every village, city or town.

All vie to do you homage, why, you could wear a crown-

The President's proclamation tells what we're thankful for

Flu. The government should prohibit turkey.

It would start another war.

There's a nation across the ocean, long since named for you.

But that is not a patch on what we plan to do-

We have our "National Anthem," but listen to what I have heard-

There's a move on foot to "can the eagle" and make you,

Our National Bird.

Perry Chapter

Ruby Eckman, Historian

The last few weeks have been busy ones for the Perry Club. They have prepared statements for the men following the big Safety First meeting in November. In December they had a pot luck supper, followed by a social evening, with cards and dancing. They also held an old-fashioned pound party, at which donations for the relief of some unfortunate families were received. A liberal supply of fresh and canned vegetables, fruit and other provisions was donated to be distributed to the families as needed.
W. E. W.

Squeaks from the C. & M.

Well, here's hoping that you have all had a very Merry Christmas and that you may all have a Proserous and Happy New Year.

Our genial Chief Caller, Dan Cowley, is well on the way to recovery and will soon be back on the job.

We are all patiently awaiting our back pay, but I doubt very much if anyone has much left after the old man (Santa Claus) gets through working on it.

Conductor H. F. Jones, who underwent a very serious operation and has been laid up for about four months, has now completely recovered and we sincerely hope will be back among us by the time this goes to press.

Our deepest sympathy is extended to the family and relatives of Engineer Otten in their recent bereavement.

Mr. Gallagher, who has been transferred to the Middle Division for several months, has been back on the job.

With approach of cold weather, business on the shop force enjoyed a fine treat of cigars and candy in honor of the event.

Dame Rumor has it that wedding bells will soon ring again, as one of our popular agents is contemplating matrimony. Further particulars later.

Miss Leona Kellaher, of Lemmon, S. D., extended her seniority and displayed Miss Helen Morin as clerk at the store department.

Mr. and Mrs. J. L. Caldwell, James and Barbara spent a few days in Minneapolis, shopping and enjoying the Christmas windows and decorations.

Mrs. Ed Jeldich, of Tacoma, spent a few days in Minneapolis, visiting her friend, Mrs. C. H. Hirschbeck, last week.

Agent R. S. Lowis leaves tonight for St. Paul, being called there to assist with the distribution of the Christmas presents.

Foreman H. J. Stock was called to Milwaukee on account of the death of his mother.

Mrs. Gray Hunter, of Marmarth, visited her friend, Mrs. R. C. Hirschbeck, last week.

Engineer Paul Ahrens, who was operated on at the Moberg Hospital, is back home again, very much improved in health.

First joint meeting held at our club room on December 27, was one of the most interesting meetings we have ever had, conducted by Ill. M. Gillick gave a very instructive talk on Safety First, which was enjoyed by all, and introduced the supervision of Safety First, Mr. R. H. Vandenburg, who also gave a very good talk. A fine program was given, and refreshments were served.

Mr. H. C. Weiler, who underwent an operation at the Aberdeen Hospital, has returned home and is getting along nicely.

Mrs. R. E. Cleveland and children are on the sick list, and we hope for a speedy recovery.

Miss Marie Connolly, popular clerk at the roundhouse, spent her vacation in Chicago and the Twin Cities.

In another misfortune to smash his toe, and spent parted of his enforced vacation visiting his brother Harold at Miles City.

There has been more or less sickness among us during the past month, sort of an epidemic of colds and flu. At the present writing, Switchmen C. B. Dewey and E. E. Tennyhill are both out of the weather, R. Vacbner, night yardmaster, also had a touch of it, but has fully recovered.

Ceplis has been busy in our midst, our special officer, Leslie Eastling, was united in marriage to Miss Fern Johnson, of Harlowntown, Maine. We extend congratulations.

The freight house force enjoyed a fine treat of cigars and candy in honor of the event.

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spent Thanksgiving at the home of Mrs. Neutzman's parents, at Isabel, S.D.

Mr. "Red" Richardson left Sunday, driving Mr. A. H. Brown's Marmon car to West Palm Beach, Florida, where the Browns will spend the winter.

Dr. G. H. Twining has returned from a short business trip to Seattle, Wash.

On November 22, the members of the G. I. A. to the B. L. E. enjoyed another delightful dinner and bridge party at the home of Mrs. A. F. Bude, at Marmarth. Those attending from Minot were: Mrs. R. C. Henschel, Mrs. C. W. Nath, Mrs. Leo Miller, Mrs. P. Sherman, Mrs. W. Byington, Mrs. H. L. Benz, Mrs. H. Worix, Mrs. E. Taylor, Mrs. H. D. Shields and Mrs. Frank Morrison, of Minot.

The weather has been very fine. It has been especially pleasant for those who have spent the holidays at home.

Mrs. Christine Carter spent Thanksgiving with relatives at Luverne, Minn.

"Miss" Carlson, Jack Charles and George Hilton, of Miles City, spent Thanksgiving with relatives and friends in our fair city. We are always glad to see you, boys.

Our President, Mrs. H. M. Gillies, and members of the Milwaukee Women's Club, are making preparations for another community Christmas tree, which will be placed at the intersection on Main Street, the same as last year. It will be beautifully decorated, and the Northern Power & Light Company has generously offered to donate the lighting of it. 2,600 stockings filled with candy and nuts will be distributed among the children by Santa Claus.

Wishing all the readers of the Magazine A Merry Christmas and A Happy New Year.

