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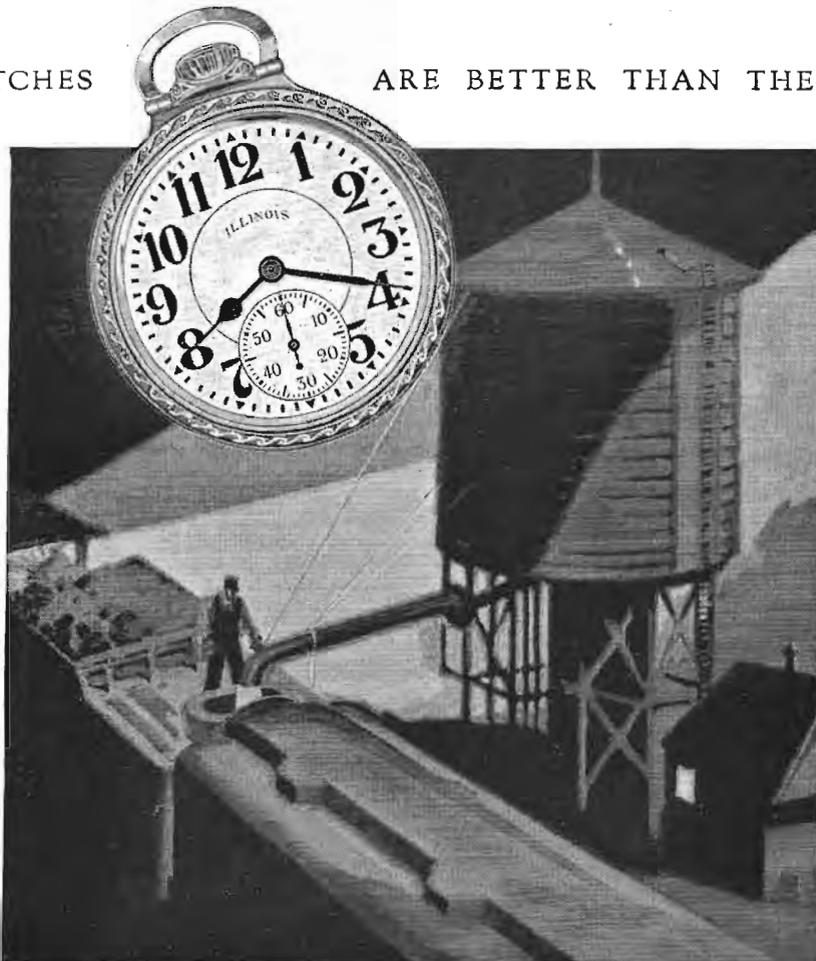
MILWAUKEE MAGAZINE

JANUARY, 1929



ILLINOIS WATCHES

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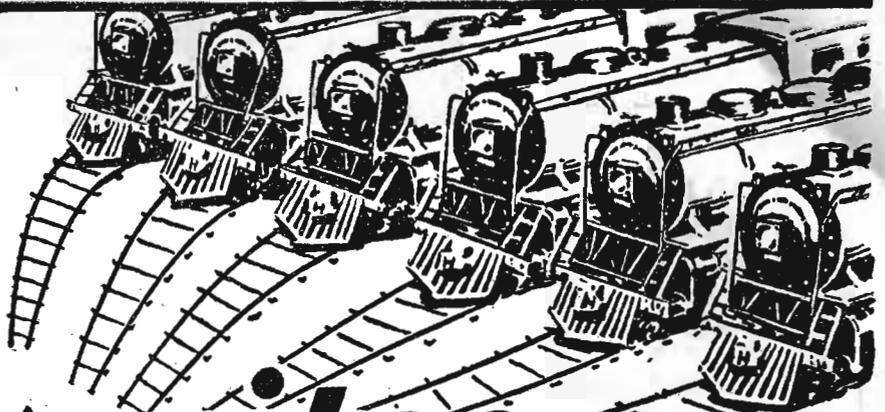


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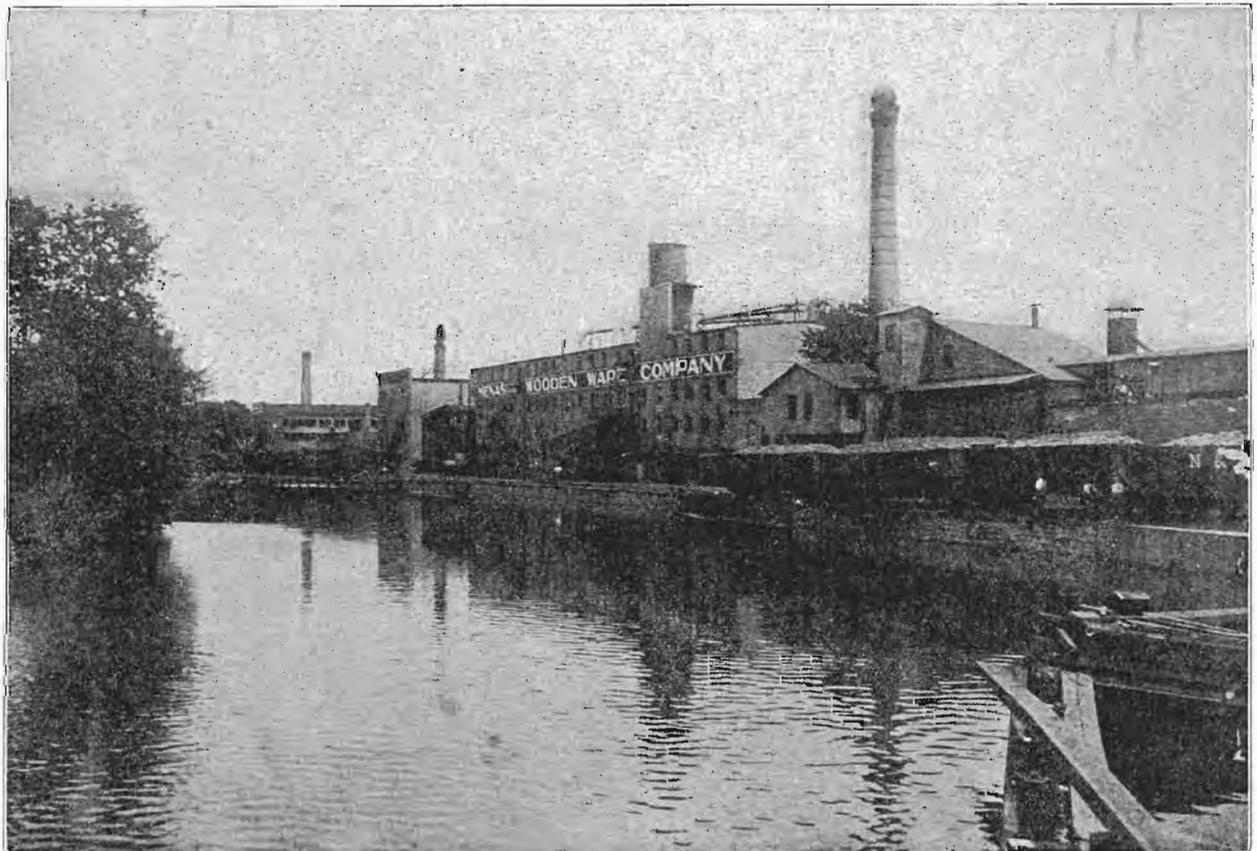
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Menasha Wooden Ware Co. Plant

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.



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 drumloids; 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 Swisses, your Pabst-etts, etc., know that the price you pay is promulgated from this charming little Wisconsin town of upwards of four thousand people.



Cheese Warehouses on Milwaukee Tracks at Plymouth

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.

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, followed soon by Pere Allouez, Pere Marquette and in succession all of the great explorers whose names are interwoven with the "discovery" of the northwest. 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.

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 in years gone by was the old town of Fort 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 has 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



Bird's-eye View of Green Bay

cut. 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 successfully carries the dignities 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 Menasha 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 the 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 middle west, as well as all other grades of paper, from the immense paper mills located there. These cities of the renowned Fox River Valley are most attractively located and the big river furnishes a large part of the outdoor life of the inhabitants. The surrounding country is typical of central Wisconsin, which means that it has the beauty that attaches to green hillsides, enclosing a valley diversified by meadowland, woodland and silvery flowing waters.

Continuing northward from Green Bay, a branch leads toward Marinette, Wisconsin, on one side of the Menominee River, just where it flows into the headwaters of the Bay, and Menominee directly across on the Michigan side. Marinette and Menominee are almost a compound word, and the cities are almost a composite community. A bridge spanning the river virtually makes the towns as one, but with the remaining difference that one is a Wisconsin appanage and the other belongs to the commonwealth of Michigan. They are both wide-awake business places, with large manufacturing interests that include large lumber and paper companies.

Years ago lumber was king in Marinette and Menominee, to the exclusion of all else, but other industries on a large scale, are taking a lead. Paper mills furnish a fine tonnage, and in Menominee there is a factory for baby carriages with such an immense business as to make this the center of baby carriage manufacture in the world. Furniture is also made at these plants. The country surrounding these cities is fast becoming a



Fort Howard Paper Company



Northern Paper Mills, Green Bay



Logs for the Sawyer-Goodman Mills at Marinette



Street Scene, Menominee



Lloyd Loom Products Plant, Menominee



Woodland Road Near Iron Mountain

rich farming section with a corresponding importance reflected in the commercial and jobbing enterprises of both towns. At Marinette is a large lumber concern operating two sawmills, two planing mills and one dry kiln with a capacity of 25,000 feet; and a modern flooring plant. This company ships one hundred million feet of lumber annually.

Back on the main line, we are soon in the heart of the great Menominee iron range, with Iron Mountain, a thriving mining and lumber manufacturing point. One of the largest iron mines on the range is located at this place, with a number of others in the nearby neighborhood. The Von Platen Fox Lumber Company also operate a large plant at Iron Mountain and a large Ford plant has recently located here. It is one of the important shipping points of the division. The line crosses the Menominee River at Iron Mountain and continues on through forest and range. It is a highly diversified region, for at one hand are seemingly impenetrable forests, again wide open farming country closing then into steep hills and precipitous ridges whose very aspect indicates their mineral ribbed bulwarks.

At Channing we have a separate operating and mechanical organization consisting of assistant trainmaster, chief dispatcher and dispatcher, which handles the distribution of business originating in that territory, which is mainly logs and other forest products during the winter, changing over to iron ore in the summer. Sixty-two miles from Channing is Escanaba, at the mouth of Green Bay, and there this company operates large ore docks that cost in the neighborhood of three million dollars, in charge of G. M. Stoick, dock agent. From the two docks we handle from one and one-half to two and one-half million tons of ore in a season. And finishing up this trip, we come to a stop on Lake Superior, at Ontonagon, which is reached from Channing on the line that runs from Escanaba to Ontonagon. This railroad is known as the Escanaba & Lake Superior. It also has a branch line that runs from Kelso Junction to two important places, from a tonnage standpoint, Iron River and Crystal Falls; and in another story at a later date, if we are permitted, we shall undertake to tell the interesting story of these places, and of that great Copper Country that lies up around Lake Superior. The North country is ideal summerland and our next story about it will be when the cool Lake Superior winds are inviting and summer is bourgeoning.



Peninsular Power Company Plant, Twin Falls, Near Iron Mountain

The division is in charge of Superintendent J. H. Valentine, who entered the service in 1904, working as an operator

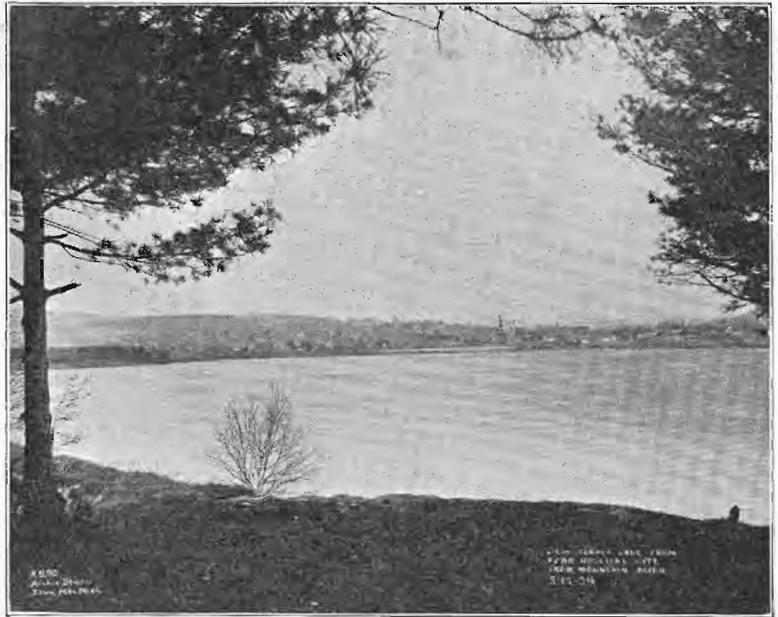
and agent on the Prairie du Chien, La Crosse and Racine and Southwestern Divisions. In 1909 he was appointed train dispatcher on the C. & M. Division, Chicago, 1918 assistant chief dispatcher, C. & M. Division, Chicago, and chief dispatcher, Madison Division same year. In 1921 appointed chief dispatcher, 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 Jct., 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.

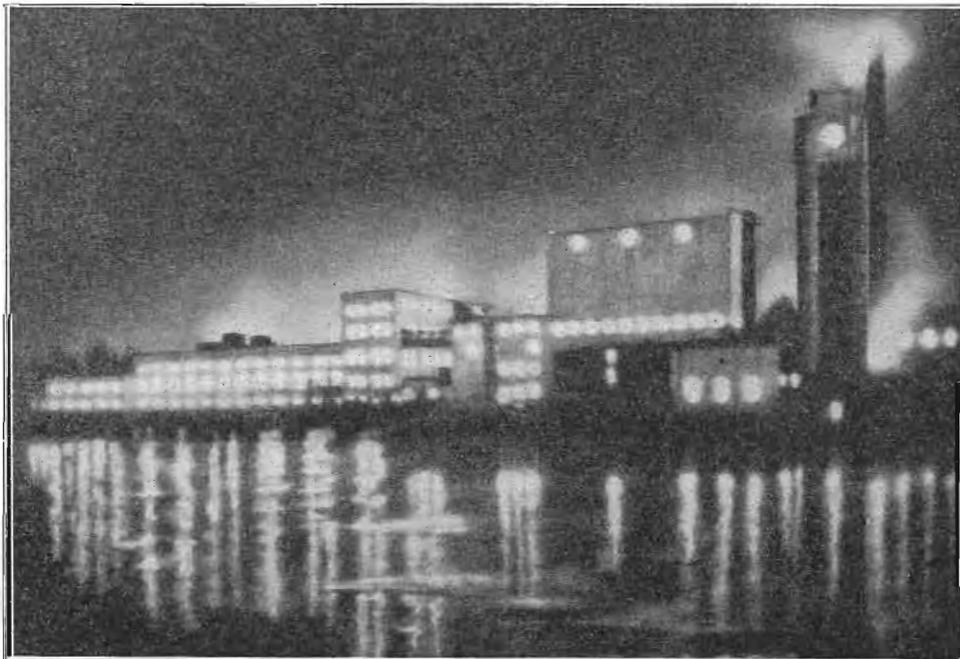
The Store Department is in charge of Division Storekeeper R. R. Harmeyer, who started to work in the Shops at Milwaukee, November, 1897, working in the shops, also in train yards and as yard



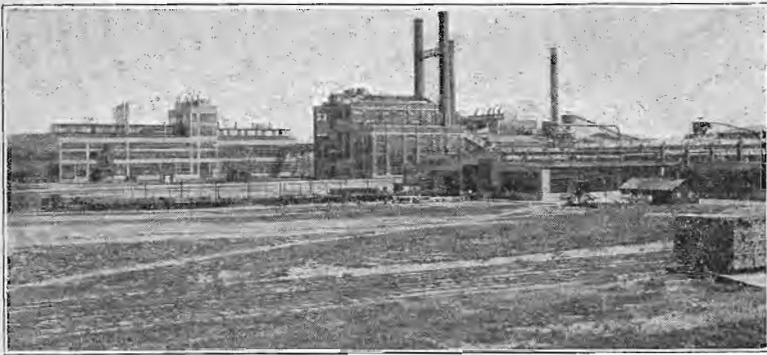
Looking Across the Lake Toward Iron Mountain



Von Platen Fox Lumber Company Yards, Iron Mountain



Riverside Paper Company, Appleton, Wisconsin



Ford Plant at Iron Mountain



Roadmaster P. H. Neugent



P. H. Donley



Maurice J. Clarey



F. E. DuBois

clerk, various yards. He transferred to the Store Department October, 1918, working in various capacities until September 1, 1921, when he was made division storekeeper, Superior Division, with headquarters, Green Bay.

At Green Bay we also have in charge of train operation, Chief Dispatcher J. T. Dinwoodie who entered service of this company June 6, 1902, as cashier at Marinette; May 1, 1903, transferred as ticket clerk, Green Bay, however, on September 11, 1903, he started as an operator in dispatcher's office and has been engaged in the operation of trains since that time. February 9, 1904, he was promoted to position of assistant chief dispatcher; June 24, 1918, he was made chief dispatcher at Channing, Mich., and on May 17, 1920, was transferred as chief dispatcher, Green Bay.

Assisting him in the proper make-up and operation of trains, is Yardmaster W. H. Tierney at Green Bay and who has been employed by this company for many years.

Assistant Trainmaster J. F. Sullivan is in charge of the divisional operations at Channing, Mich., he entering service of the company May 16, 1900, as a brakeman; promoted to conductor, February, 1904, in which capacity he was employed until June 23, 1922, when he was made assistant trainmaster.

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.

Ablly 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.

Current Railroad Topics

The Railroads and the Bus Lines

Editorial from the Dexter, Iowa Sentinel of October 11, 1928

"The other day the writer was summoned before the railroad commissioners of this state as a witness against the proposed bus line between Davenport and Council Bluffs on Highway 32.

"It is commonly understood that the writer is friendly to public utilities. It is also generally known that the writer is in sympathy with the cause of the railroads.

"In the course of the questioning, it was suggested that this individual was especially friendly to the railroads. We admitted the statement, and we have no reason to apologize for our stand on the question.

"The railroads have contributed more to the development of this nation than all other enterprises combined. The railroads have invested more in capital stock, in materials of one sort and another, in labor of all classifications, and in tangible, permanent improvements than any other business in the nation.

"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.

"It is true that in the old days the railroads asked concessions of the communities through which they passed. But the concessions granted yesterday have been paid for a thousand-fold. The railroads have repaid in a type and quality of service without which the nation had been prostrated in the times of supreme need.

"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:

"Fellow 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 co-ordinated, 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 somewhat strenuous 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 I have been neglectful about having meetings of this sort, which I think has been a mistake.

"The generally accepted view of an accounting 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 we have not yet reached the stage of perfection when no further saving in the operation



Vice-President W. W. K. Sparrow

of the company 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.

"We have made considerable progress along these lines in the past few years. We have a system of daily labor accounting, but this is only a beginning, and I am sure closer accounting would result in the saving of money.

"(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 measuring the operations of the railroad as a whole we find it helpful and informative to make comparisons with other roads operating under similar conditions. If our unit 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 each division made comparisons of the cost of certain operations it would promote efficiency and reduce costs. The following are a few comparisons which could be made; 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 enginemen 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 expenditures than a machine for recording those expenditures. With this purpose in mind, I have arranged with the general manager and the assistant general manager, so that Mr. Wilson and Mr. Willey will accompany them on trips over the line, and in this way I hope to bring them and the division accountants in closer contact with the operating men and the actual operations of the railroad. I have had the heartiest co-operation from Mr. Gillick, Mr. Harstad and Mr. Rummel in this, and I am sure nothing but good can come from it."

After Mr. Sparrow's address, the balance of the morning was devoted to 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 Accounting to Valuation"; by F. E. Grabenstein, chief clerk to auditor of expenditure; by E. P. 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 have the exact figures of cost, etc., but may receive information of the advance figures, which reach him about the last of the month. And through the accurate operation 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 16/100 of one per cent difference. The expense figures were \$94,600,078, and the advance figures were \$90,861,034, a difference of \$38,255, 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 earn it, he must 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 people have hopes, aspirations and desires similar to his own, and he must always be in sympathetic accord with them in their work and their aspirations."

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 inflicted upon you. I could not, if I would. The last two days I have been working under Mr. Gillick's direction. We have been out on a portion of the line that I had not before visited, and we have been meeting our patrons in those cities. Those of you who know Mr. Gillick know I have not had time to do anything but carry out his orders. I am not sure, however, that I would have made a speech even if I had had time to prepare one. I like to meet and chat with the men and women of our organization rather than to make speeches to them. I have conceived that one of the most useful things I could do, as well as one of the most agreeable things to me, was to become acquainted with the men and women of The Milwaukee Railroad as fast and as well as I could, and that is what I have tried to do.

"The Milwaukee Road, I need not tell you people who make record of its transactions, has made a very substantial improvement since coming out of receivership less than a year ago. We would naturally expect that coming out from the gloom and depression of a receivership,

the result would be better; but after making allowances for that, I think it is true that our accomplishments have exceeded the expectations of even the most optimistic of us all. They have been so good that people on the outside, some of our friendly competitors, have been made to sit up and take notice. Now while we are very much gratified with the results, we are not satisfied, and I hope that we are never going to be satisfied. We are going to be like that representative of our Traffic Department who was soliciting a larger share of a patron's business, and who when told he ought to be satisfied with the nice share he already had, replied: 'The Milwaukee Road does not pay me to be satisfied.' That's the proper spirit and so I repeat, I hope we are never going to be satisfied with our accomplishments.

"The Milwaukee Road is a great railroad. I do not need to tell you people that. I do not see any reason why it should not take and keep the place it belongs in the front rank among western railroads. Ours is not an easy job and there are many obstacles that must be overcome. We should have a better rate level on this railroad, and I hope that may be brought about. The obstacles to our success can be surmounted, and will be surmounted, because of the type of men and women we have on this railroad. I do not know of a railroad (and I have had an opportunity to observe a great many railroads, 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. If 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 do not think we can 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 Road. 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 these 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, eliminating thus, 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, for 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 wonderful 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 loyalty and co-operation of the 'whole gang.' Service is what we have to sell, and the service we are giving is making our patrons, more and 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 24, the meeting was called to order at nine A. M., and open discussion was again taken up for a short time. A paper on "The Development of Prices for Cross Ties" was read by Mr. G. 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, cost accountant, Milwaukee Shops, on "Store and Shop Orders" closed the session.

The papers on the subjects, as indicated in the foregoing, all interesting and of great value to the employees 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 Fullerton Avenue Chapter of the Women's Club for the use of the assembly room was passed. All present during the two-day session were enthusiastic in their expressions of the benefits they

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THE MILWAUKEE MAGAZINE

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Libertyville, Illinois

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790 Union Station, Chicago, Illinois

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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. St. 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. P. 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 apparently the best of 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 enjoying 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 the division 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 are best 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 cars" 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 noted. The "wider, higher, longer" berths 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 splendor of the wonderful new dining car. Refreshments were served, and an hour before the time

for departure of the train, the first of the famous dinners of the Southwest Limited was served to the eminent satisfaction of "those present." The Southwest, as we know, has gone on through the days of its service, serving just the same kind of wonderful dinners; and on the day of its silver anniversary, there was, in addition, a huge cake which Mr. Walter S. Dickey (the gentleman with the cake knife in the picture above), cut while the company gathered around in honor of the event. Mr. Dickey, together with Mr. H. R. Ennis, Porter Hall and Colonel Foote, were present at the inauguration of the train twenty-five years ago.

Conductor Kelley who was in charge of the train on its initial trip also took the train out on its silver anniversary trip.

After Mr. Dickey had cut the cake, it was served to the passengers, each lady receiving an individual cake.

MILWAUKEE EMPLOYEES' PENSION ASSOCIATION MEMBERS ENTERED ON PENSION ROLL NOVEMBER, 1928

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:

Name	Occupation	Division or Department
August C. Quade	Painter	Dubuque Division
Herman W. Knappe	Machinist	Milwaukee Shops
Frank Lawrence	Engineer	Madison Division
Louis Stark	Section Laborer	La Crosse Division
George W. Rushlow	Engineer	H. & D. Division
Cornelius O'Heron	Hostler	Illinois Division
Ever Schmidt	Crossingman	Police Department
Timothy Houlihan	Cooper	Chicago Terminals
Harry C. Hoffman	Machinist	Illinois Division
Otto A. Petersen	Trucksmith Helper	Illinois Division
George Van Tassel	Conductor	Iowa Division
Nels Anderson	Carman and Boxpacker	Iowa Division
Michael Toussaint	Section Foreman	Dubuque Division
Ole Martinson	Section Laborer	Dubuque Division
Noble E. Wells, Sr.	Clerk	Dubuque Division
Henry Risken	Conductor	Kansas City Division
W. A. Johnson	Section Foreman	Kansas City Division
John Tong	Switchtender	Milwaukee Shops
J. C. Fred Hauer	Section Foreman	La Crosse Division
Gust H. Rohde	Section Foreman	La Crosse Division
P. J. McCaffrey	Conductor	Madison Division
John D. Knobel	Check Clerk	Twin City Terminals
John O'Boyle	Brakeman	River Division
August P. Evenson	Section Foreman	River Division
H. A. Delahooke	Agent	I. & D. Division
Eugene R. Bowen	Locomotive Fireman	I. & D. Division
August Larson	Car Repairer	I. & D. Division
Henry Kaliebe	Carmaker Foreman	Milwaukee Shops
Fred Wingear	Laborer	Dubuque Division
Thos. Peters	Nut Tapper	Minneapolis Shops
Charles Simpson	Laborer	Minneapolis Shops
William T. Nelson	Machinist	Minneapolis Shops
Gust Hubert	Machinist	Bellingham Division
John W. Howe	Blacksmith	Deer Lodge Shops
James W. Dunn	Engineer	Madison Division
James McManus	Engineer	Northern Division
John Wheldon	Crossing Flagman	La Crosse Division
Julius F. Voltz	Train Dispatcher	La Crosse Division
John P. Sandry	Engineer	Dubuque Division

C. W. MITCHELL,
Secretary-Treasurer.



Alaska Dog Team in Paradise Valley

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 entrancing 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.



In Front of Paradise Inn

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.
When heavy hearts their strength renew
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.

So shall thy name be high, above,
And shine upon the highest hill
Sweet charity thy name is love
Thy handmaids doth await thy will.

And when the scenes of childhood fly
And age looks back on other days,
Then men shall at thy name arise
To laud, to magnify and praise.

—W. Hoskins,
November 23, 1928.

Card of Thanks

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 Ennis family for the extra good "cats" Mrs. Ennis 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.

Pickings from an Old Log

By J. E. Bjorkholm

Assistant Superintendent Motive Power,
Milwaukee, Wisconsin

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, old keep-sakes, dear in memory, come to light, and after the usual threat that they are to be burned or otherwise disposed of and no longer hoarded in a good Christian home, 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 for school, and as 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 the question was before 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 reburial, but it was to be my duty to, under the immediate supervision of friend wife, start a conflagration that would forever relieve her of frequently discovering my treasures from days of old.

I must confess I felt myself cornered and was about to capitulate, when a visiting lady made the remark that there was a terrible wind blowing outside. Here was an alibi made to order, and I grasped it. As our home is equipped with an oil burner, there was no possible way of burning any paper or other rubbish in the furnace, and it was beyond good judgment to start a fire in the back yard, so we agreed that for the time being matters would have to remain "statu 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 knives and forks among the Chinamen 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, kept during several eventful years in naval service. As I fingered its pages, some of which were written in ink, others in pencil, while others again had been written with a burnt match and shoe polish, I so forgot myself that I was still in the attic, sail-

ing 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 at my command, and came out 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 she 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 my 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 many friends and readers of our magazine; provided, of course, that other contributors had not resumed work, in which event my efforts would land in the editorial waste basket, and, in such case, the subject would not be of any material difference.

Like most humans, I was born, and, in my case, the memorable event took place on a small island situated in one of the large inland lakes in Sweden. Located, as my home was, within a stone's throw of the shore, I apparently, like the other natives, soon took to water, as, while I can recall quite vividly certain things that occurred while I was five years old, I cannot recall the time when I was not capable of handling a boat. Thus it was only natural that while yet in grade school I began to beseech my father for permission to go to sea, an appeal he reluctantly granted, when I was at an age when most boys are still under mother's tender care.

There is an old saying that you cannot teach an Arab anything about the desert. It was equally true, when I grew up, that the boys in my neighborhood could not be taught very much about the sea. There was one kind of seamanship, however, of which I soon found I was utterly ignorant, and that was the seamanship as applied to a rookie in His Majesty's navy. Having had a touch of seamanship in the merchant marine, I had decided to honor the sea-going branch of the nation's defense by becoming an active member, and my log and myself began partnership from that date.

As I read the first entry I can, yet today, as if it happened yesterday, picture myself landing unceremoniously on my back down on the battery deck of an old windjamming training ship, with my sea-bag on top of me, all the result of some clumsy land-lubbing step on a rope ladder, somewhat aggravated by a slight swaying of the ship. Nobody who has not made a similar entry into the sacred society of a few hundred able-bodied and fun-loving sailors can appreciate the reception.

My first duty, after being assigned a hammock, which, by the way, was cut down numerous times during my sleep, when sleep was possible on this and many

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 potato brandy, a mixture that would make squirrel whiskey and brass borings look like a W. C. T. U. cocktail; this to be obtained, and, if necessary, the guards bribed, with a couple of pants buttons, one of hard rubber, the other one of inferior lead.

This was my first introduction to this kind of currency, a medium of exchange, I later came to learn, a rookie frequently had to accept at a rate above par. The expedition ashore and return was highly successful for those who had so suddenly constituted themselves my immediate superiors, and only "tattoo" saved me 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 ebb in my pocketbook, but as other victims had arrived I was not further pressed into service as purveyor of spirits.

These were dog days, but they are fond memories. I remained on this 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. 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, and a few birthdays thrown in. On one of these national holidays, we were running short of excitement, and after due deliberation a suggestion was unanimously adopted that a dozen live sea crabs be purchased and placed in the chief engineer's bed, and then await results. One of the gang whose record was so badly plastered that it was beyond spoiling, 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 seen 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 intended, however, that that which followed the exposure should be classified as fun, but our pal with the bad record was no squealer, and he alone suffered the consequences.

One of the first assignments that came to my lot was coal passer on a torpedo boat on an expedition in the Gulf of Botnia during the month of April. Small torpedo boats with a hull only an eighth of an inch thick, light, speedy boats of less than one hundred and fifty tons displacement, are far from being ideals of home and comfort under even favorable

conditions. Couple to this the Gulf of Botnia and the month of April in those regions, and we have a combination that would almost induce Pussyfoot Johnson to take a drink. Blizzards, high seas, wreck in the engine room, sea sickness, no drinking water, stale beer, a monocled lieutenant in command, and a mate, born on the sea and with a heart as cold as a pawnbroker's, who could use profanity in such proportions that caused the paint on the deck to blister when some of us were confessing our sins and were preparing to face our Maker 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 from the mechanical and mining companies for training as deep-sea divers. The notice was given 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 almost as big as the national debt, and besides, here 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 to whom a generous government was obliged to pay the fee. Some had dropped out after the first descent, but most of them after a depth of forty feet was reached, when pressure and cold took its 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 as 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 sight, and perhaps a real fight with some guardsman thrown in for good measure. Personally, I made the grade and obtained my certificate and the bonus, and as a diver later worked at wrecks and also picked up some of my comrades from the bottom of the harbor, who had accidentally walked into the sea instead of using the sidewalk, when returning to the naval station on some stormy payday night.

There are two incidents from my diving experience that stand out vividly in my mind. One merely gave me a real twenty-three-carat scare; the other almost brought finis to a young diver in His Majesty's navy.

The first one occurred during my training period, while diving in a depth of forty feet in the harbor of Stockholm, on a mud bottom, almost bottomless. One of the apprentices came up quite elated, stating he had discovered a gravel bank where diving was real pleasure, and where one could lie down in clear water and watch the fish of various kinds, something that up to this time had not been our experience, except in dime novels. To facilitate matters, he had

been very accommodating and had tied the lead line from the rope ladder to a stone, and placed it on the gravel, he stated.

It was my turn to go down next, and I descended after having expressed my appreciation to my friend, as the helmet was being secured on, and soon found myself on the muddy bottom, following the lead line in search of the gravel patch, when all of a sudden I started to go down, down with what seemed a bullet-like speed, and down to China. Grabbing the signal line, I made frantic efforts to signal my caretakers; but my friend, the discoverer, was handling the line on the other end and paid no attention. Finally I came to a stop, and after succeeding in catching a breath and convincing myself that I was still alive, I began to explore my surroundings, and found that the mud and slime reached over my shoulders, making walking next to impossible. Finally, when my tormentors on the pontoon thought I had had enough fun, they pulled me up and led me away from a hole only fifteen feet deep beyond the forty, on which depth we were working; but, to me, had seemed almost bottomless.

The second incident occurred in the Baltic, where one of the torpedo boat flotillas and a battleship squadron were engaged in torpedo practice, and one of the torpedoes, instead of coming to the surface after it had run its course, as intended in peace time, decided to go 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 bring the torpedo to the surface, but failed, each complaining about bad 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 experienced 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 rubber 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 valves to stick corrected itself, and the air was being delivered in greater proportions than the exhaust valves could relieve. 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 suit, I became too buoyant, and felt how I was losing my foothold, regardless of my lead shoes, each weighing sixteen 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 torpedo, 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, captured the speed record. I am not 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 can 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 of so suddenly being relieved of the high pressure to which a diver is subjected in a ninety-foot depth, and medical aid summoned from one of the battleships was not needed.

Fall soon came, and some of the crews in the squadron were detailed to a winter cruise in the Mediterranean, while yours truly pulled the joker and was detailed 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 and 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 after 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 now 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-two 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 bulletin boards listed as a deserter, 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, with it, 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 coal-black nights, was something of a mystery, and surely testified to their exceptional skill as navigators. These
(Turn to page 27)

CLAIM PREVENTION

THIS IS THE WAY TO TAKE UP FREIGHT WITH CARE

Causes of and Prevention of Freight Claims

By *W. A. Johnson, Agent, Rockford, Ill.*

I CONSIDER this subject should be made the most important duty of an agent and his forces, and should have their constant attention.

I am of the opinion that claim prevention is getting stronger every day among the agents and their forces for the reason that station forces are taking more care to report mistakes that they see will cause claims and by so doing the remedy can be applied.

I consider one of the hardest things to overcome in claim prevention, in regard to station forces and agents, is to get them to report causes of claims they found against other stations, not wanting to get them into trouble, but I feel that this situation has changed and agents are pleased to get these reports and take the exceptions in the right spirit as they were meant when reported by the other agents and officers and gives them a chance to stop the leak that if not called to their attention, they would never know about.

Dividing our in and out shipments at Rockford into carload and L. C. L. shipment, I would state our method first for handling carloads.

At Rockford, we have forty-four furniture factories, and furniture is one of our largest commodities that move out of here. We handle from sixty to ninety carloads every month and most of these carload shipments are made by 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 they are consolidated into carloads for New York, Boston, Philadelphia, Toledo, Chicago, Seattle, San Francisco, Los Angeles, Denver, Kansas City, Duluth and other points. This furniture is all crated before being brought to the transfer and all of our factories are very particular in the crating of their shipments so as to comply with the Classification, and in fact go beyond the requirement, which fact was brought out when a committee from the A. R. A. was here about a year ago to go over the matter of crating furniture, and they stated that Rockford furniture was crated better than at any other point in the United States.

Most of this furniture has to be loaded in ten foot high equipment in order to get in the minimum weight. In order to handle this business with as few claims as possible, we do not set in a car for loading until same has been inspected by the Car Department and they mark same O. K. for furniture loading. This Transfer Company has expert loaders that have been in their employ for many years, and when a car is finished loading, they are solid, so they will not shift unless they receive very rough handling.

Most of our furniture claims are due to rough handling and the manager of this company advised me that his damage on

shipments to New York and other eastern points averages about \$15.00 per car, while his western shipments would not average \$3.00 per car. This matter was brought to the attention of Mr. Wicke and he has been working on same. The manager of the Transfer Company feels that the shipments for the east get much more rough handling due to the large terminals. Any suggestions for the better loading of furniture are gladly received and complied with by the Transfer Company, as they do not like to have claims.

We have many carload shipments of heavy milling machines from the Ingersoll Company but they are very particular in blocking their shipments and have been supplied with an A. R. A. loading book and comply with same. Before any of their shipments leave Rockford, they are inspected by the Car Department.

The most claims we have on our shipments are sewer pipe, shingles, castings and steel tubing.

We have had heavy shipments of sewer pipe this year from Macomb, Illinois, and What Cheer, Iowa, and we have been watching this matter very closely and have gotten good results by inspecting these cars before placing for unloading, also keeping some one there to inspect the unloading and by taking the matter up with Mr. Wicke. He has put impact machines in these cars and found out where cars had received rough handling before cars were delivered to our line. If our company had more of these machines rough handling would be reduced, making our claims less.