Kansas City Division

A CERTAIN Monday evening, not long ago, about 8:30, Traveling Engineer H. R. Howard was joy-riding in the mighty Packard. He came to an arterial highway; apparently his attention was attracted to something which was being done at the intersection on Main Street, the same as last year. It was beautifully decorated, and the Northern Power & Light Company has generously offered to donate the lighting of it. 2,600 stockings filled with candy and nuts will be distributed among the children by Santa Claus.

Handling of Refrigerator Cars

THE Union Refrigerator Transit Company of Milwaukee is well known to all Milwaukee employees as the company furnishing refrigerator cars for "The Road". But we believe that there are points in the contract existing between the Refrigerator Company and the Milwaukee not so familiar—and it is our intention to inform our readers on these points in the coming issues of the Magazine.

Perhaps you do not know that the U. R. T. Co. furnishes all refrigerator cars for all classes of perishable commodities originating on the Milwaukee lines—and is under contract so to do. Therefore, the employees should know the way the cars are handled and be further informed in the correct use of these cars. If he knows the shipper's point of view, and how unnecessary expense can be avoided by a thorough knowledge of his part in efficient handling, he is of great assistance to the road. He helps to gain and hold satisfied shippers at all points along the line.

The shipper's point of view, the road's point of view, and, too, the part the Union Refrigerator Transit Company must play in proper handling of cars are all important to a better understanding of the situation.

Future articles will deal with efficient handling of cars by the employees, by the road as a whole, and by the U. R. T. Co.

Questions from employees are welcomed and will be answered through these columns in subsequent issues.

THE SAME THING, ONLY DIFFERENT

"I understand Jane eloped with one of her boarders."—Sun Dodger.

"Nope. It was only a rumor."—Sun Dodger.

You Can't Go Wrong

If you follow this rule how to make good coffee

Proportion: 1 rounded tablespoonful of ground coffee to 1 full cup of water. (Note—1 full cup of water equals 1 1/2 cups filled to average depth and with space allowed for adding cream.) Place coffee in pot and add boiling water. Boil coffee and water together for 5 minutes, not longer. Pour out 1 cup to clear spout and pour back into pot. Now pour into pot a large tablespoonful of cold water and let stand for 3 minutes. This will force the grounds to the bottom.

Page Forty-one
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—Chinchilla Rabbits, Guinea Pigs. Write B. C. Jorgenson, Agent, Chester, Iowa.

For Sale—Boston Terriers, $25.00 and up. Shipped on approval; papers furnished. For particulars write Geo. E. Madsen, Westoll, Wash.

Bremereuly 5-tube radio, complete with battery eliminator, microphone, loud speaker and cabinet. Coast-coast reception. $15.00.

W. Abern, 7206 S. Union Avenue, Chicago.

Old postage stamps—sell, buy or exchange. Stamps on approval, sold as low as one-cent catalog price. Liberal buying and exchanging terms. Write Frank, Reynolds, 1115 East Defy Way, Seattle, Wash.

FOR FIRE USE

Superintendent: You big headed, you've got us into a damage suit. I told you to fire that man—not to hit him with an ax. Swedish Foreman: Well, boss, dose ax, you have sign vot say, 'For Fire Use Only,' so I used her.

? ? ?

First Frat Waiter: "Have you put the little sailors on the table, yet?"

Second Frat Waiter: "Little Sailors?"

First Frat Waiter: "Yeah, the goblets."

Her master's voice she must have heard,
And to the office she was hurled.
Then Johnnie spoke in words so kind,
And tried to make that Jersey merr.
But, she started up the right-of-way
"To Rutledge," someone heard her say.
She traveled fast right up the track,
With Johnnie following close in back,
And finally with the aid of two,
Johnnie did that cow subdue.

MILWAUKEE SHOPS

H. W. G.

The flu has set in only too solid thus far and many are laid up with the annual malady.

The photo room has put on a new color scheme, and a long distance transformer board. We are pleased to see Geo. Prentiss around again at times. Don't get out too quick, George.

The Traveling Engineers had a staff meeting here the 3rd.

Traveling Engineer Joe. Little hands in two old-time engine photos, way back to 1869. Thanks, J. J.

Dispatcher Joe Roberts starts for Los Angeles, December 18, for a two or three months' lay-up. His wife also.

The new 1929 VEA cards are coming in quite lively now.

The year's greeting from our president in the December Magazine is worthy of a place in a frame.

Cherry juice explosion in the clothes closet spilling two or three lots of clothes, also a good hat, and vanilla taken internally ought to make quick work of the grape. "Heavens above!"

The demand for Milwaukee Road history keeps up well.

Our old friend Clarence Allen of Milwaukee, we neglect the other. We worked with Clarence 40 years ago.

Page Forty-two

In the death of Eugene Greenwald, which occurred December 2nd, his company lost one of its most valuable men. Mr. Greenwald has erected more bridges than any man in this part of the country. He put up the old Rib- bourne iron bridge, is building the new bridge now at the St. Paul and Minneapolis, and not so long before his recent sickness, raised the track 4½ inches for the locomotive cylinders to clear the girder.

The daily papers here did not give full justice in their brief biography. Most likely the Magazine will contain a good write-up.

We are glad to see Geo. Snyder, foreman of the 6th St. coach yard, on duty again, 17th amid a band of flowers. Geo. got badly rolled up under the engine pilot some three months ago.

And dashing, machinist, Locomotive Department, has returned from "somewhere up north" with a fine buck. Oh, what luck—and we haven't been invited yet.

Arno Bierbach, service date, 1887, and Herman Lehmkuhle, service date, 1880, machinists in Locomotive Department Machine Shop, have joined the ranks of the "Pensioneers." We regret very much their leaving the service of the company. We will miss their kind faces and their cheery disposition, always ready to assist in the work and action in the problems that presented themselves. Men of high caliber and character. There are many leaving the service to join the "Pensioneers" whose memories will be reflected back for years to come.

It is through their sincerity and unskilled devotion to the interests of the company that makes it possible for them to lay down their working tools and to enjoy the fruits of their labors.

In our Book of Memories, pages new, We will add in admiration of you. The reward for your efforts kind.

Some day in heaven you will find,
"Goodbye, may God bless you and keep you."

Arthur Huckle, machinist, Locomotive Department, was laid up the last week in November, due to sickness. However, at this writing, Art is back on the job and feeling fine.

Frank Kowalski, driller in Locomotive Department Machine Shop, has been confined to his home since December 1, on account of sickness. Frank has a great many years of service to his credit, and we hope to see him back soon.

For several years the tenor voice of Albert Redlin, polisher and machinist in Foreman Schwager's Department, rang through the shops in the early morning and the familiar phrase, "Only a Thousand Years from Today," thrilled his fellow shopmates. For some time we have not heard it. Vas ist los, Albert? Have you seen the "End of a Perfect Day," or is the "World Waiting for the Sunrise?"

Floyd Peterson, machinist apprentice in Locomotive Department, has returned from the North Woods with a fine "back." We expect to receive the invitation for a "Hibbi Brotetn" in the next mail.

DISTRICT ACCOUNTANT'S OFFICE—

TACOMA

K. M. O., Broadcasting

HAPPY NEW YEAR!

The past and foremost, our own, Ruth Rundle won recent sickness, raised the track of the door prize at the Milwaukee Women's Club card party November 24. Ruth was always a lucky girl. Congratulations.

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Mr. Pyette missed the big card party, he being in Chicago at the time.

November 16, Miss Rundle gave a bridge party in her suite at the Victorian Apartments. Cards were played until the wee hours, Ann Johnson and Rose Lindquist taking the honors. Last but not least were the refreshments; Ruth is sure a good cake maker.

Frank Ope is trying to imitate Harold Lloyd, the movie star with his celluloid glasses, bow tie and every other trim.

Mrs. C. J. Turner is visiting in California, but Clarence must have lots of friends, he is invited out for dinner most every night. Such popularity must be deserving.

Page Ulytae S. Pendergast, handsome yard conductor if you have any tickets to sell, the first thing he says when he comes into the office is, how many times. That's the "U. S." spirit, keep it up.

Miss Rundle will spend her vacation and the holidays visiting relatives and friends at Butte, Deer Lodge and Helena, Mont. We don't see how she can stay away so long, but then absence makes the heart grow fonder.

Pictures of the following Milwaukee girls appeared on the society page of the local papers announcing the clerks' annual ball, December 1.

First and foremost, our own Ruth Rundle, office girl, will become the bride of Dr. Watson of Tacoma. There were many parties given in honor of the bride. We all wish "Amen" and the lucky man much happiness.

Miss Ann Hawland, formerly of the Car Department office, will become the bride of Dr. Watson of Tacoma. There were many parties given in honor of the bride. We all wish "Amen" and the lucky man much happiness.

We miss the news and gossip of the Car Department office, also superintendent of motive power office. You know you don't have to be a regular editor, just tell the "plain facts." No foolin', we would like to hear from you in 1923.

Frank, in full regalia, wife included, alsole all oiled up so the old bones wouldn't creak and stepped to the Yankee's Second Forty-Third Ball. He tried to four-flush the rest of us by saying he wasn't going, but Frank was scuttling around here with all the latest steps to the tune of "There's a Rainbow 'Round My Shoulder," and it was very evident what was going to happen and from all reports he was a gay bird, danced every dance and then said it was a punk dance, shame on Frank.

We close this chapter (December 10) and have with us Accountants Vic McFadden, Steve Uhlman of the O. W. & R. & N. Co. and Tom Hughes and Harry Johnson of the "electrified road."

At the Cross Roads of the World

ROBERT F. DAVIES

NIMBLE FOOT BUCK SOMERS has relinquished his title to Charles Shattuck. Buck says he is getting a little old and anything that goes by him faster than eight miles per hour he feels as though it has just gone by.

Misses Marie Tucker and Marie Miller, of the superintendent's office force, entertained twenty-two Milwaukee office girls and friends with a Christmas party at the beautiful home of Miss Turner the evening of December 13. The decorations were in keeping with the holiday season and progressive in the tune of the evening. Agnes Dede was awarded first
prize, Edna Pfeiffer, second, and Martha Swan- 
son the consolation prize. Christmas gifts 
generated much excitement. Special mention 
should be made of the toilet water received by Miss Edna Pfeiffer. 

Mrs. Walter Osmer, wife of our office engi-
nome, is visiting her brother in Albuquerque, New Mexico.

Mr. Roy Worthington, lieutenant of police, has 
been with us for about two years, has 
been growing in the position of captain of po-
ce at Cedar Rapids, in charge of the Iowa 
Division. We regret to see Mr. Worthington 
leave us, but we wish him every success in his new position.

Mr. A. A. Wright, chief clerk to our division 
stormheeder, who recently underwent an opera-
tion for cancer, is in the Union Hospital, 
again enjoying good health.

We are pleased to announce that we have installed 
another automatic electric pump at our Faithorn 
water station, replacing a gasoline 
plant and dispensing with the need of pumners.