I know a great reduction in claims on carload shipments can be made if the agents will go into the matter of the cause of these damaged shipments and take the matter up with their superior officers to have the cause remedied as it has been done here at Rockford. For example, the Ingersoll Milling Machine Company have all their foundry work done in Chicago and their castings are shipped in the rough to them from Chicago. These castings were being received broken, which I claimed was due to improper bracing and I had a picture taken of contents of car showing the broken casting. This casting weighed about six or seven thousand pounds and this picture was sent to Mr. Wicke and he sent his man to call on the foundry and show them same was not being braced properly, and now for over a year we have not had any claims.

We were also receiving steel tubes from the Globe Steel Company, Milwaukee, there being about six or seven thousand tubes in one car. The tubes are of different sizes and each size blocked apart in the car, as well as other heavy blocking in the door space, but cars were being received with blocking broken and tubes of different sizes scattered all over the car, causing expense to re-sort. Mr. Wicke had an impact machine put in car and the rough handling was stopped.

We have been receiving from five to six carloads of groceries per week from the National Tea Co., Chicago, for their branch stores here at Rockford. These cars are loaded by the National Tea Company in Chicago at their warehouse and unloaded here by their trucks. We had lots of claims for damage when we first began to receive these shipments, due, in part, to improper loading, also found that some of the damage was done to their shipments by the rough handling in unloading same, which damage was found out by having one of our men watch them when they were unloading their cars. The matter being reported to Mr. Wicke, he had one of his men call on the National Tea Company in Chicago in regard to improper loading, and got good results, and the last car we received had an impact machine in it. It came through in good shape and did not show any rough handling while in transit and was also loaded in good shape.

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 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 at the same time the checker marks on the shipping bill the number of car that shipment is loaded in. I might say at this time, before September of this year, the caller used to mark in chalk on each package or truck load the number of car and trucker's number, and trucker loaded shipments from these chalk marks as to car shipment should go in, and the warehouse foreman would inspect the cars and from these marks would find out if shipments were loaded in the wrong car, but reports of wrong loading came to us almost daily, which shipments must have got by the warehouse foreman, so we put in the Veri Check system. I am pleased to say that during October we did not receive one report of wrong loading at our West Side station. We did have a few instances due to the check clerk putting the wrong car number on the billing. At our freight house and end platform, we have two tracks which will hold twenty cars and we will average eighteen or nineteen cars at the house every day. In order to designate each car, we have a sheet iron paddle with a number on it and a sharp point that will hold it on the side of the car. Beginning on the first track at the end nearest the office, cars are numbered from one to ten, inclusive,

and opposite car one on the next track is number eleven, opposite number two is number twelve and so on, each car on the second track being ten numbers higher than the car on the first track. Before the check clerk begins loading, he is furnished by the foreman with loading chart giving 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 outside of the car. With this list, the checker can tell what cars to load his freight in and mark shipping bills with correct number for billing clerk to bill from. Our warehouse foreman checks the Veri Check boxes in the cars several times during the day, also as to proper loading of shipments. This is also done the last thing before cars are closed, at which time the loads are broken down. We used to have quite a good many claims on flour on account of getting dirty or sacks torn, but for the last three years we never load a shipment of flour unless we put paper on the floor, no matter how clean the car floor is. We also load the flour about six inches away from the sides of the car. All cars are cleaned before loading and all nails removed.

After shipping bills have been checked and marked up by check clerk, they are taken in the office for rating and routing by rate clerk and then given to the bill clerks for billing. Each bill clerk is given a loading chart, being the same as the one furnished the checker, which shows destination of car, car number and the location number of the car, as from the location number the bill clerk knows what car number the shipment was loaded in, as shipping bills only are marked up as to location number to save time in putting car numbers on shipping bills. After each bill is made by bill clerk, they are supposed to check same back with the shipping bill to see if same was billed correctly.

At the present time, the most of exceptions received are due to improper billing; that is, billing in wrong car, not having all the articles billed or wrong destination or some routing left off, all of which is cause for claims.

This is caused by lots of billing coming in during the last hour and clerk having to hurry to get the billing out within the working hours, and for the last month or so, my clerks have been working almost every night from thirty to forty minutes overtime without any compensation. If it were possible for me to have one person that I could have check over all the billing as fast as it was made, these mistakes would be found before billing left the station. I know this to be a fact for it has been tried, but up to the present time, I have been unable to get authority to put this help on, so we are doing the best we can.

We keep a check of all errors made in handling L.C.L. out shipments and each error is charged to the person making the error. Errors made by persons in the warehouse, if we get too many on the same person, we can make a change, but errors in the office are different, as we have to hold an investigation before we can discharge a clerk, and past experience proves it hard to discharge a clerk for errors made, but we have always been able to give them another job or they have resigned.

Handling of L. C. L. in Shipments

Our in shipments are checked out of the cars by checker from tally sheet

which is made in the office from the waybill, and expense bills are checked with the waybills, and tally sheet furnished the checker is checked with expense bill or freight bills and all notations made from the tally sheets to get our overs and shorts and bad order notations. Each Thursday a meeting is held by a clerk from each road in the city, at which time all overs and shorts on all lines are matched up to try and clear the over or shortage.

Concealed damage claims are handled by me personally and I examine all such shipments to find out the cause of same if possible, and try to find a remedy to overcome same, by taking the matter up with Mr. Wicke, who calls on the shippers, and by so doing have got very good results. The most of our concealed damage claims are received in paper cartons. We get the best of co-operation from inspectors of the Western Railway Association and they are the means of saving a great many claims.

Errors of Employes

Blank, Wis., to Pleasant Hill, Mo., waybill M-62 of July 10, 1928, covers a shipment of five sacks of blank which was billed straight although original bill of lading indicated that shipment should travel as shipper's order, the result being delivery of shipment at destination without surrender of original bill of lading, 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.

Failure to Properly Apply Car Seal

Blank, S. D., to Omaha, Neb., WB 55 of April 28, covers car 504473, bulk oats. This car arrived at Council Bluffs, Ia., under protection of seals applied at point of origin, but inspection showed one of the seals as having been applied through the pin only. Car was properly sealed by yard clerk; however, at time of unloading checked 10,000 lbs. of oats short; result, a claim in the amount of \$146.14, which will have to be assumed in its entirety by this company on account of defective seal record into Council Bluffs.

Train Crew Error

Blank Division, Train 191, Sept. 9, picked up St. P. 72688 at Blank, S. D., as an empty, when in fact it actually contained a shipment of grain which was being loaded by the elevator. Error was discovered after train had left town and this resulted in 24 hours delay to shipment; result, a claim in the amount of \$57.55.

Error in Billing

Blank, Wis., to Philadelphia, Pa., waybill M-368 of July 28, 1928, covers 3 bundles of 10 boxes cheese. This shipment was waybilled as 10 boxes, 3 bundles cheese, and due to the error in billing, 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 with a net loss of \$10.95.

Errors in Delivery

C. & O. car 39288 moving on Milwaukee, Wis., to Blank, Wis., waybill 7686 of March 22, 1928, was in error delivered to the wrong consignee and as a result we were obliged to pay the difference between the rate on coal purchased by the original consignee at one point and at the point from which the car was originally billed.

Blank waybill 1846 of April 30, covers a shipment of 10 empty gas cylinders, destined Blank, Wis. The waybill covering this shipment indicated clearly that shipment was traveling in bond with the manifest attached, and to deliver to the Collector of Customs at destination. Regardless of this information, however, our people delivered the shipment direct to the consignee without clearance and we have been subjected to a fine of \$46.88 as a result.

Railway Claim Prevention

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

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

If railway claims are to be prevented, the causes 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:

Employer's fault	1/2%
Nobody's fault	29 1/2%
Fellow workmen's fault	10 %
Worker's own fault	60 %

Ignorance is the cause of many accidents among unskilled workers; a worker must not be told the right way of acting only, but must be taught.

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, or 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 against the carrier forms one of the most vexatious branches of the service. The interests of the railroad require that we make prompt and full settlement of every just claim, but difficulties intervene, diligent inquiry and investigation must be made lest improper, or unjust claims be allowed. This necessitates a personal examination into the merits of every claim.

Our annual bill due to improper packing of freight cars amounts to the tidy sum of eighteen million dollars. Of each dollar paid out by railroads for claims, forty cents are on account of damage attributed to wrong stowing and bracing. This sum is subdivided as follows: rough handling of cars, eighteen cents; improper handling, loading, stowing and bracing, etc., two cents; unlocated damage, sixteen cents and concealed damage, four cents. Unless the railroads attend to the evils of improper loading and stowing, freight damages will occur and reoccur.

From this review of damages, accidents and claims connected with railroads, the striking conclusion that results

inevitably is that all kinds and classes of claims can be effectively prevented only by effective prevention of their causes. Unless we can efficiently curb

accidents due to lack of care and foresight, unless we properly educate employees how to act correctly, and educate our patrons how to pack for shipment,

unless we do these things effectively, we cannot hope to prevent claims against our railroad.

M. J. EMMERT, Agent,
Missoula, Mont.



HELP WANTED

LOADING FULL CAPACITY INCREASES CAR SUPPLY

~ UNITE FOR HEAVIER LOADING! ~

Average Miles Per Car Per Day

CONSIDERABLE has been said in these columns during the past year or two about the average miles per car per day. While it is apparent that we are going to fall short of our goal of 40 miles per car per day this year, the performance during the first ten months indicates that a great deal has been accomplished and while we are all disappointed in not being able to go "Over the Top," still there is some comfort in knowing that we are making progress in the right direction.

There is quoted below the performance during the first ten months of this year compared with the three previous years:

	1928	1927	1926	1925
January	30.63	28.59	27.14	27.70
February	35.05	30.21	29.01	27.04
March	37.48	31.05	28.76	27.27
April	33.28	29.26	28.58	27.83
May	35.55	31.20	28.47	28.79
June	36.86	31.91	29.54	28.60
July	35.95	31.82	29.96	29.08
August	38.41	31.53	32.59	32.37
September	37.60	33.90	34.44	32.50
October	38.55	35.19	34.33	32.25
Average	36.10	31.60	30.50	29.50

The improvement has been consistent from year to year and the record this year was a very noticeable improvement over the preceding years mentioned.

As has previously been explained in these columns, in compiling the average miles per car per day, every revenue freight car on the railroad is counted each day, regardless of whether it is moving or not, regardless of ownership, either railroad or private, and regardless of physical condition, whether bad order or O. K.

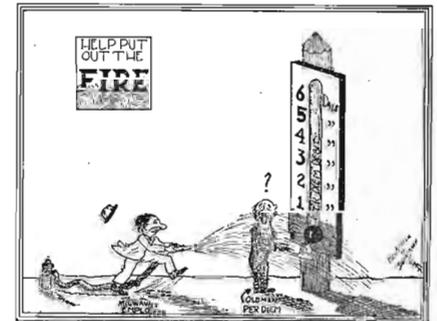
Therefore, every time you see a revenue freight car standing still, it represents a unit that is decreasing the average miles per car per day.

It has previously been explained that increasing the average miles per car per day in general automatically brings about a corresponding decrease in the net car hire debit and this is illustrated by the figures quoted below, showing the total car hire debit during the first ten months this year as compared with the preceding year:

	January to October, Inclusive	
	1928	1927
Mileage payments covering movement of privately owned freight cars	\$2,561,273.36	\$2,430,914.22
Per diem, reclaims, mileage payments, railroad - owned freight and passenger cars, miscellaneous items	400,570.03	889,784.32
Total	\$2,961,843.39	\$3,320,698.54

It will be noted that there was an increase in mileage allowance payments to the owners of privately-owned freight cars, which is an item in our car hire account that it is very difficult to control. However, the net debit in per diem reclaims and all other items was a little less than half that of the preceding year. We were in hopes that we were going to entirely wipe out the debit in all items other than mileage payments to private car owners and had we reached our goal of 40 miles in the average miles per car per day, I am sure the \$400,000.00 debit this year would have been eliminated.

Taken as a whole, however, the showing was very good and in 1929 we ought to be able to reach the goal of 40 miles per car per day.



Everly, Iowa,
November 8, 1928.

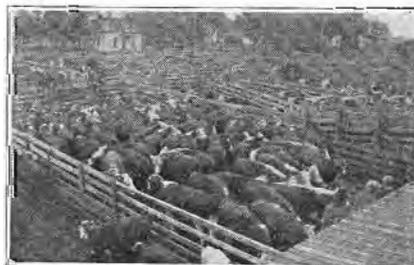
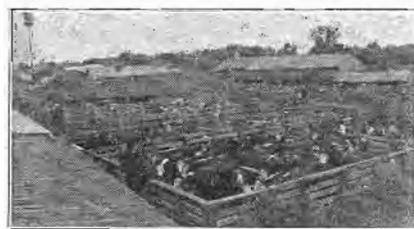
Dear Editor:

We note with interest the item mentioned as, "A Record Stock Shipment from the Kickapoo Valley," in November issue of our Milwaukee Magazine, which prompted me to give a few items in regard to live stock shipments out of Everly.

Last year, 1927, we shipped 724 cars of live stock to market which was nearly a gain of 100 cars over the year before and from our records this year we will have a small gain over last year, 1927.

A large percentage of this live stock is shipped into Everly from Montana, western South Dakota and Nebraska, via the Milwaukee, which makes a nice business, getting 'em coming and going. Last month we received 67 carloads of live stock of which 54 were cattle, the bulk coming from South St. Paul stock yards.

Everly is a small town of around 500, though we claim to be the largest live stock shipping point on the Milwaukee Road, if not the largest in the state of Iowa.



Two Views of Stock Yards at Everly, Iowa

Our stock yards are the largest shipping yards in the country which will accommodate about 50 carloads, and enough shed room to house 15 carloads; we have two scales, one on each end of yards, which will be needed during the coming winter shipping rush.

We have several cattle feeders here feeding more than 500 and I know of one man who has 1,100 head of cattle on feed and about 5 cars of hogs which will move out during the winter.

It will be interesting to know there is only one man (the agent) handling all of this business and without my good friends, O. A. Beerman, trainmaster, and E. J. Sullivan, inspector, who often come down on the heavy days and give me a lift, it would be the next thing to impossible.

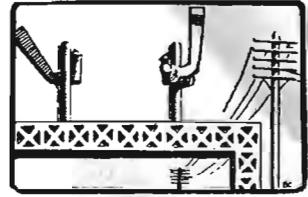
D. C. BOLES, Agent,
Everly, Iowa, I. & D. Dvn.

Teacher: "Bobby, did you ask your father what the famous war song is?"

Bobby: "Yes, Miss, he said it was 'Here Comes the Bride!'"



BUREAU OF SAFETY



PAPER BY HAROLD MALLULEY, MACHINIST, 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 suggested.

The thought I have in mind today is one that occurred to me, might be a benefit to those practicing it.

In our work in repairing and assembling locomotives 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 oft-times 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 understanding 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 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 continue 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 no doubt, it could have been averted by a complete understanding 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 that he might reach a cock of hay which was a few feet away. After pulling and straining for some time, they gave up, as neither could pull the other. After they saw it was useless to pull against each other, they joined, both going together to the hay.

So it is with us; if we know how a certain piece of work is going to be started and finished, there will be no danger of us not pulling together, and with a complete understanding along these lines numerous injuries can be averted.

PAPER PREPARED BY JOE DUNLAP, LABOR FOREMAN, ATKINS, IOWA, AND READ AT THE IOWA DIVISION SAFETY FIRST MEETING, OCTOBER 26, 1928.

MR. CHAIRMAN and Fellow Workers: The question of Safety First has been talked and written about so much that we can hardly think of anything more to say.

Accidents are so few at this point that we can only try to keep up our record. We tried to get to the 200-day mark, but fell off at 197 days. Not a serious accident but enough to spoil our record.

We are out on another start with 46 days to our credit and hope to go all the rest of the year without another accident. I don't know of anything to say, but let us remember a few things that help to get a record. Let us exercise kindness to one another; consideration and true courtesy; not to lose our temper or become sulky. I think that if we will try to heed these, we will all be a more happy group and have fewer accidents.

In Pennsylvania they organized a "Save a Life" campaign for auto drivers. During one month more than 1,200,000 cars were inspected, and they found that 10,000 had no brakes. More than 10,000 had brakes that were useless in case of emergency. Several thousand had steering gears out of order. Thousands had no lights. Several thousand had no horns.

So you see that we should not only practice Safety First here, but at home and everywhere.

PAPER PREPARED AND READ BY CARMAN GEORGE MERCER, AT THE SAFETY FIRST MEETING HELD AT GREEN BAY, WISCONSIN, OCTOBER 30, 1928.

I HAVE been accorded the honor of representing the Car Department and presenting a paper at this meeting. However, I may be obliged to offer some apology for its construction since this is my first attempt. It is with great pleasure that I can point out that substantial progress has been made in eliminating personal injuries since the Safety First movement has been given a wider publicity. This would tend to show that more publicity is all that is required which would, in effect, stimulate public interest. It is merely a matter of creating personal interest in any line of endeavor to obtain good results. I would refer to the Safety First movement as a public question, and a very important one, for it involves the public generally in all walks of life, whether at work, at home, or in the street.

Investigation of personal injury cases develops that approximately 90 per cent are due to unsafe practices or carelessness. In analyzing some of these cases, it reflected very seriously on the "Chance Taker" or the employee who gave very little thought to a safe practice. Invariably it was found that such employees never had attended a Safety First Meeting, in fact, they did not display any interest in the Safety First movement. It remains to be seen that very little could be expected of them. We have found cases where workmen's attention was called to an unsafe practice and to which they responded with indifference, in fact, they became angry.

I would urge that each and every employee who has an opportunity to do so, attend all Safety First meetings possible. He would then become more acquainted with the teachings of this great movement, which would be very helpful to him, to say the least.

We again find some fellows who have the habit of doing certain things in an unsafe manner, and when their attention is called to such practice they reply: "I have always done it that way." My experience has been that the fellow with lack of knowledge, either through lack of opportunity or otherwise, has but a limited knowledge of Safety First practices. It is only through meetings of this kind that he could be made to realize how much benefit should be derived by the helpful suggestions brought up, and it would only be a question of time before he actually would be converted and become a Booster of Safety First. I will be frank to admit that it was only since I attended these meetings that I became educated to the right way of thinking and practicing Safety First, and I now proclaim it to be the only real investment which will insure health and happiness.

PAPER PREPARED AND READ BY MR. W. W. BATES, TRAVELING ENGINEER, AT SAFETY FIRST MEETING AT WEST CLINTON, IND., OCTOBER 22, 1928

SINCE the Safety First movement was first conceived and applied to railroad service, a great deal has been said regarding the older employees protecting the new men by educating them along the lines of safety and cautioning them in regard to unsafe practices, as well as by watching their movements closely to see that they are not exposed to danger or permitted to indulge in unsafe practices on account of their ignorance of the rules or methods of operation.