West Clinton

"No overtime" week was observed on the 
division from November 19 to 24, inclusive. 
Mr. McCandless instructed his clerks on over-
time, the dispatcher talked to the operators, the 
yardmasters told the conductors, the conductors 
told the brakemen and the brakemen talked to 
themselves. Anyway, it was a busy week and 
there is no doubt that this drive obtained re-
sults. Mr. Elder spent a few days here during 
that week.

The operators say it is the "manifestations" of 
life. Our trainmaster repaired the lock on the 
yard office door, but it wasn't his fault that it lasted 
only two days.

Mr. Homer hadn't had much to say 
about that Linton and Jasonville 
football game.

Out of respect for old age, all employees are 
addressing our veteran operator, J. M. Wright— 
"Mr. Homer"—as "Mr. Homer." It is 
both fitting and proper that we should do this.

In regard to George L.'s new cap—it has 
casted a more comfortable than the "Admiral 
Law." We thought he got it through G. K.'s 
generosity, but George said he bought it from 
O. S. Hadden. We think Oostie ought to do-
name it, on account of the publicity it caused.

The first snow of the year brought out 
G. Y. M.'s feet. Now we know winter is here.

The horse is becoming dependent on 
highing up the carpenter trade—sort of saw and 
hammer man. All you need is a few tools, eh, 
Frye?"

William Stanfield, a former employe at the 
Car Department, died the latter part of Novem-
ber, after an illness of four years. He leaves 
many more relatives and friends.

Understand that Mr. Danner, of Knowles, 
will take over the St. Bernice Agency soon; 
also we understand he is an expert musician.

We can stand about everything but "The Prison-
er's Son!" and "The Indian Love Call."

H. A. Edwards will go to Faithorn when 
Mr. Dunlop arrives. Harry made many friends 
while here, and we wish him both happiness and 
success in his new position.

Soon the O.R.C. and B.R. T. back pay will be 
coming in. The boys are looking forward with 
great anticipiation.

Mrs. Ginnup, wife of our good friend, I. H. 
Ginnup, died December 10. Deepest sympathy 
is extended to Mr. Ginnup in his great be-

Harrison, Maine. Kyle has joined the "Radio 
Family," and won't be long until he has 
authority on the AER along with the rest of us.

G. W. Shingshang, veteran operator from 
Hymera, has just spent an enjoyable thirty-
four days here relieving Operator Page. Next time 
we see you, George, we hope you have attained 
the chairmanship of your organization.

Conductor C. Z. Coulter, who has served 
during his leisure hours photography, has some in-
teresting pictures. One in particular is of R. 
W. Malo, Homer "Peck" Wallace, and G. H. 
Lundway, portraying the "Three Wise Men" of 
West Clinton. George suggested putting this 
picture over the "Good morning" sign at the 
roundhouse.

The new year promises to bring an era of 
better business. It is rumored that a number of 
idle mines in the vicinity of this emporium of trade—
the freight office—will be put in operation. Accordingly, when the garrison at Port Lewis, 
our city, proceeded the other day to 
several old buildings at the former can-
tainment by using them as experimental objects 
for the tank corps, Bill could not resist the 
temptation to see something so closely resem-
bling war and took an afternoon off to go 
out and superintend the operations. We un-
derstand that the commanding general would 
have received Bill very courteously and would 
have invited him to a prominent place from 
which to see the cannonade, if a hard-boiled top 
seaman had not seen Bill first and chased him 
out of range. However, he got near enough while 
the "top" was not watching to be pres-
tent when one of the tanks turned turtle as it 
was crossing its way through the streets, and 
when Bill was thus enabled to bring back some rare 
choice specimens of the language used by tank 
operators under such circumstances, sounding 
very familiar to Bill and being applicable to the 
requirements of motor cycle operation.

There is evidently some booster-gang in the 
vicinity of this emporium of trade—the freight 
office—who is actively engaged in the manu-
facture of chain lightning and every now and 
then we notice a sweetish, malty odor pervad-
ing the air. Usually, however, this odor is 
quickly followed by that of burning rubber, 
caused by the operator burning some old rub-
er shoes in order to cover the betraying odor. 
The other day, however, this rubber odor 
permeated our otherwise peaceful office without 
the preliminary smoke perfum. One after 
the other of those usually enganged ceased work 
for a moment to wrinkle the nose at the penetr-
ating "fragrance" which seemed to be un-
usually close, in fact within the office. Noth-
ing else appearing being burning, suspicious 
scapes began to be directed at Ralph Bement, 
our energetic assistant Illinois assistant, 
who was known to be interested in re-
acting on the car by using them as experimental objects.
ago a valued member of our warehouse force, but now on the pension list, had been enjoy- ing comparative leisure following her recovery from the stroke of paralysis which led to his being pensioned, but we regret that he had a severe attack of gill trouble recently, which has left him too feeble to join us. It seems a long time and appeared quite serious indeed. However, we are pleased to hear that at this writing he is showing encouraging signs of improvement, and we hope that he may soon be able to return to his home and later to give us the pleasure of one of his periodic visits to this office.

The Clerks’ ball at the Masonic Temple of this city last Saturday was a great success in point of attendance and enjoyment. The decorations were especially appropriate to the occasion, and the social was not only a delight to all present, but a source of much pleasure to those of the committee.

Chicago Terminals
Guy E. Sampson

On November 10 Mr. John Riley passed away at his home of his daughter, Mrs. A. Cornell, in Chicago. Mr. Riley had worked for the company for 54 years as an engineer and many of these years had been spent at Western Avenue and Galewood. Besides his daughter he leaves a son and a host of friends.

The remains were taken to Gratiot on the Western Avenue and Galewood, where the funeral service was held. The family was accompanied by the lodge members of both Western Avenue and Galewood. Besides his daughter, Mrs. A. Cornell, in Chicago. Mr. Riley had worked for the company for 54 years as an engineer and many of these years had been spent at Western Avenue and Galewood. Besides his daughter he leaves a son and a host of friends.

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wet weeds and grass; banged and banged and banged away at them. When the dust of battle had cleared away, there remained the same number of miles on the water. Now, do you suppose the owner of those decoys ever banged away at them. When the dust of battle had cleared away, there remained the same number of miles on the water.

The first supply train to be run on Lines West, arrived at Harlowton the evening of November 13. It spent the night here, departing at 3:30 A. M. the 14th. It consisted of about 20 cars, and was in charge of Supply-Car Store Keeper Johnson. Local Store Keeper H. L. Stump accompanied it as far as Deer Lodge.

To list all the folks who have been ill, with the exception of the last month, would require an entire page. So, enough said about that.

That date, November 14, seems to have been one of great moment to the Milwaukee. It was the first of the season, Harlowton, Montana, to Aberdeen, S. D., a distance of 600 miles. With careful attention by the Locomotive Department, the motive power is standing up well taking the trains in on time.

Harry Wade, Jr., son of T. M. Conductor and Mrs. Harry Wade, returned the fore part of November from an extended stay at coast points.

After rambling around the country, the middle to be more exact, for several months, visiting such posts as Minneapols, Madison, Wis., and other Northern cities, is back spending brass on second. Nick got home just in time so he wouldn’t have to eat Thanksgiving dinner in Montana.

We had a real, genuine, Milwaukee wedding at Harlowton during November. The contracting couple tried to steal a march on their friends by getting the form and signing over to the M. E. Parsonage to have the knots tied by the Rev. H. W. Woods. They, John Ray Mathews and Thelma Utley, didn’t fool ‘em for long though, and the bride has been the guest of honor at a number of showers given recently.

Mrs. Mathews is a daughter of Mrs. Josephine Utley and the late Conductor Dan Utley, of the Northern Montana division. The family came West in 1908, settling at Harlowton, in order that Thelma could grow up on lines West. For a number of years she has been an able and efficient employee of Uncle Sam at the local P. O. By her pleasant, happy ways she made many friends.

The groom is the son of Mr. J. O. Mathews, of the Car Department, and is a very popular young man. He is surely a Montanian; having been born at Harlowton, new Helena, he has spent his entire career in the “Treasury” state; that is, excepting during his service in the Air Corps during the World War, and several seasons spent playing professional baseball in the east.

The newlyweds, well, fully knowing they have the best wishes of their host of friends for a very happy married life, we now at home to these friends at Harlowton.

Mrs. F. C. Hendersohn and daughters spent several days visiting another daughter, Warehouse Foreman and Mrs. Dale Middleton at Boremant.

Margaret McGuire, roundhouse clerk, has been acting strange recently. First, while waiting for the leaves to fall, she leaves it cold to stroll in a lesser light; then she takes several days off—supposedly with the flu—and George Flyt comes up from Miles City to relieve her; then we hear that she has changed her name, the rumor first has her name connected with that of a local, then a Miles City boilermaker. Perhaps, she just has the flu.

That reminds me, I was introduced the other day to a very sweet future roundhouse clerk. So, they’re not all bad you wish; we have your relief already in sight.

Mrs. A. E. Hoops, wife of our general yard master, has as her guest, her mother, Mrs. Temple, who arrived from Mt. Vernon, Washington, the latter part of November.

The election is over, and almost forgotten, as all election bets have been paid. That is all but the one that Bollermaker Jack Roace owes me. He, as a result of betting on one Smith, was to have carried me on his back up Graves Hill, from the Star Hotel to the Graves, permitting me to wear spurs and use sun. I was ready for the ride, but Jack didn’t kick through. He says it would make him appear ridiculous to do so. I didn’t have to fear that, for I appear that way all the time, anyhow.

Fullerton Avenue Building
A. M. D.

Wm. R. Barber, engineer of the Iowa Division and representing the Milwaukee Employers’ Pension Association, has been made a thorough going through all of companies in the city.

The Gavin farm has two windmills, but one must be taken down, as there is not enough wind for two, according to Gardie.

Miss Isabel Juhrend, of the Freight Auditor’s Office, has married, on November 11, 1928, and is now living in Chicago, Operator Nick Carolyn is back at Harlowton during November. The contract here is scheduled for New Year’s Eve at the Masonic Temple, who arrived from Mt. Vernon, Washington, the latter part of November.

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Fullerton Avenue Building
A. M. D.

Mr. A. O. Tate is spending his vacation in Texas. You sure know how to pick your climates, Aubrey.

Outside of shopping at Lower Prices

The Real estate Department, and the Champions, Menta, Sorson and Schloss, challenge any good player in the building to a contest. The playing period is from 12:15 to 12:30 daily, except Saturdays and Sundays. It is not necessary for you to bring your own checkers, as the champions have a supply on hand.

Mr. B. Breelaur has returned from a trip to the coast. He reports having seen a lot of fish, but caught none. You used the wrong bait, Milton.

Where Savings are Safe

Following the Crowds to Montana’s Busiest Store for Better Merchandise at Lower Prices

Kearney & Kearney
Miles City :: :: Montana

Mr. A. O. Tate is spending his vacation in Texas. You sure know how to pick your climate, Aubrey.