No doubt this suggestion has been carried out by many of our experienced employees, and surely many accidents have been avoided as a result of their humanitarian acts. Yet, occasionally we have OLD as well as NEW employees injured as a result of some misunderstanding between the members of the crew in regard to the movement which is to be made with cars or engines.

How many crews there are who go over the road on their trip or do their day's work in the yard, each doing "his own work" and expecting the other fellow to "do his," without consulting each other, until finally someone is injured as a result of not knowing just what the other fellow was going to do, how many cars were going to be cut off, which track they were going in on, whether there was a car left where it would not clear properly, et cetera. Yet, after the accident occurs, how the fellow who did know the condition, regrets he did not say something to his partner about it. Were you ever called upon to help "pick up" one of your buddies and place him on a stretcher to be carried either to a hospital or a morgue? What would you have given if you could have prevented that accident? What could you have done to have prevented it? Did you wonder if you were in any way responsible for it? Did you regret that you were not watching him to see that he was playing safe? I am sure those of you who have passed

through that experience never want to meet it the second time.

Yet, how many careless and foolhardy tricks are practiced every day on the railroad. Did any of you engineers ever try to "crack the whip" with your trainmen getting on the rear end? Did you ever try to "leave" the brakeman? Do you look back to see that the trainmen succeed in getting on the rear end? Did any of you trainmen ever "kick" a cut of cars altogether too hard just to see your "partner" (perhaps a new man) go high on them? Did you ever crawl under a car to put 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 fail to caution the man on top to keep back away from end of car until after the cut is made?

Think it over, men, and ask yourself the question, "AM I MY BROTHER'S KEEPER?" and if you are a safe and sane employee, 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 resulted from stops 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 new 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 fail 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 get better results 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 the brake wheel.

Never go under or between cars to make repairs without first notifying the engineman. Watch crossings closely 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 that, but you were just
As good to Mother, too.

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

They say you're never coming back—
It makes me feel so blue,
I thought 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 the rent day came around,
My Mother couldn't pay.

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

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

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

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

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

Our neighbors say 'twas all your fault—
You thought safety was a fad;
That guards were just for boys like me—
And now I've lost my Dad.

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

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

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

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

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 movement 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 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 will leave 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.



Alaska Dog Team on the Slopes of Mount Rainier



38th Annual Convention of the American Railway Bridge and Building Association is Held at Boston, Mass.

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 dispersed 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. Ordas, 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 help who will produce these results. And with the employment of help it naturally follows that settlement is increased through this great and wonderful industry that has for so long played such an important part towards the betterment of the country. It is with this purpose in view that 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 1850 and 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 location of what is now 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 until they built their 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 change 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. B. 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 temporary changes until the present time, when Mr. F. C. Beck fills the position as agent.

The changing of the narrow gauge to standard in 1903 on the Wabasha Division, marked an important event in the railroad history of the division. The change from narrow to standard was so arranged that it was made in one day—Sunday. It was during the time that the late Mr. T. J. Mullen served as roadmaster. 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 three freight trains and one passenger train daily on each division and these were increased as the business increased. With the amount of business on these divisions and the trains being operated, it was found necessary to build a roundhouse to take care of the engines to move the trains. Considering all these changes and buildings it gave employment to hundreds of people who would otherwise have had 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 Campbell, Geo. Swartz, 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. Funke and now all the other enginemen and trainmen who are following the railroad work as a life occupation, and at present time living at Wabasha and most of them owning their own homes.

The railroad at the present time employs a large percentage of the population of Wabasha. The yearly payroll for the city of Wabasha alone 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 by the railroad. The coaling plant, situated just beyond the depot to the west, supplies the engines with coal, and more than 90,000 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 estimated that over 400,000 gallons of water are used daily.

The Mechanical Department is under the supervision of Mr. John Fleming, who has seen many years of active railroad work. For the past 35 years he has been roundhouse foreman. With the help and assistance of Mr. John Turney, district master mechanic, and Mr. F. G.

Hemsey, traveling engineer, the power to move trains, freight and passenger, is dispatched. Mr. Fleming has also 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 Building 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 carpenter at Wabasha. 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 roadmaster 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 washings and washouts on the Wabasha Division. Mr. D. Witte is the first trick operator and has been at this position for some time, ever solicitous to the traveling 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 about 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 revenues are decreasing 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 our railroads. There is no substitute 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 have come to take it all as a matter of course. I have heard preachers give thanks in their prayers for presidents, and governors, and news-

papers, and armies and navies, and rains and sunshine, and a lot of other things, including crops and hogs and cattle and prosperity. But up to this time, I've never heard a clergyman raise his voice to Heaven and lead his people into a prayer of thanksgiving for the railroads.

"Rather, the people have had quite the contrary attitude toward the railroads. No other enterprise in the nation has been blamed for as many woes as have the railroads, and political wrath has never been vented more cruelly than upon the railroads. But in spite of it all, the railroads kept going straight ahead, keeping the 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 dairying and poultry breeding, of better homes and communities, and of public health. They have co-operated in bringing the markets of the world close to the producers of wealth, and have 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 in a style not inferior to that enjoyed by royalty. They'll insure my life and well-being, and the charge will be less than it would cost me to drive an automobile. 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 mains, they keep their own property in the best possible physical condition, and they stand ready to meet every community fairly on the subject of community welfare. They maintain a goodly payroll in every community they serve, and they pay their bills promptly and without haggling. I certainly like these railroad boys, and 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'll 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 carload. They'll give me the same consideration for a hundred-pound box as for a hundred tons. They are a democratic 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'm thinking what a heck of a fix we'd all be in if the railroads decided to quit and let the bus lines have all the transportation business."

The Milwaukee R. R. Women's Club



Helen T. Byram.

This picture of Mrs. H. E. Byram is presented to the members of the various chapters of the Women's Club in order that each one may be the owner of a picture of our beloved President-General.

Union Station Chapter

Mabel M. Costello, Historian

SINCE the founding of the Union Station Unit on November 6, 1925, it has grown so big and important that now, on its third birthday, it has become the Union Station Chapter.

A dinner was served in the club room on December 3, 1928, to about eighty members, after which the regular business meeting was called to order by the president, Mrs. O. W. Dynes. Reports of the various committees were read and accepted. Election of officers then followed, with the following officers being elected:

President, Mrs. O. W. Dynes.
 Vice-Presidents, Mrs. J. L. Brown and Miss Hazel M. Merrill.
 Recording Secretary, Miss Vera Snapp.
 Corresponding Secretary, Miss Kathleen O'Neill.

Treasurer, Miss Grace Doyle.

Historian, Mrs. J. H. Costello.

After the adjournment of the business meeting a card party was held, the winners of the various games being awarded very beautiful prizes. Miss Grace Baldwin was the winner of the regular raffle prize for the Lydia Byram Fund.

The next meeting of the chapter will probably be a book review by Mrs. A. F. Merrill.

The day before Christmas the club room will be open for members and their friends; luncheon will be served and everyone is invited. The Christmas tree, laden with tinsel and colored lights, has already been placed in the club room and various groups of girls have planned parties to be held during the week.

In September a card party was held at the home of Mrs. C. F. Coffee, Elgin, Ill., 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 everything 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. O. 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 8. Luncheon was served at 1:00 P. M. and was followed by the regular meeting, presided 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. 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 hostesses 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 per cent 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 McFarlane; First Vice-President, Mrs. C. Hartsock; Second Vice-President, Mrs. H. Keck; Secretary, Mrs. B. Elefson; Treasurer, Mrs. L. Comeau; Corresponding Secretary, Mrs. F. Zook; Historian, Mrs. F. Valentine.

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

Mrs. S. D. Smith had charge of the following program, which was much enjoyed: Piano solo, Walter Becker; vocal solo, Mrs. Peter Pauley; piano solo, Mrs. C. Loomer; a novelty number by Mr. and Mrs. Wonderlich.

The club will have a card party December 14, for club members; and a Christmas party, tree, 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," "Everything 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 22, with a record crowd in attendance that 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 furnished 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 Mabel Buchanan, chairman of the clerks for 1928, in taking the initiative and going forth with the dance. The expenses of course were high, but the profits were higher and in the final check-up "The Clerks" are responsible for throwing the treasurer's books out of balance by placing \$225.68 on the credit side. Maybe I should have said they had a double rainbow 'round their shoulders—don't you agree with me?

A missionary act carried on also by "The Clerks" was their donation to the Milwaukee Baseball Boys to help towards a rather large account they have standing against them. While I am on the baseball subject and although not a part of the Women's Club, still anything "MILWAUKEE" the club is interested in, so I wish to say a few words in their behalf. These boys organized a ball team last summer and collected \$101.00 by popular subscription in order to offset the initial expense. You will agree with me they did well to collect this amount, but after entering the league and having to compete with other Mason City concerns the consensus was that they should have "Milwaukee Suits" and the result was they were ordered, thus causing an added expense. "The Clerks" gave them a substantial donation towards the bill but they still have considerable standing against them. They no doubt will try to give something in the form of entertainment to make some money and get out of debt, and if they do, they should be well patronized, but if they're not, they are still in debt. You know why I'm giving you all this information? Thought perhaps I might find another loyal bunch like "The Clerks" that would volunteer to help them. (No, I didn't get paid for this. Just my opinion, that's all.)

Mason City Chapter held its final meeting for 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. Connors, 2nd vice-president; Mrs. McAndrews, recording secretary; Miss Braheney, 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.

Plans are under way for a Kiddies 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."

Marion Chapter

Mrs. Frank Keith, Historian

MARION chapter gave a benefit card party in Memorial Hall on November 22. It was well attended and all reported a fine time. Cards were played at twenty-two tables, which netted \$23.25. Several prizes were donated and a dainty repast was served at the close of the evening by a committee of which Mrs. Grace Brown was chairman.

Marion chapter met in regular session December 13. This was the fourth anniversary of our club, and in celebration of the occasion, a birthday cake was made and served by Mrs. M. J. Flanigan, our first president.

The meeting was called to order by the President, Mrs. Jennie Vandercook. The club motto was repeated by all 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 employes, 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. Decorating 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. D. S. Stewart reported fifteen calls and two cards sent.

It was decided by the club to have a potluck 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, Mrs. Ralph Seager; Treasurer, Mrs. Chas. LeRoy; Secretary, Mrs. Margaret Leming; 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. James Pringle was chairman. Mrs. Anna Lyman, of Center Point, aunt of Mrs. D. S. Stewart, was a guest of the club.

We are always pleased to welcome friends or relatives who are visiting members of our club.

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, presiding. The club motto was recited in unison and club songs sung by members. We always have wonderful meetings when we begin with songs, for this brings out the splendid social spirit which is in us all. Annual reports were read by all committee chairmen and Green Bay chapter can well be proud of its endeavors. The reports of Mrs. O. A. Keyes, Welfare, and Mrs. W. H. Tierney, Sunshine, showed much suffering alleviated and much cheer given to the homes of

employees who have met with misfortune during the year. Mrs. Chas. J. Heyrman, chairman of Membership did very well and came near doubling our membership. Mrs. Geo. A. Waldron gave a splendid report on twilight supper held in club rooms, November 21. Several members from Marinette, Menominee and Hilbert, were present. Following the supper a musical program of piano numbers was given by little Miss Gladycy Held and Mrs. Glen G. Jones. We extend our sympathy to Mrs. Axel Anderson, Mrs. M. E. Hastings, Mrs. Oren Constance, Mrs. Chas. Allen and Mrs. Frank Basche, who all suffered the loss of a dear one within the last month. We have Mrs. Anna L. Edwards on the sick list, but hope to hear she is well again. The most interesting event was the election of officers for the year 1929, which was held after regular meeting and the following elected to office:

President, Mrs. C. B. Cheaney.

First Vice-President, Mrs. Wm. E. Bartlett.

Second Vice-President, Mrs. Geo. A. Waldron.

Recording Secretary, Miss Julia Johnson.

Corresponding Secretary, Mrs. Myrtle Bersie Hermans.

Treasurer, Mrs. Thos. F. McLean.

Historian, Mrs. Jas. M. Hanahan.

Mrs. John F. Dunn, president of Green Bay chapter for the past three years was elected to the office of Honorary President and with her as our guiding star, Green Bay chapter will go on doing bigger and greater things under the able leadership of Mrs. Cheaney. We are all ready for Santa, who will visit the children December 18, and our members on December 20. We will tell you about these parties later.

Mobridge Chapter

Mildred Richardson, Historian

ONE hundred and thirty-five people attended our last regular meeting, which was held on November 26, in the club rooms. It had been announced that this would be a joint Women's Club and Safety First meeting and that refreshments would be served to the men also. Whether this fact served as an incentive or not, cannot be determined, nevertheless the attendance was very gratifying.

President, Mrs. H. M. Gillick, presided at the meeting, which opened with two piano numbers played by Miss Florence Beusch. Jack Charles presided at the piano for the community singing, and after the regular business was disposed of, the meeting was turned over to Superintendent H. M. Gillick, who gave a very interesting and instructive talk on Safety First. He stated that there was a connection between the Safety First movement and the Women's Club in this way: "Every man has the responsibility of his home. If he is a careless employe and injures himself or some other employe, he is not responsible on the job or at home. He should think how the family would feel when he comes home without a job because of an injury to himself or to some fellow worker." At the conclusion of his talk, Mr. Gillick introduced Mr. R. H. Vandenberg, Safety First inspector, who addressed the meeting in the interests of Safety First. He concluded his address by telling of the effort that is being made throughout the entire country along Safety First lines and then made a strong appeal to the men who are employed by the company, to co-operate in every way possible with the movement.

The meeting was further pleasingly entertained by a saxophone duet by Miss Mildred Parker and Donald Gould, accompanied at the piano by Mrs. O. Miller. The final arrangements were made for the Christmas tree. The nominating committee was appointed to select for election, the officers for the year 1929. Election of officers will be held at our next

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 for the Christmas stockings; these will be made and returned to be filled with candy and nuts at the next meeting.

The Thanksgiving dance was a wonderful success; nearly 300 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 wore 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 Moberg, 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 of the Milwaukee 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.

The chairman of the Mutual Benefit Committee told of a \$50.00 loan to a needy family and of flowers sent and calls made upon the sick.

Mention was also made of the Silver Tea held at the home of Mr. and Mrs. Harry Rowe, 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.

After 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 house, and were served with a delicious luncheon by our club. This netted us something like \$17.00.

We also rented our club house to the Montgomery-Ward people and to the Montevideo public school teachers, which two events brought us in \$14.00.

Mrs. Sizer then appointed our nominating committee, which was as follows: Mrs. A. Lowe, Mrs. Momeny, Mrs. Ellis Schmitz, Mrs. Ole Skramstad and Mrs. Fifield.

Mrs. Ben Nordquist was appointed committee of one to attend to the renting of the club house to the proper parties for social affairs.

Our club was saddened by the death of our first vice-president, Irene Towner, which happened on November 30. Mrs. Towner has been such a faithful worker and so ready to give assistance to everyone in need, and she will indeed be greatly missed, both in our Chapter and in the different circles in 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 to meet and attend 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 Milbank Club in inviting our members to a get-together meeting at the Milbank club house in October. Although the Milbank ladies had gone to a great deal of work to make things just as nice as they could, our members were doomed to disappointment, on account of a diphtheria scare in Montevideo, and they could not go up as planned. Mrs. Sundem, however, who lives at Ortonville, did not know of the decision the Montevideo ladies had made, and went to Milbank, and reports just 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, which was indeed very cozy looking. And "they sure have good cooks," says Mrs. Sundem "for I never tasted a supper that was any better." It consisted of creamed chicken, mashed potatoes, dill pickles, Parker House rolls and jelly, cranberry jam, whole 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 after the supper there was 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 that very thing for a long time. Well, better luck next time, and we just want to say that we thank the Milbank Chapter for their party, even if we didn't get there.

Our membership committee chairman, Mrs. Abe Young, had her home saddened by death the 15th of November, as her father, Mr. Gottlieb Jung, passed away at the home on that day. Mrs. Jung was also one of our members, and both she and Mrs. Young 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 receiving a lovely prize.

The club held its regular December meeting on the 5th, at which time the following officers were elected for the year 1929:

Mrs. Flossie Lipp, President.
Miss Daisy Sweeney, First Vice-President.
Mrs. J. H. Lord, Second Vice-President.
Mrs. Harry Burns, Secretary.
Miss Dorothy 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 piano bench used for 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 cake and coffee. 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 frank, convincing manner, spoke to our women and assured us of her ever-ready and willing help in any undertaking that the club may put forth. We had proof of her kindness and aid as we found a new cupboard and running water in the kitchen of the club house. She stressed the point that in order to be of service in our community we must have members. And as members we must be interested in the work and willing to do and to co-operate with others.

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. Umhoefer, assisted by Mrs. Widman, served the lunch.

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 Masonic club rooms, 1508 E. Lake St. The meeting was called to order and presided over by Mrs. C. S. Christoffer. Community singing was led by Roslyn Hughes. Several interesting reports were read. Mrs. P. H. Bornkamp, chairman of the membership committee, reported 420 paid-up members.

Mrs. Sinclair, Welfare Chairman, reported 19 personal calls, 47 telephone calls and flowers sent to three families.

Mrs. Edw. 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 \$556. The three cash prizes were won by Mr. H. E. Jurgensen, 1st prize of fifteen dollars; Mr. Robert Erickson won the second prize of ten dollars, and Wylma 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. Lieb at this time. Mrs. Lieb is Program 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-

ever, Mrs. Lieb hurriedly secured other artists that made up for all the disappointment. The program follows:

Mrs. Elizabeth Hessburg in Songs and Comedy.

Kenneth Stuart, Saxophone Solos.

Lillian Arneson in Readings.

Rosflyn Hughes in Songs.

At this time the election of officers took place. The nominating committee were Mrs. Alfred Mueller, chairman, assisted by Mrs. A. McCallum, Mrs. Al Kurzejka, Mrs. R. C. Donehower and Mrs. R. J. Roberts. Mrs. A. Mueller read the slate which named the following:

President, Mrs. Edw. Bannon.

1st Vice-President, Mrs. E. F. Palmer.

2nd Vice-President, Mrs. Anna K. Bryant.

Recording Secretary, Mrs. M. J. Gruber.

Corresponding Secretary, Mrs. Mary Rasmussen.

Treasurer, Mrs. Thos. A. Morken.

Historian, Mrs. F. P. Rogers.

A motion was made and seconded that the slate be accepted and it was carried unanimously. Preceding the meeting a six-thirty picnic supper took place which was greatly enjoyed. Those present announced that any one missing this supper missed a great treat.