The employees of the Real Estate Department wish you all a Happy New Year.

Coast Division
C. C. C.

The depot building at Hyak is being put in shape for the handling of the winter travel to and from that point, where the Mountaineers Club have a lodge. A phone has been installed between the depot and the lodge for the accommodation of the members. Each year the interest in the Winter Sports increases and over the week ends and holidays the travel is very heavy, there being in the neighborhood of 800 members in Seattle, Tacoma and vicinity.

One of the big social events of the year is the Big Four Brotherhood Annual Ball, which is scheduled for New Year’s Eve at the Masonic Temple, Tacoma. Many novel entertainments are being planned and judging from the early ticket sales it is sure to be a success.

Where Savings are Safe

NATIONAL BANK OF COMMERCE
SEATTLE

Follow the Crowd to Montana’s Busiest Store for Better Merchandise at Lower Prices

Kearney & Kearney

Miles City :: :: Montana
JOE Griffin, assistant ticket agent, Tacoma, spent his recent vacation at nearby points. Traveling Engineer Frank Buchanan, accompa­nied by Miss Edna Buchanan, attended a meeting of Traveling Engineers, held at Mil­wauke the early part of December. Conductor Chas. E. Donnelly has returned home from St. Joseph's Hospital where he has been sick for some time.

Dispatcher H. E. Peterson left the hospital November 25, the day he has been cold and absent since June. He will return to his duties about January 1.

Engineer A. W. Bagley is recovering from a serious operation at St. Joseph's, Tacoma. Assistant Superintendent Hamilton is issuing a bulletin from time to time giving the names and location of employees who are ill, so that friends may be able to call on them.

Sympathy is being extended to Mrs. George A. Wilson and children, due to the sudden death of Mr. Wilson November 26, at his home in Seattle. Mr. Wilson has for many years been section foreman in Seattle yard. He was a brother of former Roadmaster Sam Winslow.

Brakeman "Kid" Burns met with a serious accident on November 13, at Recliance. While switching log cars out, logs rolled off the car, kinking Burns' leg and fracturing his foot so that it was necessary to amputate three toes. He is at St. Joseph's Hospital, Tacoma, and getting along nicely.

Julia Johnson has returned from her vacation having made a tour of the East and reports a very wonderful time.

Superintendent Valentine and Chief Clerk Ballard have been off sick with the flu for a week; both are getting along fine and hope to see them back on duty soon.

We have a very important announcement to make and that is the marriage of John Sullivan, car foreman's clerk. Congratulations, John. You sure slipped a fast one over on us that time.

By all indications we are afraid that Vernon Maas is going to do the same thing as John did—it sure looks serious now.

We see that Don Burke has shaved off the mustache—which the matter, Don, couldn't raise more than six, or was it too light for the color of your hair?

Sioux City and Dakota Division
H. B. Olsen

A very important event took place on this division when on December 1 Mr. Roy G. Larson, freight agent at Sioux City, Iowa, was promoted to the same position at Kansas City, Mo. "Boy," as he is better known, is liked by everyone, not only among the employees, but by business men with whom he came in contact and we deeply regret the loss. Mr. Larson was an active member of several clubs in Sioux City and is an all-around, progressive young man of sterling worth. Mr. Homer Snow, transferred from the position of traveling inspector, has been appointed freight agent at Sioux City, and it is pleasing to everyone and we congrat­ulate Mr. O. N. Harstad, general manager, in the choice of Mr. Snow for this important posi­tion. Congratulations to Messrs. Larson and Snow, we wish them all success.

Engineer "Bill" Hopkinson took the family and drove over to Nebraska City, Neb., on December 2, and in the meantime a storm in the form of a "Blizzard" went into action. "Blizz" got to his destination but decided he would not drive the Essex back during the raging storm, and incidentally he lost a trip on 75.76.

On November 26, the I. & D. Division, under the supervision of Superintendent W. F. Ingraham, held a Safety First meeting at Canton, S. D., at which a large attendance was very much in evidence. Several from Sioux Falls attended, including Yardmaster J. R. Bankson. This was one of the best meetings ever held at Canton.

Switchman Frank Hirt, Sioux Falls, has been presented with an extra large lead pencil with an extra large rubber eraser attached. Henry says he figures errors on his part will be a thing of the past, as he never did have all the daily grind.

Switchman Fred Brown, Sioux Falls, is now sporting a nice, nearly new Hopp socket; some class, Freddie.

The Sioux Falls Chapter of the Women's Club gave a dance in the passenger station on November 23, in which a large crowd was in attendance and a real good time enjoyed by all.

Engineer Foreman and Mrs. Frank Henderson, Sioux Falls, spent Thanksgiving with relatives in South Bend, Ind. Frank says they surely enjoyed visiting the old home town after so many years' absence.

Muder will out. It just recently came to light, that the fireman who accompanied the engineer to Sioux City, when the said engineer fell in the cinder pit, about three years ago, and got a frigid bath, refused to help the engi­neer because his face was dirty.

After several months' illness, our old friend, Conductor Earl Murphy, has resumed work and although some pale and peaked, he looks fine and feels good. Glad to see you Earl, we surely missed you.

Engineer and Mrs. S. A. Frazine and also Engineer Frank Gibbs will depart for Los Angeles within a few days to remain until the cold blasts of winter are over in this section of the country.

Operator E. E. Lovejoy and family spent Thanksgiving with relatives at Charles City, Iowa.

Misfortune has again overtaken our old-time friend Conductor "Buck" Jenkins. Some time ago it was necessary to amputate his foot on account of poison, and just recently the other foot was amputated, evidently for the same cause. Mr. Jenkins bore the operation cheer­fully as he always does. We sincerely hope for a speedy recovery.

Mr. A. W. Larson, B. & B. foreman, died on November 21, at Sioux City, Iowa. Mr. Larson has been in the service of this comp­any for over twenty years. We extend our sincere sympathy to the family and relatives.

Mr. and Mrs. B. Johnson spent a week in New York on their annual vacation.

Emil Popper, roadmaster and chief carpenter clerk spent the week-end with relatives at Tamm, Iowa.

Yardmaster J. R. Bankson, Sioux Falls, is taking two weeks' vacation, resting up from the fall movement; he always attended every division meeting and did his part in promoting Safety.

We have with us Harry E. Bran, who has been in Tacoma, Washington, for several months and who has now resumed work at Fairview, S. D., as agent. We wish to have you with us again, Harry, and trust you and the family have fully recovered in health.

Real Estate Agent J. F. Hartson is reliving Agent H. J. Brown, at Hawarden, Iowa, who is taking a two weeks' vacation.

Mr. George Francis, who for the past twelve or thirteen years has been in charge of the coal shed at Sioux Falls, died on November 29, Thanksgiving Day. On November 19, George was operated on as an automobile while crossing the street on his way home. He was taken to the hospital, where it was thought his inju­ries were not serious; later Mr. Francis in­sisted on coming home and he was brought to his home the day before he died. Mr. Francis was a very active worker in the Safety First movement; he always attended every division meeting and did his part in promoting Safety.

He leaves to mourn his loss, his wife and three daughters. We extend our sincere sympathy to the family.

The flu epidemic, which seems to have swept the entire nation, is taking its toll. It seems hardly anyone has escaped it and the depart­ments on the division have been handicapped at times on account of so many on the sick list.

Dispatcher J. Jamison has just resumed work after having been confined to his home for several weeks with carbuncles.

Agent C. Herschberger at Charter Oak, Iowa, was called to Martinsburg, Tenn., on November 21, on account of the death of his father. We extend our sincere sympathy.

Section Foreman Joe Howlett, who has his motor car all dolled up for all kinds of weather, with the most recent improvement of a glass windshield.

Operator Isaacson over at Mapleton, Iowa, has been making some mysterious trips to Sioux City lately. There surely is some reason for this, perhaps a young lady in the case. It's the voice with a smile that wins.

Dispatcher G. A. Scott, Sioux City, died on December 13 from heart trouble. How Mr. Scott was one liked by everyone, always pleasant and conscientious in his work. He will be greatly missed in the dispatcher's office and from us all.

We extend our sincerest sympathy.

Conductor T. H. Calligan has been confined...
to his home for the past three weeks with illness and we trust he will soon be able to resume work. He is being relieved by Conductor Frank Feeley on Numbers 75 and 76. 

J. T. Raymond, of Chicago, spent Thanksgiving day at Marlon, as a guest of his father and mother, Mr. and Mrs. John Engstrom. He was accompanied by his wife, daughter and son, who remained until Saturday.

Robert Widge, of Marlon, who has been ill for some time, was operated on at Iowa City recently.
Marion, has been off duty for several days laid up with the flu.

Operator B. F. Haffner, of Sabula, has taken a two-months' leave of absence and has gone to Seattle, Washington, where he will visit relatives.

Passenger Conductor Ben Buckley is laying off on account of the serious illness of Mrs. Buckley, who was operated on at a Cedar Rapids hospital, December 8.

Passenger Brakeman L. R. Curtis has taken a leave of absence and has gone to California for the balance of the winter.

Brakeman Newell Hayes has been off duty for a couple of weeks on account of sickness.

Operator M. J. Marchant, who has been transferred to the Superintendents Flanagan for some time, has gone to Chicago, where he has accepted a position in the office of the general superintendent.

Agent N. J. Edwards was off duty for several days the latter part of November, taking the Consistory work at Clinton. T. J. Allen relieved him at Toronto.

Mrs. Mayme Berryhill, of the Master Mechanic's Office, took two weeks' vacation during November, visiting at Waterloo and Belle Plaine.

Mrs. Louise Landis died at the home of her daughter in the state of Washington. The remains were brought to Marion, where funeral services were held. Mrs. Landis was the mother of Charles Landis, of Marion. The Employees' Magazine extends deepest sympathy to the surviving members of the family.

Sympathy is extended to friends on this Division to George C. Eacker, of the K. C. Division, and in their bereavement caused by the death of Mrs. Eacker, who passed away at the home of her sister, Mrs. F. B. Stafford at Savannah, November 29. Funeral services were held at Marion December 16, where the remains were laid away.

Agent H. F. Brown, of Maquoketa, has gone to Florida for a three-weeks' visit with relatives.

Operator J. T. Gallivan of "MA" Office, Marion, was off duty several days on account of illness. R. L. Taylor relieved him. Operator M. J. Marchant worked the second track.

News came December 14 announcing the appointment of Superintendent M. J. Flanagan as assistant to General Manager O. N. Harrald, Lines East, and C. H. Burof, Lines West, Department of Safety, with headquarters at Chicago.

Mr. Flanagan entered the service of the Milwaukee road as section laborer on this Division, and for a number of years served as switchman and trainatcher on this division. He was transferred from Perry to the H. & D. Division at Aberdeen, where he served as chief dispatcher, trainmaster and superintendent. He also served for a brief period as superintendent of the Dubuque Division, coming to the Iowa Division from the H. & D. as superintendent when Mr. Marshall passed away about five years ago.