Ottumwa Chapter

PLANS are in the making for the party to be held December 13, at the A. O. U. W. Hall, for members of the Women's Club and their families. No admittance is to be charged. Mrs. J. P. Morlock has charge of refreshments. Mr. J. A. Mooney returned the first of the week, from Rochester, Minn., and reports Mrs. Mooney's condition very much improved.

The rummage, apron and magazine sale conducted by Mrs. Thos. Kemp of the Ways and Means Committee, proved quite successful, about \$75.00 being realized.

We are glad to report that only three Milwaukee people are in Sunnyslope at present, and the baskets of fruit sent to them by the Sunshine Committee were gratefully received.

Plans are also being made for the Xmas baskets for this year.

Mitchell Chapter

Florence Diehl, Historian

MITCHELL Chapter held an indoor picnic on November 15th, at the K. C. Hall, for the members and their families. A delicious dinner was served at seven-thirty. After the dinner an interesting program was given under the direction of Mrs. Charles Sloan, as follows:

Piano number, Miss Dorothy Fredericks; baritone horn and harmonica, by Leslie Montgomery; Boy Scout trio, Owen Baum, Jack Dunsmore and Jack Spelman on saxophones; piano trio by Miss Rachel Gardner, Walter and Howard Wallace.

Dancing occupied the remainder of the evening.

The regular meeting was held on the following Monday evening and all business attended to.

We were very sorry to lose one of our members, Mrs. Frank Maynard, who passed away after a short illness, at the home of her daughter in Sioux City.

Plans were made for a Christmas party, and for election of new officers for the coming year.

The members who attended the Get-Together Luncheon in Chicago, gave a very interesting account of their trip and of the meeting, and we all wished we could have been with them.

Tomah Chapter

Mrs. Henry Thom, Historian

THE regular meeting of Tomah Chapter was held Wednesday evening, 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 Fuchs. 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.

Secretary, Mrs. Alfred Grassman.

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 Muehlen, 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 chairmen, of the work done during the year. Mrs. Frank Walters, chairman of the Mutual Benefit Committee told of the calls she had made, donations given 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 Ways and Means Committee, with Mrs. Frank McAvoy at its head, gave a most enviable report and the treasury was very materially increased through 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. Blundell.

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 Spetz 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. I. 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. Czamanske; First Vice-President, Mrs. Charles Conklin, Jr.; Second Vice-President, Mrs. A. I. Lathrop; Recording Secretary, Miss Mildred Conklin; Corresponding Secretary, Mrs. John L. Brown; Treasurer, Mrs. M. M. Harrington; Historian, Mrs. B. F. Hoehn. 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. Emelie Randow, Mrs. A. I. Lathrop, Mrs. William McCarthy and Mrs. M. E. Millard. Mrs. Harry Norenberg, Mrs. J. L. Sutherland and Mrs. Carol Siessennop of Tomahawk were out-of-town members in attendance.

Savanna Milwaukee Song

Presented by Savanna Chapter

(1)

There's a railway that's the 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.

(Chorus)

(2)

There is the "Olympian," the "Arrow"
and the "Sioux,"
Wonderful trains, waiting there for you.
"Pioneer," "Columbian," the "Southwest Limited."

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

(Chorus)

On the Milwaukee! The C. M. St. P. & P.
On, to the sunset, we ride so gay and free,

For safety, service, style and speed, we surely are 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 holiday 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. Loueen Lalk.

Second Vice-President—Mrs. Ida Stauss.

Recording Secretary—Mrs. Fanney Carey.

Corresponding Secretary—Mrs. Eva Telfer.

Treasurer—Mrs. Sarah Hinsey.

Historian—Miss Leona Schultz.

During the past month three hundred dollars has been spent for benevolent work, financial aid having been given to three employes, and to a widow of a former employe. 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.



AT HOME



Top Row, left to right: Lyle, 5 years, son of Mrs. Edith Hamann, stenographer, S. C. D. Office, Milwaukee. Charles and Russell, sons of Operator G. C. Brown, Libertyville, Ill. Lillian and Mildred, daughters of Operator Brown, Libertyville. Betty Jean, 10 months, daughter of A. T. Barndt, S. C. D., Milwaukee. Bobbie and Beverly, 4½ and 3 years, children of Clerk H. W. Klutte, S. C. D., Milwaukee. Bottom Row, left to right: Carroll, 2 years, son of Carl Jaeger, S. C. D., Milwaukee. Glenn, 2½ years, son of Chief Clerk E. H. Poenisch, S. C. D., Milwaukee. Donald Gene and Beverly Joyce, 1 year, twin son and daughter of C. & M. Division Operator H. F. Bitz. Richard, son of Irving Clouse, S. C. D., Milwaukee. "Sonny," son of R. & S. W. Division Fireman Albert J. Patches.

What Shall We Wear at the Prom?

By Elinor 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 debatable question fills the dormitories and sorority houses now that the formal season is at hand. There isn't a girl in college 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, perhaps this narrative will be of some value. With variations she may be able to use our outfit as the basis of hers.

The first essential is the color. Any of the tints are good. Tan has a well-established place for evening as well as for afternoon and street wear this season. Black is popular and so is white. The color, however, is a matter of individual taste and should be determined by eyes, hair and skin. But let us plan our model ensemble in green, the lovely soft green that is becoming to blonde or brunette and to Miss Avoirdupois or Miss Lightweight, as the case may be. Transparent velvet and stiff satin tie for place in the list of materials for evening wear; the velvet, however, holding a little the best of it for the college girl and the satin ruling in the more dignified circles.

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 to 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 wearing "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 make it *out-standing*, 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 giving 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

and pattern. Then comes the matter of flower bowl and candlesticks and candles of appropriate color to "go" with the napery. Then the consideration of the chinaware, for all must make a harmonious whole and a pleasing picture to the eye. Therefore, if we already have our dinner service, we must get it out and study its "ensemble" in relation to the color of the linen we would buy. But if we are a bride, for instance, and are to have everything new, we can buy our tablecloth to suit our color taste and go on to the chinaware section and the glassware and do our buying with an eye to the harmonious whole. At the prices of these colored damask sets, one will probably do for the average housekeeper, but the good old white napery is by no means "out" and the patterns and qualities will be found to suit the most meticulous fancy, and with the white linens, any table service is usable, of course.

Some hostesses prefer the lace tablecloths and lace runners and doilies, and it is undeniable that a table laid with the handsome filet cloths or runners over a shining dark wood table, is a thing of beauty.

The filet table cloths now come in prices reachable to even the moderate purse, while the runners and doilies may be picked up at the linen sales, in sufficient quantity to prepare for a goodly party, at, comparatively speaking, low prices. For instance, a long runner of excellent filet may be had for six to eight dollars, two shorter runners, three to five dollars; and doilies, about one dollar and seventy-five cents each. If one uses the long runner, with the two shorter ones, eight doilies provides for a party of twelve. Then the shorter runners with the doilies do good service at smaller parties and luncheons. With the lace service, napkins of Italian linen are considered good.

Getting down a little nearer to earth, with our table linens, there are some charming crepe breakfast and luncheon sets; and these come in all the lovely colors that go to make up the brightness of the "breakfast nook" and give that lovely color note to a small and intimate luncheon party. The crepe may be purchased in wide widths, so that the luncheon set can have as large a cloth as desired, if one wishes to make them. These sets, button-holed in some contrasting color and fringed. Other handwork may be put on them according to one's time and will.

The shops show some wonderful bargains in colored linen bridge sets. The linen is fine and quite sheer, and there are contrasting hemstitched inset squares at the corners, and the hemstitching is done in the contrasting color. Also, rare and fine indeed, are the white ones worked in an all-around garland of French embroidery in bright color and most beautiful workmanship. These sets come in five pieces, of course—the square cloth and four small napkins; and the possession of even one set should make any hostess a proud woman.

Hooked Rugs

NOW is the season of the long winter evening, with the need of a quiet occupation after 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 un-

divided attention, and the work goes fast. Hooked rug patterns on burlap foundation, are on sale at low 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 style of 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 through the burlap 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 object 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 expensive) hooked rugs are made of specially spun yarns, and these are done with a specially made hook mechanism that works with perfect precision and very fast. This 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 old red-flannel underwear and the woolen gowns of that day were turned to those uses after they had been outworn in their original sphere.

A Scotch New Year's Wish

By H. E. Smith

There's an auld sayin' in Scotland,
 Ye'll hae all ye can wish—
 If ye begin the New Year
 Wi' a breakfas' o' fish—
 An' still better the luck, mon,
 Dinna ye ken,
 If the fish that ye get
 Be the gift o' a frien',
 So here's gude cheer to you, lassie,
 Gude health to your laddie
 May ye hae' heaps o' luck
 From this finnan haddie.

Line muffin tins with strips of raw bacon, put in a narrow line of mashed potatoes, break an egg in each dish, dot with butter and broil until done—some dish!

Popcorn popped in the good old-fashioned way is the best for large quantities. Put iron kettle on fire and when very hot insert corn. Butter and salt.

If you stick your hands in cold water each time you roll a new popcorn ball, they will not stick and you can handle them much hotter.

Paint a little milk over the top of biscuits or rolls just before baking and you will find a golden brown more easily obtainable.

Good Things to Eat

Souffled Crackers. Split common crackers and soak in ice water to cover, eight minutes. Drain and dot with bits of butter and bake in hot oven until puffed and browned, about three-quarters of an hour. The common cracker is necessary to make a successful souffled cracker.

Mock Almonds. Cut stale bread in one-eighth inch slices, then in rounds, then in almond shaped pieces. Brush over with melted butter, put in pan and bake until a delicate brown.

Finnan Haddie. Cut a four pound finnan haddie in halves, lengthwise, put one-half in dripping pan, surround with milk and water, half and half and set on back of range to heat slowly. Let stand half an hour. Place the fish in a granite-ware pan or on a copper plate as the Scottish chef does, and trim to fit pan by cutting off flank and a piece of the tail end. Pour cream sauce over the fish and place around it pieces of potato of uniform size, washed and smoothly pared. Bake until the potatoes are soft, basting with the cream sauce four times while cooking. It will 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' Liver. Lard the upper side of the liver and tie in shape. Place in deep pan with trimmings from the lardoons. Place around this, one-fourth cup each of carrot, onion and celery, diced; one-fourth teaspoonful of peppercorns, two cloves, bit of bay leaf and two cups of brown stock or water. Cover closely and bake 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 and two tablespoons of flour.

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

Smothered Cabbage. One firm, medium-sized cabbage. Cut in quarters and remove the tough center. Put the cabbage through the meat chopper. Melt five tablespoons of butter in frying pan, add two tablespoons of flour and stir until well blended. Pour on gradually, while stirring, one cup 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, cooking slowly for one hour.

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 a fork. Beat 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.



5409. Ladies' House Dress with Slender Hips. Cut in 9 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 4 7/8 yards of striped material 32 inches wide. The width of the dress at the lower edge with plaits extended is 2 1/2 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 commander, 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 worshipped 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 seriously neglected dates, a shore leave was, of

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.

5760. 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.

6330.—Ladies' Apron. 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 3/4 yards of 36 inch material. To trim with bias binding as illustrated requires 4 1/4 yards. Price 12c.

6334. Ladies' Dress with Slender Hips. Cut in 8 sizes: 38, 40, 42, 44, 46, 48, 50, and 52 inches bust measure. It will require 4 1/2 yards of 39 inch material for a 48 inch size. For the revers facing and facing on the sleeve extensions 3/4 yard 11 inches wide is required. The width of the skirt at the lower edge is 1 1/2 yard. Price 12c.

5893. Misses' Dress. Cut in 3 sizes: 16, 18, and 20 years. An 18 year size requires 3 3/8

yards of 40 inch material together with 3/4 yard of contrasting material 36 inches wide. The width of the dress at the lower edge with plaits extended is 2 1/2 yards. Price 12c.

6348. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12 year size requires 1 1/4 yard of 27 inch lining for the underbody, and 3 3/8 yards of material 35 inches wide, together with 1/4 yard of contrasting material. Price 12c.

6356. Girls' Dress. Cut in 5 sizes: 1, 2, 3, 4, and 5 years. A 4 year size requires 2 1/2 yards of 36 inch material. To face collar and cuffs with contrasting material will require 1/4 yard 27 inches wide. Price 12c.

6352. Girls' Coat. Cut in 5 sizes: 2, 4, 6, 8 and 10 years. A 6 year size as in the large view requires 1 7/8 yard of 54 inches wide. Without the cape 1 3/8 yard is required. Price 12c.

6339. Ladies' Dress. Cut in 5 sizes: 34, 36, 38, 40, and 42 inches bust measure. A 38 inch size requires 4 yards of 39 inch material together with 3/8 yard of contrasting material. The width of the dress at the lower edge with plait fullness extended is 1 3/4 yard. Price 12c.

course, the first thing on the calendar, arriving at Stockholm.

While seeking old popular haunts, I collided with a chief engineer, who, regardless of his outstanding qualification as a two-fisted drinker, was two sheets in the wind and was in need of immediate assistance. Being charitably inclined, he was taken in tow to a place less conspicuous than the front yard of the royal palace where he was encountered. In this port of rescue, other engineers were found, sailing their summer voyages over again, cursing and damning certain officers and praising others. It was a kind of reunion after months of hard discipline, close quarters, hard service and but few conveniences, and the pop valves had to blow off, relieving the strain.

It was here I was told that "The Shark"—the first submarine of its type—was in dock, awaiting volunteers to complete a crew, and that a junior engineer was needed. My informant had volunteered as second assistant engineer, a splendid fellow, with a record not entirely perfect, but one who could look danger straight in the eye and smile, and, if necessary, use an abundance of profanity, should occasion require. I can yet, as if it occurred yesterday, remember my reply: "Brother, lead me to it." The following day my application was made for this new, and up to this time, untried service. The application was accepted with a "bang."

The following morning, I was mustered off the king's yacht, and after spending the evening in getting rid of some of my money at the proverbial rate, and after bidding farewell and promising love and endless faithfulness to a sailor's usual allotment of the fair sex, we departed for unknown depths and adventures, and I was in for a year that will forever stand out in my memory as a panorama mixed with superhuman efforts, endless thrills, foul air, one-hundred-hour workdays and a most excellent comradeship.

At this time, twenty-five years ago, submarines were in their infancy. The United States, England and France had a few boats, particularly the latter. These boats were mostly of the so-called "Holland" type, but, in the "Shark" the designer had brought out something new, something of a cross between the "Holland" type and ideas of his own. It was a small cigar-shaped boat, with a speed of something like ten-twelve knots surface going, and seven-eight knots submerged. Its interior was like that of all subs, mostly machinery, and more valves than at a Crane Company's exposition. Quarters for the crew were unknown. The hatches above the storage batteries could be used in a pinch. However, sleeping quarters were only a secondary consideration, as a fellow could stand upright and sleep almost anywhere without fear of falling down. The quarters were so crowded there was no place to fall. Whether it was Columbus or Leif Ericson who discovered the western hemisphere, I feel, is unimportant, but I am satisfied that their respective vessels were modern ocean greyhounds compared to our craft.

Early one October morning we started out, eager and expectant. The first few weeks were spent in welding the crew into a smooth working machine where every cog meshed perfectly, something automatic that, after once started, worked with clock-like precision.

My duties were to have charge of the torpedo tubes and torpedoes while submerged, and while surface running, my station was at the Diesel motor, one of the earliest and largest of its type. The Diesel drove a large generator, directly connected, this generator furnishing the energy for the propeller motor and also charging the batteries while running on the surface, the latter furnishing the energy while submerged.

Our first attempts at submerging were not particularly masterful, but the most important feature was that we were successful in getting to the surface again, a highly important factor in the art of submarine navigation. Naturally, our first attempts were both amateurish 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 rudders, at times would attempt to speed up the downward plunge by pointing the nose of the boat downward at a greater angle than the boat, with her "Prima Donna Temperament," considered appropriate. That this boat was highly temperamental, we were reminded on more than one occasion, and at times it required all the skill and hard-headedness of the entire crew, and no end of profanity 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 required. This 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 rudders 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 to twenty meters, approximately sixty feet, in order to get away from the effects of the bad sea, which was tossing the little sub around like an empty egg shell. It was one of the times when the boat was started downward at a greater angle than was proper, and when the mate tried to straighten her, as a depth of twenty meters was approached, the sub demonstrated she had a mind of her own, and declined to obey. The first assistant at once sensed the situation and attempted to shift the ballast water from the forward trim tank to the one in the extreme stern and force the old girl to raise her nose, but, in the act of opening, the air operating valve twisted off its stem. It was one of those mechanical breakdowns that, like engine failures on a railroad, always happen at the most inopportune moment. The hand on the depth gauge was counting off meters faster than we could read them, and everybody on board, with the greatest anxiety, was watching not only the gauge, but rivets and seams, the latter starting to "weep" from the high external pressure. "Start the

pump," came from the commander, thus attempting to lighten the boat and force her to the surface through natural laws, but as the chief engineer threw in the switch to the pump, the fuse blew out, and we were going down, down, down at a rate altogether too fast, down, hell-bent for Davy Jones' Locker.

All this, of course, took place in seconds, but the face of everybody on board betrayed that everyone knew that we were headed for St. Peter's reception room and its Golden Stairs. Just then the familiar noise of water rushing through the pipes was heard. The first assistant had succeeded in opening the air operating valve with a pipe wrench, and in the same split of a moment the chief got a new fuse applied, and the pump started, throwing out huge volumes of water from the main ballast tanks, and the hand of the depth gauge started in the other direction.

"Thank God, from whom all blessings flow," came from the mate who, during our wild plunge downward, had treated us with his juiciest examples of profanity, but now switched over to Bible quotations. We were now too light to stay submerged, the main ballast tanks having been relieved of too much water, and the next second found us rolling violently, but happy, in the rough sea again.

Our escape had been a matter of seconds. Had the boat continued a few meters further down, the external pressure would have been too great, and crushed 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 hand of 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, and after a little while, usually started downward, indicating we were too heavy, when 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. To facilitate matters, it was decided we were to return to our home station by the canal route, through the canal connecting the west coast with the Baltic, rather than the long route around the peninsula. As the depth at some of the locks would not float the submarine with the fuel tanks filled, it was decided that we empty the boat of fuel and ballast, and be towed home.

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 we welcomed the opportunity of 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 on watch on the sub, with yours 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 their meal on the tow boat, all we could do was to wish we had some grub. To make matters more interesting, instead of abating, the storm grew in proportions, and we knew that our chances for eats were not particularly promising.

The sub's boatswain, like the rest of the submarine crew, with the exception of the mate and myself, 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 grog would improve matters on the sub. Not knowing by what other means he could bring succor, he frisked the tug boat captain's larder of a bottle of Three Star Hennessey, and 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 my steering. Like a gallant sailor, the mate was not to permit any criticism when he was in sole charge, and made some rather pointed remark in reply, not intending that it should be heard, but unfortunately, some stray wind carried the sound in 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, insisted that the mate acknowledge the order for arrest, but the latter was playing the dummy act, conveying 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 hear all the compliments he was paid that night, those on the sub would have been destined to suffer in the "cooler" for life. A good night'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 comrade to me, and fortunately 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 of the help such 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 finals.