Mr. Flanagan has made a good record on this Division, his labors have been of a conscientious, hard-working, efficient officer.

His friends on this Division are pleased with his promotion and feel that he is highly deserving of the substantial recognition that has come to him.

Idaho Division

Trainmaster E. E. Johnson, of Spokane, handed the following to the dispatchers, Idaho Division, with a request that it be used whenever possible.

Noting it on the truthiest ever written. Read it, then ask yourself if Mr. Johnson isn't right.

ENCOURAGEMENT

Isn't it surprising what a little praise will do? How it makes you feel like working and how good it is for you. Just a word or two will do it. Just a friendly, "Why, that's fine," Doesn't take one long to say it, but the good lasts all the time. Have you ever been discouraged, nothing seemed to go just right? Have you thought it almost useless, and your given up the fight? And maybe someone told you how splendid you had done, and suddenly the aspect changed, and what you did was fun? Just a pat upon the shoulder makes a person feel most glad, You dig right in, just twice as hard to win the praise you bad, and everything that once seemed dull has changed, and now seems bright, for after all we're human fellows. We need a lot of praise.

The thrill that comes from encouragement quite often stays and stays, so when you see someone else who feels a little sad, Don't hesitate to do a thing that is sure to make him glad.

Engineer Ivan A. Grant made his first trip on December 8, since his injury in an auto accident a few months ago.

Jack Cole of B. & B. Office, Spokane, and formerly cashier at Otisbo, wrapped up a fat ten-pound turkey and sent it to Yardmaster M. F. Whalen, Otisbo, for Thanksgiving, in care of Conductor "Gib" Lee. We are told that when the package was delivered at Otisbo it contained only two turkey legs, the bird had flown.

"Slats" accused Jack of playing a small, mean trick, while Jack hung his head and wondered what a fellow should do to please some people. Moral: Give only when and where appreciated.

Train Dispatcher W. A. Monroe and Mrs. Monroe of Tacoma visited friends in Spokane, Malden and Spirit Lake when Bill had his vacation recently.

Mr. Monroe had the honor of refereeing a world's championship tennis contest when in Spokane.

Carl Lifowitz, log scaler, was called to the Iowa Division from the H. & D. as superintendent when Mr. Marshall passed away about five years ago.

Mr. Lifowitz has made a good record on the Division, his labors have been of a conscientious, hard-working, efficient officer.

His friends on this Division are pleased with his promotion and feel that he is highly deserving of the substantial recognition that has come to him.

Idaho Division

Trainmaster E. E. Johnson, of Spokane, handed the following to the dispatchers, Idaho Division, with a request that it be used whenever possible. Noting it on the truthiest ever written. Read it, then ask yourself if Mr. Johnson isn't right.

ENCOURAGEMENT

Isn't it surprising what a little praise will do? How it makes you feel like working and how good it is for you. Just a word or two will do it. Just a friendly, "Why, that's fine," Doesn't take one long to say it, but the good lasts all the time. Have you ever been discouraged, nothing seemed to go just right? Have you thought it almost useless, and you'd given up the fight? And maybe someone told you how splendid you had done, and suddenly the aspect changed, and what you did was fun? Just a pat upon the shoulder makes a person feel most glad, You dig right in, just twice as hard to win the praise you bad, and everything that once seemed dull has changed, and now seems bright, for after all we're human fellows. We need a lot of praise.

The thrill that comes from encouragement quite often stays and stays, so when you see someone else who feels a little sad, Don't hesitate to do a thing that is sure to make him glad.

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Some Smiles

She: "Do you like moving pictures?"
He: "Sure!"
She: "That's great; I want you to bring a lot of them down from the attic."
Stude: "When I was in the picture show last night a pretty girl came in and sat right down in my lap."
Ditto: "What did you do?"
Stude: "I stayed for two shows."

Aunt asked to pray for warm weather so that her grandma's rheumatism might pass away, a five-year-old girl 99 said.

"Oh, Lord, please make it hot for grandma."

Drewed.

Don't worry if your job is small, and your rewards are few; Remember that the mighty oak Was once a nut like you.

The stinging farmer was scaring the hired man for carrying a lighted lantern to call on his best girl.

"I'm? an idea!" he exclaimed. "When I was courtin' I never carried no lantern. I went in the dark."


Mrs. Jones: "Does your husband object to cats?"
Mrs. Brown: "I should think he does! He says that I feed all the cats in the neighborhood. . . . Won't you stay for tea?"

Coming down town the other morning a man was accosted by a friend who wanted to know what had happened that he had his hand all tied up.

"My hand isn't tied up," he answered, "that's my wife's dress I'm taking to the cleaner."

She stood in the street at midnight, as the traffic homeward sped. She was very much attracted by the moonlight, but that's not why she's dead.

Collegiate: "Father, when I graduate I am going to pursue my literary bent and write for money."
Father: "Well, son, you ought to be successful. That's all you've been doing since you started college."

"What do you think this country needs most?"
"What it needs most is more men plowing the fields with plows, and less with niblicks and mashes."

Here's health to the girl who can dance like a dream, And the girl who can pound the piano; A health to the girl who writes verse by the ream, Or top with high C in soprano; To the girl who can talk and the girl who does not; To the saint and the sweet little sinner; But here's to the cleverest girl of the lot— The girl who can cook a good dinner.
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