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

W. V. Wilson	.....	Comptroller
O. P. Barry	.....	Assistant Comptroller
C. E. Oliphant	.....	Chief Statistician
C. A. Peterson	.....	Assistant to Comptroller
R. P. Rockefeller	.....	Assistant Treasurer
J. T. Kelly	.....	General Storekeeper
J. W. Severs	.....	Assistant Comptroller
E. P. Willey	.....	Auditor of Expenditure
G. E. Engstrom	.....	Assistant Auditor of Expenditure
W. Kruckstein	.....	Ticket Auditor
W. F. Miller	.....	Freight Auditor
E. J. Knoll	.....	Car Accountant
E. A. Jeffries	.....	Auditor of Station Accounts
W. F. Dudley	.....	Credit Officer
F. D. Dale	.....	Chief Clerk, Assistant Comptroller
F. F. Grabenstein	.....	Chief Clerk, Auditor of Expenditure
M. J. Skord	.....	Special Accountant, Assistant Comptroller
R. L. Whitney	.....	Traveling Accountant, Auditor of Expenditure
M. G. Skacel	.....	Traveling Accountant, Auditor of Expenditure
C. V. Hammer	.....	Traveling Accountant, Auditor of Expenditure
C. H. Mackey	.....	Traveling Accountant, Auditor of Expenditure
J. S. Butler	.....	Traveling Accountant, Auditor of Expenditure
H. C. Johnson	.....	Traveling Accountant, Auditor of Expenditure
F. L. Brackett	.....	Traveling Accountant, Auditor of Expenditure
G. S. Peterson	.....	Traveling Accountant, Auditor of Expenditure
G. A. Ehmer	.....	Traveling Time Inspector, Auditor of Expenditure
E. L. Murray	.....	Chief Traveling Time Inspector, Auditor of Expenditure
John Carr	.....	Head Clerk, Bookkeeping Bureau, Auditor of Expenditure
H. W. Rau	.....	Head Clerk, Accounts Receivable Bureau, Auditor of Expenditure
E. H. Anderson	.....	Head Clerk, Claim Audit Bureau, Auditor of Expenditure
E. J. Belzer	.....	Head Clerk, Payroll Bureau, Auditor of Expenditure
W. B. Lodge	.....	Head Clerk, Fuel Bureau, Auditor of Expenditure
H. O. Johnson	.....	Head Clerk, Bill and Voucher Bureau, Auditor of Expenditure
J. R. Gitzinger	.....	Head Clerk, Purchase Bureau, Auditor of Expenditure
M. J. O'Brien	.....	Assistant Auditor, Joint Facility Accounts
J. A. Balderson	.....	A. F. E. Engineer, Auditor of Investment and Joint Facility Accounts
W. C. Hannenber	.....	Assistant Auditor Investment Accounts
H. G. Russell	.....	Record Engineer, Auditor of Investment and Joint Facility Accounts
H. D. Buckman	.....	Head Clerk, Auditor of Investment and Joint Facility Accounts
M. J. Ryan	.....	Chief Clerk, Auditor of Investment and Joint Facility Accounts
H. E. Eyres	.....	Assistant Engineer, Auditor of Investment and Joint Facility Accounts
A. C. Saida	.....	Superintendent of Building
Karl E. Hahn	.....	Chief Clerk, Statistician
J. E. O'Brien	.....	District Accountant, Dubuque
P. A. Nickey	.....	District Accountant, Minneapolis
J. N. Strassman	.....	Cost Accountant, Milwaukee
Geo. Pyette	.....	District Accountant, Tacoma
J. J. Buelting	.....	District Accountant, Chicago
F. A. Winkler, Jr.	.....	Dining and Sleeping Car Accountant, Chicago
F. S. Brand	.....	Shop Accountant, Milwaukee
E. H. Braun	.....	Assistant Shop Accountant, Milwaukee
H. W. Starck	.....	Head Material Clerk, Shop Accountant, Milwaukee
F. S. Peck	.....	District Storekeeper, Milwaukee
A. Weber	.....	Store Accountant, Milwaukee
E. F. Brewster	.....	Store Accountant, Tacoma
J. Laird	.....	Store Accountant, Minneapolis
E. Sowle	.....	Accountant, Tomah Shops
H. D. Jess	.....	Accountant, Savanna Rail Mill
G. A. Williams	.....	Division Accountant, Des Moines
J. F. Budzien	.....	Division Accountant, Portage
H. W. Marquardt	.....	Division Accountant, Sioux City
R. P. Kauppi	.....	Division Accountant, Aberdeen
C. E. Ring	.....	Division Accountant, Mason City
H. O. Wheelock	.....	Division Accountant, Wausau
F. T. Black	.....	Division Accountant, Beloit
F. J. Klima	.....	Division Accountant, Milwaukee
C. A. Payne	.....	Division Accountant, Madison
A. C. Daack	.....	Division Accountant, Ottumwa
R. E. Thoren	.....	Division Accountant, Savanna
Jos. Cassell	.....	Division Accountant, C. M. & G. Ry. Co., Savanna
E. B. Gehrke	.....	Division Accountant, Green Bay
R. G. Evenson	.....	Division Accountant, Austin
John Price	.....	Division Accountant, Miles City
N. P. Lupton	.....	Division Accountant, Lewistown
A. L. Piper	.....	Division Accountant, Deer Lodge
I. R. Clark	.....	Division Accountant, Spokane
E. B. Loomis	.....	Division Accountant, Port Angeles
L. S. Armour	.....	Division Accountant, Terre Haute
George Barnaska	.....	Division Accountant, Marion
A. H. Swenson	.....	Accountant, Telegraph Department, Milwaukee
O. Berg	.....	Track Elevation Accountant, Chicago
A. J. Wallander	.....	Construction Accountant, Milwaukee

ON THE STEEL TRAIL

West I. & D. Items

F. E. S.

HARRY BLACK, trucker at Mitchell Freight House, has been confined with the small pox for the past two weeks. The last reports were he was getting along nicely.

R. P. Harmon, from Mason City, is now running between Sanborn and Mitchell on Nos. 3 and 4, taking Ben Olson's place, who went on the East End.

Pete Sucky, day baggageman at Mitchell, has returned to work after being laid up for about three months from injuries he received while loading baggage.

B. Brandt, P. F. I., Mitchell, was called home on account of his brother being seriously sick.

Bob Nelson, yard clerk, is the proud father of a baby girl, born October 28 at Sioux City, Iowa. The mother and baby are getting along fine.

F. Phillips went to Mason City, to work between Mason City and Marquette. Marvin Payne is also thinking some of going down there to work.

Switchmen Dunsmore, H. Schimer, Joe Musigman and Yard Clerk Nelson went out hunting the other day. From all reports the boys must have had an off day, as they only brought home five birds, and used nearly two boxes of shells. The farmers in the vicinity where they were hunting thought for a while that a young war had broken out.

Mrs. Merle Fisk left for a visit at Sioux City and Norfolk, Neb., with her parents. She stayed until after Thanksgiving. Merle left here in time to get home and help eat the turkey, and return with her.

A courtesy and fuel meeting was held at Mitchell November 20 and was attended by a very large crowd. It seems that these meetings are getting to be more popular, as there are always a few more coming each time. Here's hoping that there will soon be 100 per cent attendance at all the future meetings.

C. Searles, trick dispatcher, is very much worried over radio station WHO at Des Moines since they had their wavelength changed. He says it is impossible to find them and that we will not be able to get the chain programs. Of course, he can always get WAXN at Yankton.

LaCrosse and Northern Division Items

Eileen

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 Stoope, Jr., Milwaukee Road.

This month we have two men who are in line for commendation. Mr. Chas. Kohl, an employe 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 employe of the railway company.

Conductor Bert Carleton was instrumental in getting the routing on about thirty cars of fire brick for our line. I think he has already been told how much we appreciate this and it should be an incentive to all employes to aid in soliciting business for the Milwaukee.

At a recent venison dinner given by the Women's Club at Portage, which was immensely enjoyed by every one present, it was noted that A. M. K., at least, was so enthused by the bountiful feast of fresh meat that he was stricken with deeritis. 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 grave doubts of his marksmanship and knowledge of a gun, inasmuch 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 employes 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 Engineer 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 annihilator 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 news stand:

"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."

The above 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 always in mind, Scoop is trying to influence Sam to take the third trick so as to eliminate the lighting overhead at night. Scoop's next problem is scheduled to be a thorough analysis on 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. Chandler, 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 was 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. Tatu, 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.

Coach (Ach) Louis Wieland says for his all-conference team he picks "Branko" Nagurski of Minnesota for the whole eleven. Louie ought to know—he never missed a home game of the Badgers.

"Trainer" Vic Berger—not of Socialist fame—has a new comer for the middleweight championship in Herman Ruellman. Vic says if his man cannot take on anyone from the LaCrosse Division in the fistic field he will take them on the cinder path, as his "man" is the only find that can place in either event.

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

Otto Ristow, John Saley, Clifford Saley and Paul Mahoney, all of LaCrosse, have hied themselves off to the wilds, and while we haven't heard what they returned with, we're betting it was nothing less than the limit. Frank Williams spent some time hunting out in Montana and returned with a fine 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 refrains from making any whoopee during office hours but he is sure making up for lost time in the honorable game of penny ante while the Mrs. is vacationing.

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 Eskimo ancestor.

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

Northern Montana Division

Max

THE Northern Montana Division originated ten carloads of turkeys by freight and one by express during the month of December for the Eastern holiday trade. There were two cars loaded at Coffee Creek, two at Denton, one at Grass Range, one at Suffolk, two at Lewistown, and two at Great Falls, destined to points in New York, New Jersey and Connecticut. There was a car of frozen turkeys from Lewistown to California.

While the live stock rush is over, we are still having a number of shipments, a train from the Agawam branch making a record run from that territory to Marmouth, the first feeding point. There will be a good movement of horses shipped from this territory to the Eastern markets during the winter months.

Superintendent Bowen, Division Freight and Passenger Agent Randall and Agent Heath, of Great Falls, were in attendance at the General Superintendents' Claim Prevention Meeting at Miles City the first week in December.

Traveling Freight Agent Craig did some good work in the eastern part of his territory this month.

H. 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 looking after our business at the latter point.

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

O. M. Edsell 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 Cornwell 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 Serruys 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 Conrad expects to go to Stockton, Calif., for a few weeks' rest from his heavy duties as a switchman.

William Curran, son of Yard Conductor H. C. Curran, of Great Falls, left for Seattle, Wash.

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 Hillsboro, Penn., where they will be joined by their son Robert, who is 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 Glengarry, left for Maquoketa, Iowa.

A. G. Hecker, our moneyed brakeman, expects to spend several months in California. He is the man who knows how to have a good time in travel.

Miss Esther Humphrey, the talented daughter of Mr. and Mrs. T. W. Humphrey, of Hilger, will come out from Chicago for the holidays.

G. L. Kester and family will go to Casper, Wyoming, for Christmas. Wonder who the boys will "chew the rag" with over their time while Guy is away.

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, son 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 desk.

D. N. York 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 Pottsville, 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 homecoming 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 Anzia'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 Jacksonville, 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 Althaus, car department clerk at Du-buque, and that day they were married here



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in Milwaukee, with none other than our own Mr. Mehan as witness. We feel mighty proud to think that they came all the way to Milwaukee for this big event, and all join in wishing Mr. and Mrs. Delaney much happiness in the future.

We are mighty glad to welcome Catherine McConville back to the S. C. D. Office after her leave of absence. But at the same time, we were sorry to lose Eveline Kerst, for we had grown very fond 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 have a speedy recovery 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 they are good sprinters or they would have been minus their luggage. Julia was so engrossed in buying Buddy's Xmas present that they forgot there was a closing hour at Marshall Field's, but they were lucky in getting to the checking room before they closed. I'll bet Amos will have a happy surprise Xmas day!

A Town Without a Street

St. Joe

FLU, flue, fly—everyone has it except the Yard Office stove, and the janitor is now looking up the schedule. Ralph Johnke and wife, Mr. and Mrs. T. C. Wurth, the Hügel family, Swede's folks, Clinton Hamm, and even Jim Randolph, whom we thought couldn't catch anything, has it.

Fireman E. T. Jones claims to be eligible for promotion. Blondes preferred.

Did you hear of the Alberton fire, where the only store in town was burned? Heroes!! WELL—the Johnstown flood hero had nothing on our own S. B. Eisinger, who did his stuff 'mid smoke and flames. But under the protection of Fire Department Chief H. V. Lewis and Nooselman Ira Clark, he came out powerful dry.

Say, talk about your Dumb Doras. Boardman Paul Zuelke doesn't know the fire is out yet. That's what I call the right kind of a man to handle a slow board.

McCabe is a wiser Democrat—Doc Theriault a richer Republican. Hoover is elected. The war is over. Pass the popcorn, please.

Talk about luck. Did you hear what happened to H. C. (Snootie) Bennett? Well, he just went and got a long-haired partner. She doesn't know him like I do, but from what the gang reports at the Avery Yard Office, she sure must be happy. We are glad to see him take the great leap in the dark. Good luck, Howard.

"Corn Starch" Jack Harbin is up and around after a long siege of a bad cold.

Conductor C. N. Clark is back on the job again after an enforced vacation with flat wheels.

"Hambone" Sterling, Post Commander of the Veterans of Foreign Wars, vice-president of the Izaak Walton League, and other frills and degrees, wishes to announce that it is his intention, provided friend wife stays away on her vacation, to give the Old Guard a real stag party. Hear ye! Hear ye! Let's make it a surprise, as she is nearly due back.

Jiggers, jiggers, jiggers, Blue Grouse. They have changed Colwell's assignment again.

Christmas is nearly here and George Myers is banking on Uncle Nate not forgetting him. I'll bet he doesn't.

Herbert Spencer has traded his car in on a new one. Understand this is an improvement over the late wheelbarrow movement, State's Prison escapement, of the other fellows, and if

"Spence" doesn't bring home the fairies it's because there isn't any such animal.

Oh, yes. "Cubs" got back from the deer hunt. No deer—hungry—tired, and with scorched feet.

We all wonder if Christmas Day will be celebrated as was Thanksgiving Day. Some of us weren't lucky enough to be let in on the feed, roast goose 'n' everything. 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, made them pay for it; but every "dog" has his day, so perhaps the tables will turn sooner or later.

"Essie" Maxwell is reported to be on the sick list. We haven't heard whether it is diabetes, rheumatism, Saint Vitus dance, or a "Charley horse," but we sure miss "Essie's" smiling face around the Yard and hope that he will soon be able to report back for duty.

We are taking this means of notifying "Bud" Pears that if he hopes to hold his claim on the little queen at the Avery Beanery he had better return soon and do his assessment work, as Uncle Sam's "Timber Beasts" are all coming out of the woods and are preparing to contest his rights.

Clemmons and Brochie made an inspection trip to Avery recently and reported all cars properly sealed, the freight house locked, and Mark Hites' ice box guarded by a vicious dog.

Applications will be received up to January 1 for membership in the Antlers Club. The charter is still open and the dues have been set at one set of horns. For further particulars inquire George Washington Myers.

"Happy Jack" Hillsdon, third trick Car Inspector, is staging a comeback, as are Deane Boyle and Joe Lombardi, under the skillful treatment and instruction of the city's tonorial artist, Mr. John Spelos, who claims that his celebrated prescription can grow hair on a billiard ball. Don't crowd the aisle. Come early and avoid the rush.

Orders from the Yard Office

The yardmaster, after being out of the office 30 minutes returns to be greeted by the following: "Say, Swede, 'Roaring Bill' just called up from the Roundhouse and says that Oliver wants you to tell 'Pony' Schmalhorst that he is on the emergency list, and notify 'Hambone' he can go back firing, and tell 'Doughnuts' he has been pulled for miles. If you see 'Trotsky,' tell him to report at the 'Madhouse' as 'Grease-monkey' at 8:00 P. M. 'King George' says 'Alfalfa' Lewis is to deadhead to Alberton and the 'B. & O. Kid' takes his turn. The born conductor will pilot 'Casey' with the new Westinghouse. 'Nosey' Martin and the 'Information Kid' are tied up for ten hours' rest. We are to use 'Fearless Oscar' as messenger on the dead mogul in 64 tonight. 'Pawnee' Bill asks that we leave room on the house spur for the 'Red Devil.' Guess 'Looseface' is laying off. 'Top Kick' Hügel wants two days off to muster in his logs. 'Guts' wants you to send his train box to Alberton and 'Buzzsaw' bumps Sam Gompers on the Blackfoot. The 'Bad Order King' plastered the red on your preference car of automobiles, and the 'Commanding Officer' wants to know why it took 'Puss' two hours and thirty minutes to get out of the Yard. The brains from the Trainmaster's Office just left with a sheath of manuscript, and O. S. & D.'s telling about 'Rabbi' Snell unloading the Drexel fertilizer for the Saltese sugar. Outside of that everything is normal, except the 'Ice Pick' has the flu and 'Billy' Garrity says to tell you that the new baby has a tooth." This is what has to be contended with and still they cut the force.

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 in our shops at Milwaukee, Wis. We wish them happiness and good luck as they journey along life's highway. Mr. H. E. Pierpont, E. B. Finegan, Freight Traffic Manager, Geo. E. Loderhouse, Assistant Freight Claim Agent and Mr. Barnett, Traveling Claim Inspector, were in Minneapolis on December 6 to attend the Traffic Club Banquet at the Nicollet Hotel.

Mr. H. C. Blake was made Division Engineer with headquarters at Aberdeen. Mr. C. V. Lund 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.

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

Miss Alice Hemsey is going to spend the holidays with her parents at Milwaukee, Wis.

John Mortinson received a promotion from Room 16 to Room 17, in the superintendent's office. Congratulations, John.

Mr. Bannon, superintendent of the Twin City terminals, attended the Minnesota-Wisconsin football game at Madison. We understand he left the Stadium before the game was over, claiming it was too cold to stay for the finish. Wisconsin is Mr. Bannon's home state. Sympathy is extended.

Miss Margaret McGrath was on the sick list last month. She is back, we understand, wearing the smile that won't come off.

Mr. King, chief clerk in Mr. Christopher's office, is to spend the holidays with Mrs. King, in the East. We will miss his smiling face and the new hat he was so proud of.

The annual Thanksgiving dinner of the Railway Business Women's Association, was held at the Nicollet Hotel, Saturday, November 24. Miss Georgia Perry, president, presided. Mr. O. W. Dynes, general solicitor of the C. M. St. P. & P. Railway, from Chicago, was the principal speaker. The guests from the C. M. St. P. & P. Railway were: Mr. and Mrs. J. H. Foster, Mr. and Mrs. F. W. Root, Mrs. E. F. Palmer and son, Mr. and Mrs. Newcombe and Mr. and Mrs. M. T. Skews. There were young lady visitors from Chicago, Cleveland and other points, representing the different railroads.

Mrs. Meta Ashwin Birnback, of Minneapolis, sang a group of songs. Ernest Shonka played violin numbers, the Milwaukee Road Glee Club sang some brilliant numbers, and "Love's Old Sweet Song," the traditional opening number on the club programs, was sung by Frances Mohan, with Thea Gilbertson at the piano.

Turkey favors were distributed and the decorations were lavish.

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

Miss Jennie Goss, cashier's 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.

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

Des Moines Division Items

Frenchy

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. We have our doubts.

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

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

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

Mrs. G. A. Williams' mother, who has been quite ill in Ft. 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. Bellman, F. W. Price, Chas. Conaway, 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 daughters in Milwaukee the week end of December 2.

Mr. C. E. Bachman, city ticket agent; Miss Lotta Davis, 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 be a first-class one. We have this on very good authority.

Miss Dorothy Krisinger and mother spent Thanksgiving visiting the latter's sister in Wall Lake, Iowa.

S. M. East

V. J. W.

THE chesty air of our General Clerk Dwight Kneeskern can be attributed to the fact that he is the proud father of a bouncing baby boy which arrived November 15. The youngest has been named Kenneth.

S. M. Conductor Ferris has returned from a very successful deer hunting trip, having bagged a 290-pound, five-point buck on the first morning out.

Anyone interested in the purchase of a Winchester pump, Remington automatic, or Parker double-barrel shotgun should consult the duck

hunters in the Freight Office. After reading several volumes on the subject, we feel qualified to impart the following information to the boys: Shoot where they "ain't," but will be; not where they are, but won't be. We don't feel so bad, though, do we, "Red"? We didn't go as far as "Knute" did, and they were too high, anyway.

While on the subject of hunting we understand some of the friends of Mechanic Jack Hogan presented him with a pheasant which had been retrieved off the pilot of No. 122's engine. On closer examination it developed the pheasant had made several round trips.

S. M. Division Assistant Engineer H. G. Crow was called to his home at Mason City November 22 by the serious illness of his son, John.

Edgar Schied, former clerk at Albert Lea, has accepted the clerk position at Pipestone, effective November 22.

Friends of Mr. and Mrs. Ellerton F. Gaskill will be interested in knowing that on November 11 they were presented with a nine-pound baby boy, Ellerton Frank. The Gaskills are now living at Butte, Montana. Mr. Gaskill was at one time stenographer in the Superintendent's Office at Austin.

Superintendent G. A. Van Dyke attended a meeting of the Employees' Pension Association in Chicago November 23.

Division Accountant Ronald Evenson attended a meeting of accountants at Chicago, November 23 and 24.

Violet Beatty, stenographer, Superintendent's Office, Austin, had the misfortune to fall when on the way to church the 24th. While she is nursing a badly bruised knee she is able to be about her work.

Evelyn Trenary, comptometer operator, Superintendent's Office, received a generous share of the prizes offered at the "Stunt Night" program of the Austin Ad Association. Some of the articles "among her souvenirs" were a five-pound box of wieners, a sample package of Syrup of Pepsin, and a two-ounce bottle of castor oil. We have not been advised as to the disposition made of the wieners, but the other articles were presented to "Brad." They evidently failed to relieve, as O. E. B. is still nursing his sore jaw.

The fame of our accordian playing baggage smasher, Chris Hagelund, has spread to such an extent that his services are in demand in adjoining towns. His most recent appearance was made at Waltham, where he convulsed the natives with some of his folk dances, presented as only the "Major" can present them.

Everyone is very much interested in the new unanifest arrangement which will go into effect December 5. Especially Muns and Sever.

Did you ever hear of a typewriter burning up? If you haven't, ask C. M. Aughey, first trick, 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.

"Baldy" Gifford is reported as not feeling up to standard and will be relieved at Ramsay by H. 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. Reaside, formerly with the W. W. & I. B. and now with the C. & A.,

EARN EXTRA MONEY

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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 territory 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 will take a chance with the automobiles even though he did come out second best on one or more occasions, in attempting to maintain his right of way.

Walter Chesnut, I. & M. lineman, Austin, is being relieved for four months by Ben Dey.

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 reading of the meeting on the Superior Division with an attendance of 343. Let's go, S. M. Division.

"Dixie" Colvin, Express Office, Austin, has decided that two can live cheaper than one. The bride is a popular young lady from Wells, where "Dixie" has been employed during the past summer. Best wishes, Mr. and Mrs. Colvin.

Thanksgiving Day morning, Chief Dispatcher's Clerk Ray Hoffman and Miss Amelia Makovsky 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 6:30 two-course dinner in the Milwaukee Women's Club rooms by the clerks of the Division Offices on the evening of December 7. 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 percolator with their best wishes.

Olaf Nicholson, night Roundhouse foreman, Austin, celebrated his twenty-fifth wedding anniversary November 24.

Division Traveling Inspector O. E. Bradford was called to Kansas City December 7, by the serious illness of his mother.

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, Spring Valley, is relieving 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 Koepke, P. F. I. at Hollandale, has fallen for the wiles of a "Maid of the Marsh." Ed says "She makes good cake." Another of the "Slough" boys, Roy Loesch, has blossomed out in a \$6.00 shirt and a new press each morning since the arrival of a new "Fairy" in the village. Like the rest, he says "Nothing to it," but the boys report he frequently falls into a state of coma as he dreams of "those twenty acres."

Knowing that our first and only attempt at poetry was received with such marked disdain we will dedicate a few lines from Whittier's

"Maud Muller" for you, Larry:

"For of all sad words of tongue or pen,
The saddest are these: 'It might have been'."

Wisconsin Valley Division

Lillian

MR. AND MRS. J. E. LINEHAN were called to Winona, Minn., on account of the illness of their daughter, Mary. Her condition is much improved and she is recovering rapidly.

Mrs. John Sullivan is spending the winter with her son, Floyd, at New York City.

Mr. and Mrs. James Callahan are rejoicing over the arrival of a baby daughter, Joyce Elaine.

Mrs. J. W. Held has been ill with influenza for the past three weeks, but is, at the present time, recovering slowly.

On November 25 the Order of Railroad Conductors had a joint meeting with the O. R. C. of the Soo Line railroad. A business meeting was held at the club house during the afternoon. The Ladies' Auxiliary entertained at a turkey dinner at the Central Hotel at 6:30 P. M., and cards were played during the evening, prizes being won by Mrs. J. E. Dexter, of Wausau; Mrs. Lukasavitz, of Stevens Point; Mr. M. E. Donovan, of Wausau, and Mr. Herman Krueger, of Stevens Point. The conductors, together with their wives, spent a most enjoyable day and the meeting in general was most interesting to all.

Mr. H. L. Vachreau was successful in securing some very fine business in the way of transporting the household goods and the family of Mr. Kelly over our line from Green Bay to Portland, Oregon. Interest of this kind is very much appreciated by the company and tends to make more friends for the railroad company.

The sudden death of Engineer Frank Bunker was received by his many friends with deep regret. He was in the employ of the company since 1891, spending most of this time on the Wisconsin Valley Division and had a host of friends and acquaintances. He passed away at his home after a heart attack on November 28, funeral taking place on Saturday afternoon. The employees of the Wisconsin Valley Division extend sympathy to Mrs. Bunker and sons.

Mr. T. H. McCarthy is at Rochester, Minn., receiving treatments at the Mayo Clinic.

The deer hunting season opened December 1, with perfect weather. Some of the hunting parties have returned after five days' hunt, and have been very successful. Division Accountant H. O. Wheelock's party of six had four deer; James Smith, warehouseman and his party, had three; J. Horn, Wm. Sullivan and Fred Janz had two; Edward Gongaware secured one; C. B. Carman and M. C. Harris will have one before the hunting season is over. 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.

Roadmaster E. C. Callahan 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 E. C.'s absence.

The Safety First meeting held at the club house Tuesday, December 4, was very well attended. A great deal of interest is shown in these meetings, and it is evident that co-operation means success.

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

Mrs. O. Weik passed away at St. Mary's Hospital on December 9, after a short illness. Mrs. Weik 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. 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 a splendid time, particularly as it was his first attempt and outing at this season.

Tacoma Shop Notes

"Andy"

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

Gene Stevens recently passed around the cigars in honor of the arrival of a baby boy at his home. This was the stork'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 before 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 some 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, boiler foreman at Tacoma shops, made a trip to Honolulu 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 informant 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 these dyed-in-the-wool type. Yes, sir, they tell me that 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 Laverie 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 getting too hot on the subject.

Wiggs Shiplett was singing that old familiar ballad, "My wife's gone to the country, etc." Of course when I say singing, it may sound fishy, but it sounded like a cross between a buzz saw going through a knot, and a wheelbarrow in need of oiling, and one guess was as good as another, and we let Wiggs have the best of it. Anyway, he is baching now, for his

wife has left him high and dry, and has fled to Libby, Montana, to visit her folks. Our sympathies are with Wiggs, 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 roundhouse is now back to normalcy.

Wilbur Lauckhart, 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 Johnson tell you the story of how they used to catch them 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 Checrolets of Norway and Sweden, where you can imagine yourself romping around in your B. V. D.'s (or swimming suit if you have one), among the Lutfish trees along the shores of those waters where only herring gets pickled.

Kansas City Terminals

S. M. C.

HAPPY NEW YEAR, everyone.

Mr. R. G. Larson has been appointed agent at Kansas City, Mr. Fesler being assigned to other duties on account of ill health. We all 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. H. Fesler intend to spend the winter months in California in an effort to benefit Mr. Fesler'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 diner while the train stood in the Kansas City Union Station. Mr. Walter S. 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 100 employees. It was held in the evening, a hall 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. Rummel, O. P. Barry, E. J. Knoll, A. Mallom, 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. Laury moved his family and household goods to McGregor the latter part of November. Owing to his run between Marquette and Clinton every day, this will make it very handy for him and we hope they will soon make acquaintances 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. Laugen started work on second trick at Gordons Ferry November 15, having secured this position on bulletin.

Agent Peter Ott, Preston, Minn., resumed work recently after a vacation of three months.

J. H. Robertson, second trick operator at Lansing, who has been on the sick list for several weeks, resumed work December 10. A. N. Hembling 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, has been 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. Smullen, 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 Toussaint, Section 52, West Union Line, retired from active service November 1.

Tom O'Rourke, extra gang foreman, and E. Roe, 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 train cleaning up the division of old timbers. Martin Galvin is assisting John Cowe erecting steel bridges on the division.

Too late to extend greetings of the season, but hope our readers will fare well in 1929.

H. & D. Division News

Maude 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, Frisco 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. Matzall and wife of Lakeville, attended the football game between Minnesota and Wisconsin at Madison, November 24.

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is issuing the

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Mr. J. E. Hills, Percy Bradley, Red Middlebrook, "Windy" Roberts, Frank Gobershook, Geo. Fisher, were among the contingent from the H. & D. Division who attended the Shrine Ceremonial at Minneapolis, on December 3. Big doings down there we imagine.

Wm. Schaffer, agent at Glencoe, DID NOT attend the above-mentioned ceremonial, no doubt having in mind the disastrous result of his attempt last year. He 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 you were suddenly transported to California or some other such sunny clime. This will make the winter considerably shorter.

Mark Rasdall has been busy disinfecting several pens, alleys and chutes at the stock yard the past week, owing to having received some scabby cattle in a recent shipment. What with the snow coming on too, 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 30, 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 loss. 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 Monte 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 hornswoggled 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." Upon inquiring where he could procure 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. The affair was the 40th anniversary of Mr. Rush's membership in Release Lodge No. 579, Brotherhood of Locomotive Firemen and Enginemen. Mr. Rush's family, as well as the members of the Willmar and Minneapolis Lodges, were guests on this occasion. A program was given at which Mr. B. E. Nord-

quist acted as chairman. Toasts were given by Fred Pedlar, Ole Tweter, Ed Nemitz, and Glenn Tucker of Montevideo, and by Mrs. Aug. Swenson and R. T. Johnson of Willmar. Several musical numbers were given, among them a song by a quartet composed of four "rails," namely, Ed. Nemitz, Oscar Sorby, Fred Pedlar and Jos. Adamson. Telegrams and letters of congratulation were read from D. B. Robertson of Cleveland, Ohio, international president; Frank Anderes of Minneapolis, member of the board of directors, and L. J. Wisner 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, whist 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 Dilworth, Minn., Grand Lodge organizer, as the master of ceremonies. The degree team of Wilmar 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 Moccasin 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. Ronning, deceased. Mr. Natzel arrived on December 1, to take up the reins of office.

Arnold Moe is now night ticket clerk, vice Gilbert La Jord, resigned.

Bill Kurtz is now firing the stationary boiler at the passenger station in Minneapolis. Beats flagging on a cold, stormy night Bill says.

Section Laborer Joe Hoffman, 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 per cent 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 Mrs. Geo. Reedy. If the report has any foundation, we all wish to offer our congratulations.

Mr. Hills has been holding classes on Standard Rule examination at Minneapolis, the past week.

This is "No Reportable Accident Month" and we hope to "carry on" without a blemish on our record this month.

Well, now that the creamery at Bristol has been sold, cold weather is upon us, Fred Meyers has gone, Percy Bradley says we'll get a rest from ye correspondent for a while. Well, all right, Perc, but we'll have to make up for lost time when we do cut loose.

We have made a few appreciable changes in the dispatcher's office at Montevideo here lately.

J. E. A. can't holler any longer now and rant about the B. & B. Department not co-operating.

Mr. H. C. Blake has been appointed division engineer, with offices at Aberdeen, effective December 1.

Gust Carlson is again back on section 28¾, after being absent for a few weeks straightening up his farm affairs.

Happy New Year!

General Office—Chicago

Vila

WE were sorry not to be represented last month but someone took our contributions "for a ride," and they haven't shown up yet.



The Engineering Department at Forest Glen—

(Out where the wigwags are—Northwest Chicago).

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



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

The Milwaukee Glee 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 would go 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 decided 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 Lauk. Now don't tell me you have not seen her new diamond ring.

Mae Ryan, 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 so queer;
So, this poem must express my true feelings, 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 makes me more anxious to 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 millionaire):
Don't you think Greta Nissen will look like a sight?
And when I get into 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
Heard I had quit, it sure got me in Dutch,
The 'phone in our place just rang all the time.
And from La Salle to Winthrop they were four abreast in line!
A La Salle Street Bond House is where I will work
And my duties I then can easily shirk,
For my dream Arab will be my boss—and, oh shucks!
Last, but not least, I will earn forty bucks!
ALL TOGETHER, GIRLS—Some applesauce! (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. Bankson, yardmaster; A. P. Wilkenson, section foreman, and Christ Vari, section foreman—were from the S. C. & D. Division. The officers were very much pleased with the meetings.

A great disappointment—one can surely sympathize with the wife of one of the genial yardmasters, after waiting all fall, having the

cooking 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.

Elsie 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 Johnson, 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 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 learn 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 0, 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 Weaklin, 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. Wicken. We extend our sympathy to Mr. Kellar, his daughter and family.

W. H. Woodhouse, Jr., has returned to his duties as baggageman 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 man 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,

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is now recovering. We hope to see him back on the job soon.

We heard from a good reliable source that Carl Dunavan, chief clerk in the Yard Office at Mason City had a birthday November 23. He also had quite a surprise when a bunch of his neighbors staged a surprise party in his honor.

All the Superintendent's Office seem to think that they should have had a free Thanksgiving dinner. Didn't you hear that "Lucky" Olson won a goose? We all thought we were in line for a real feed.

Carl Dunavan doesn't like turkey, it's too dry.

O. T. Anderson and family of Mason City spent Thanksgiving at Atwater, Minn.

F. J. McDonald, dispatcher at Mason City, and his family, spent Thanksgiving with relatives in Dubuque.

Mr. and Mrs. R. L. Goeltz spent Thanksgiving with relatives in Des Moines. Dick is with the Traffic Department at Mason City.

A. M. Martins, master mechanic, and Mrs. Martinson spent Thanksgiving with their son at Duluth.

C. E. Ring, division accountant at Mason City, returned recently from Chicago, where he attended a general conference of accountants.

Miss Irma Wilhelm, employed in the Superintendent's Office at Mason City, spent Thanksgiving with relatives at Sheffield.

C. E. Mutschler, chief clerk, in Superintendent's Office, O. A. Beerman, trainmaster, and L. R. Meuwissen, chief dispatcher, attended the District Claim Prevention meeting at Minneapolis in November.

C. Krumm, agent at Charles City, has returned to work after a few weeks' absence with rheumatism. A. C. Longley acted as agent, and A. M. Choate was on first trick.

Mrs. J. E. Johnson, wife of third operator, Charles City, was taken to Rochester last week for an operation. We hope for early recovery.

Operator George Levin is relieving Mr. Johnson.

C. A. Joynt, agent at Algona, has been confined to his home with the flu. Eveready A. M. Choate is relieving him.

F. W. Irons, third operator at Sanborn, is also under observation, but expects to be around in a few days. At this writing the doctor has not diagnosed it as symptoms of the flu; it may be effects of the symbol system.

Baggage man Ed Sparks is contemplating a trip to Sunny California in the near future to spend the holidays with his son.

W. C. Buirge and family are spending a week with Dr. Buirge in Philadelphia. Mr. Buirge says they have awfully good water there.

Clifford Smith is confined to his home with an attack of the flu. Hope to see him back on the job soon.

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

Nora B. Decco

WELL, and we haven't either, had any winter, 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 care anything about it, but it's sort of 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 trees we will have to get Jim Beatson to put it on them I guess, which reminds me, wish every one could see 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 here 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 daughter ever, the young lady arrived first of the month, and is the finest sort of a Christmas present. Congratulations.

Joe Jost says his son ate up the family pass just received for the coming year, or almost did, which shows he is going to be a passenger conductor instead of a train dispatcher. Still he may change his mind at that. I remember when I wanted to go on the stage only my folks wouldn't let me.

Fireman and Mrs. Owen Gosnell have gone to Whitewater, Wis., over the holiday season to visit with home folks and tell us all about what a lot of swell feeds they had when they get back we suppose. Mrs. Gosnell had been on the sick list a few weeks but was greatly improved when they left for their visit.

Brakeman Pugh and family who took a short vacation in California have returned looking nice and tanned again.

Passenger Conductor Sterling was one of the sick folks for a while, too, during November and early December, but is back on his run again. Conductor Boter has gone for a few weeks to Texas, and Conductor Spayde has his run during his absence.

Conductor Rogers and Mrs. Rogers are back at Deer Lodge again from a year's absence, in California. Mr. Rogers is very much improved in health.

Operator Ranger is relieving Operator Shephard at Lombard for a month while Mr. Shephard has gone to visit the folks; how he can keep track of that young granddaughter when she 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.

Mrs. Brasch's sister has returned to Minnesota 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 all you have to do is run errands for the operator. I tried to tell him but business was good then and it probably will be again, Johnnie. We now have as the official boardman a handsome young man by the name of Matt Voss, from goodness knows where, he says from Malden, but just try and name some place where he hasn't been if you can. Mrs. Voss and her husband are living for the present in the Steel residence and we hope they will like us and our town.

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 Kansas for the winter now.

Our Superintendent L. K. Sorensen has got so he can come out on the division now without first calling up 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.

Mrs. John Ross, wife of our former Trainmaster John Ross, here years ago, visited us early in December with her son, he is not a small boy anymore however. She stopped off en route to see friends in Butte and west, and everyone was glad to see her again.

Agent George Plumb from Belgrade, is now agent at Jefferson Island in place of Agent E. T. Smith, who has gone into business for himself 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 looking baby. Congratulations.

We are very glad to announce the wedding in Livingston, December 13, of Mrs. Vera Bembrick 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 good wishes for a long and happy life.

Oh, my gosh! Man at the ticket window: "You got any of them folders?"

Me: "Yes sir, here you are."—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 was taken sick the last of November and died the afternoon of December 3 at the local hospital of pneumonia. Her daughter from Winona, Minn., was with her at the time and the remains were taken there for burial. She is survived by her husband and six children. Mr. Kettle accompanied the remains to Winona. The entire division offer this family their 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's all there is to it. 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 a load 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 is ahead one winning and the girls are minus one treat.

Don't be like that, George. And talking about football, wasn't that last Saturday of it one grand and glorious time in railroad life—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 world and that was the "Chicago, Milwaukee, St. Paul & Pacific."

While a bit temperamental at times, we didn't realize we had an artist within our midst, until Chief Clerk Fred Liegois sent out his great drawing recently.

Mr. Payne had a wonderful picture of his boy, nine months old, at the office. He is sure "SOME BABY." Cap says, "he has all the hair he hasn't."

R. A. Erdman, roadmaster, has returned from a vacation. He says "he went broke, so had to return sooner than expected."

He sure must have been stepping right out. Russell Rocker, of the chief carpenter's office, is going over with the engineers. Hope

you like it, Russell. Speaking of engineers, that Gilbert boy sure does like his cake. Umm-umm.

Myrtle 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. Well, "Barnum was right."

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

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

Who chose the color of smocks in the office—well, a couple of us say like the Irishman taken to the hospital and told he had a bad case of gangrene. "Thank God, for the color."

Don't forget to date the sweetie for the "BIG DANCE" the Women's Club are putting on January 9.

That's all right, Harold, I know it was your sister you took to dinner. How many sisters have you?

We knew Frank Lamanski would be sick—Berdella had an awful bad cold last week.

Have you noticed that big smile on Gene Gorman's face? You know he won the grand prize at St. Raphael's bazaar on a four-cent investment. We know what his wife will get for Christmas.

We regret to report the illness of Fireman Melvin Peterson at Janesville.

John Owens, of Richland Center, was one of the lucky ones in the deer hunting season just closed. He hunted near Drummond and brought home a nice buck. He reported more hunters than ever and that in the vicinity of where he hunted, one man was mistaken for a deer and killed.

Roundhouse Foreman C. L. Lotte made a hurried trip to visit his father at Tomahawk. No, he did not go hunting.

Engineer Jim McShane and wife are visiting their daughter in Roseburg, Oregon. They have spent the winters in Oregon the past several years.

The Mechanical Department extends its congratulations to Miss Winifred Fox, our present correspondent. Our co-operation is assured.

Mr. Meier is back on the afternoon baggage shift, after trying his hand at a clerical position in the freight office. He prefers outside work.

Janesville roundhouse is to be commended on the record they have made in regard to personal injuries. The last personal injury at that place occurred in June, 1928. Madison roundhouse would have had the same enviable record if it were not for two minor injuries occurring in November.

Edw. TeBrake's crew is at Madison overhauling the power plant machinery.

Electrician Herman Frank and helper were at Madison recently, installing lights at the cinder-pit.

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., on 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 telegraph 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 operator in charge wishes to state that anyone wishing to pay up over-due bets may remit same to the above address.

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. Crissey from the downtown office.

Agent Charley Ramsey was among the mourners at the Wisconsin-Minnesota game. He brought back no visible signs of having been among the defenders of the goal posts.

The marriage of Miss Dorothy Bush, daughter of Agent Bush, to Bernard Healy of the train 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 Rossmiller has deserted the ranks of Mitchell owners and now butts lusses with a snappy Peerless Eight (holes punched for more) Victoria. The best Lavin 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 Beloit. They will make their home at 811 Moore St., Beloit. Congratulations and best wishes from the R. & S. W.

Mr. R. M. Telfer received a letter from Mr. James Reigart, an old time R. & S. W. Division engineer, after reading an account of the R. & S. W. picnic, stating that had he known about same he surely would have joined the bunch and met many of his old time friends. Will somebody please see that he receives notice of the next one?

Miss Jane Black spent Thanksgiving and the week-end at Detroit. Jane had several thrills while there, one of which was a ride in an aeroplane.

Always knew that filling stations were a place where you could "gas or oil," but did not know it was a place where they stripped your car of fenders, etc. Ask Mrs. Messer, or possibly George could give you more information.

If anyone wishes to know who is going to win the Big Ten next year, get in touch with Ray Nevins or Doy Miller. With their experience picking the losing teams, this year should put them on their feet as a "What's-What."

The two new G-7 superheater engines are fine and the engineers like them, as they claim the trainmen have to use more brakes to make them stall.

Think we will have to keep Lloyd Rummel-hagen away from Freeport if we want to keep No. 26 on time.

There are several vacant chairs in the office, due to the grippe. Among the victims are Jim Chambers, Marvin Brick, Florence Buck, Frances Johnson and Jane Ryan.

Mr. James Reardon, warehouse foreman at Freeport, and Miss Beatrice Loveland, were united in marriage on Thanksgiving morning. We wish to extend best wishes to the young couple.

Mr. and Mrs. R. M. Telfer recently spent several days in Kansas City, visiting relatives. They report a very enjoyable trip.

Our Proposed "National Bird"

By H. E. Smith, Riverside, Ill.

OH you turkey family, you'd be proud if you only knew,

On Thanksgiving and Christmas, what every one says of you—

You'd spread your tails and gobble and strut more and more,

For you have a standing invitation to come through our parlor door.

When you are trussed up and stuffed and roasted nice and brown,

You are surely a "Stradivari"—the most popular thing in town—

What with your dark and white meat, your drumstick and your gravy

You are greater than the President, the Army and the Navy—

Every family gets together, the parents, girls and 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

But if 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 served refreshments for the men following a 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.

Iowa Division (Middle and West) Items

Ruby Eckman

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 Verto Reichert and wife, at Aberdeen. Mrs. Cate is now counting the days when she can go to Aberdeen to get acquainted with Miss Muriel 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 last list, with Miss Marjorie Miller, daughter of Operator C. E. Miller, heading the list with an average of 95 1/5 per cent. A recent Declaratory Contest conducted in the Perry schools also resulted in Louise Gibson, Phylis Sanford, Esther Peterson and Eugene Kindig, also of the railroad family, being chosen winners in the various departments of the contest.

Conductor Harold Leintz, of the Middle Division list, was in the hospital in November, for an operation for appendicitis. He recovered nicely and was soon back 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. Bruce Devoe, of Council Bluffs Yard, F. O. Bruce, of Dedgam, B. C. Snyder, of Dawson, R. E. Fitzgerald, of Perry, C. A. Conklin and

N. N. Embree, of Madrid, all had to be relieved about the same time.

Sidney Carey, an employe of the Perry roundhouse force for a good many years, died suddenly at his home in Perry, December 4. Mr. Carey had been able to continue his work in the roundhouse until a few days prior to his death, although his health had not been the best for some time. His death was quite a shock to his family and fellow employes. Thos. Beatty, Harold Brown, H. C. Fanslow and F. Hutt, of the roundhouse force, acted as pallbearers at the funeral services.

Engineer L. A. Hurlburt's family had a little fire scare at their home December 6, when a gasoline pressure stove burst into flames while Mrs. Hurlburt was getting breakfast. A neighbor succeeded in getting the stove out into the yard before there was a great amount of damage done.

Estle Clifton and Ward Buckner, two of the Milwaukee yards switchmen, were in Perry the fore part of December, visiting old friends. The boys were called to Boone account a cousin having been seriously injured when a shot gun was discharged. Estle and Ward were both brakemen on the Iowa Division before going to Milwaukee to work.

A. E. Fiala, agent at Weston, owns and operates a farm between Weston and Council Bluffs. The fore part of December his friends had the laugh on him about an item appearing in the Council Bluffs paper, which told of him being tossed out of his cow lot by an enraged animal. A. E. was picked up and tossed over the lot fence and was considerably stunned by the fall. He has somewhat of an idea now of how a Spanish toreador feels when he comes out second best in an encounter.

Machinist Orin Lutze was off duty in December on account of an injured eye. Oil from a hydraulic press was thrown into his face with sufficient force to injure the eye.

T. C. Barrett, who has been road master on the Middle Division for several months, has returned to his old position at Janesville, Wisconsin, and Frank Covalesski, who has been road master on the North Branch of the Iowa Division, has been transferred to the Middle Division.

Boilermaker Charles Bradley, of the Perry shop force, was called to Savanna the fore part of December, to attend the funeral of his brother, Boilermaker Thomas Bradley, of the Savanna force. Thomas Bradley and his wife had started to Chicago to spend Thanksgiving with relatives. They were driving in a dense fog and in turning out to pass a car their car went over an embankment. Mr. Bradley was so badly injured that he died within a few hours and his wife was also badly hurt, but recovered from the injuries she received.

November 29, a seven-pound daughter was born to Lieutenant and Mrs. Charles Murphy, of the U. S. N., at their home in San Pedro, Calif. The young lady is a granddaughter of Engineer Billie Murphy.

Miss Ivy Stoner was in the Methodist Hospital in Des Moines, in November, for an operation for gall stone trouble.

Marvin Lee, an eight-pound boy, was born to Mr. and Mrs. Ledlie Lee, at their home in Perry, November 27. Ledlie is in the Car Department at Perry.

Boilermaker Wm. Powers died at the Savanna Hospital, November 23, following an illness of several months. The last seven weeks he was confined to the hospital. Burial was made at Perry, at which place Mr. Powers made his home, before going to Savanna to work. He is survived by his wife and one daughter.

M. Gallagher, terminal trainmaster at Council Bluffs, for several years, died at his home in Council Bluffs, November 22, following an illness which had extended over a period of

many months. Mr. Gallagher had been in yard service for the Milwaukee for about forty years and was one of the most popular employes on the Western Division. Burial was at Council Bluffs. One son, L. R. Gallagher, is employed as assistant foreman in the shops at Perry.

Squeaks from the C. & M.

H. E. W.

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

Our genial Chief Caller, Dan Crowley, 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. P. 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 amongst 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.

Brakeman Chas. Kiepe has resumed work after an extended leave and has taken a job braking on the time freight.

Conductor A. J. Proeber is spending his winter vacation in the north woods hunting deer. And believe us, when Al starts banging away at them, they better get going or they will soon be headed for the mulligan kettle.

Have not heard anything from Conductor "Bunco" Riley lately, so am unable to say how his venture in the laundry business is prospering.

The young son of Conductor Sidney Nicholson has started taking violin lessons. Sidney claims they are cheaper than having his hair cut.

With approach of cold weather, business on the Janesville Line has begun to slow up, and as a consequence, Conductor "Max" Brady is again working out of Milwaukee.

Don't know whether it is an election bet or not, but Conductor Bill Martin is sure sporting a snappy mustache.

As the old saying goes, our loss is someone else's gain. We are sorry to lose Trainmaster Woodworth, but at the same time wish him the best of luck in his new position.

Saw our Mary today. Mary who? Why Miss Mary Hickey. And say, she had the same old smile, that you always see.

Second trick operator Crowley, at Muskego Yard, has been confined to his home for the past two weeks on account of sickness.

Another one of our boys has lost the battle with Dan Cupid. Conductor Henry Roesseger and Miss Bertha Barth will be united in matrimony on December 31. Best wishes for a long and happy life to the newly weds.

The boys are slowly drifting back. Conductor H. L. Jewell is back on freight, after having spent the summer on the varnished cars.

Conductor A. F. Drews has moved to Roundup, and now ranks as one of the leading citizens of that thriving little community.

"Out Where the West Begins" Trans Missouri Division

D. H. A.

NOW that Thanksgiving is over, Christmas will be here before we know it. Everyone is so busy there is not much chance to scare up any news. We would appreciate it a lot if the members of the Milwaukee family on the Trans Missouri division would co-operate with us and send in any news items that would be

of interest to the Magazine readers. Address all correspondence to D. H. A., Trans Missouri correspondent, Moberidge, S. D.

The Milwaukee Women's Club and Safety First joint meeting held at our club room on November 27, was one of the most interesting meetings we have ever held. Superintendent H. M. Gillick gave a very instructive talk on Safety First, which was enjoyed by all, and introduced the supervisor of Safety First, Mr. R. H. Vandenburg, who also gave a very good talk. A fine program was given, and refreshments were served.

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

Delsia and Henrietta Hourigan, who are attending St. Mary's School at New England, N. D., spent Thanksgiving here with their father, L. A. Hourigan. They were accompanied on their return by Deloros Vachreau, who will finish out the school year there.

We are sorry to hear that Mrs. E. L. 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.

Jack Fuller had the misfortune to smash his toe, and spent part 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 under the weather. Oscar Vachreau, night yardmaster, also had a touch of it, but has fully recovered by now.

Cupid has been busy in our midst, our special officer, Leslie Eastling, was united in marriage to Miss Fern Johnson, of Harlowtown, Montana. We extend congratulations. The freight house 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 up the line is contemplating matrimony. Further particulars later.

Miss Leona Kellaher, of Lemmon, S. D., exercised her seniority and displaced Miss Eileen Moran 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 Jedlick, of Tacoma, stopped enroute to Chicago, to visit a few days at the home of Mr. and Mrs. Roy Van Dyne.

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

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. Herschleb, last week.

Roy Keating, of Marmarth, was a patient at the Moberidge Hospital for a few days.

Clarence Herzog, genial manager at the express office, spent Thanksgiving with his mother at Roundup, Mont.

Engineer Ira Dickey is back on his old run, after having spent the summer farming in Pennsylvania. Mrs. Dickey remained in the East to care for her aged father.

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

Frank Williams has won quite a reputation as a painter—if you do not believe it, come over to the freight office and look things over.

A baby girl came to gladden the hearts of Mr. and Mrs. Harry Fritz on December 10. Congratulations.

Mr. and Mrs. Arthur Neutzman and family

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. of L. E. enjoyed another delightful dinner and bridge party at the home of Mrs. A. F. Bude, at Marmarth. Those attending from Mobridge were: Mrs. R. C. Herschleb, Mrs. C. W. Nath, Mrs. Leo Middleton, 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 McIntosh.

The way freight has been pulled off between Marmarth and Hettinger, and Conductor Streibel now has the switch run.

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

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

Our President, Mrs. H. M. Gillick, 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

C. M. G.

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 by an unknown party with him to the extent that he did not notice a stop-sign and as he entered into the arterial highway at the corner of Benton and Second, a small coupe containing other joy-riders, collided with his car. His being the mightiest of the two, did not cause much damage to his car. To date no arrests have been made for his failure to comply with the law.

The young ladies of the superintendent's office were entertained at a noon luncheon at the home of Bernice Riley on November 21, the hostesses being Bernice and Jerry Long.

The death of the father of Division Storekeeper G. C. Sheridan, occurred on November

22 at his home in Minneapolis. Mrs. Vosburg, mother of division engineer, died at her home in Kingsville, Ohio, December 5. Both Mr. Sheridan and Mr. Vosburg have the sympathy of their Kansas City Division friends.

Charles Carmer, section foreman at Harris, is laying off for the winter, being relieved by Field Darr.

G. B. McLallen, Laredo, is on a leave of absence and will spend the winter months in Hot Springs, Ark.

The approaching marriage of Miss Marguerite Kissinger, daughter of Engineer Kissinger, and Hugh Evans, son of Chief Carpenter Evans, has been announced. Miss Kissinger recently returned from Chicago where she had been employed in the Advertising Department of the Milwaukee Railroad, Union Station Building, also had been taking special work at the Chicago University. Numerous parties and showers are being given for Miss Kissinger. The wedding is to take place on December 31. Mr. Hugh Evans is located at Pueblo, Colorado, at which place the young couple will make their home.

Mrs. F. E. Orvis, wife of Engineer Orvis, recently visited in Rochester, Minn., during which time she went through the clinic of Mayo Brothers' sanitarium. Since her return home her health has much improved and we hope will continue so.

Mrs. John Mooney is now at Rochester in the hospital of Mayo Brothers, where she underwent an operation. We understand the operation was very successful and it is expected that she will return to her home about December 20.

Night Chief Dispatcher Jno. Niman was in Canada during the month of November where he spent his vacation. Especially did he enjoy the beautiful Canadian SCENERY. During his absence H. G. Barnard acted as night chief.

Harold Henson and Mrs. Henson spent a vacation in Detroit, Mich. We expected Harold to complete arrangements with Henry while in Detroit, to trade in the Dodge for a new model Ford.

Horace Williams, section laborer at Hedrick, Iowa, retired from the service on December 1. He became an employee of the Milwaukee on June 15, 1888.

Francis Barnoske of Shreveport, La., is visiting at the home of his parents, Mr. and Mrs. F. M. Barnoske.

E. F. Conway, captain of Police, Kansas City, will go to Minneapolis, Minn., where he will serve in the same capacity. The change to be effective December 15.

Johnnie has a Jersey cow, The best cow in the state.

Came right up to the office door One morn, just at the hour of eight.

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 on 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.

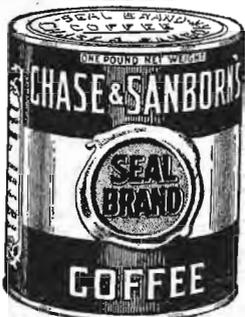
Questions from employees are welcomed and will be answered through these columns in subsequent issues.

THE SAME THING, ONLY DIFFERENT

"I understand Jane eloped with one of her boarders."

"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 1½ 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.

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 D. C. Jorgenson, Agent, Chester, Iowa.

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

Bremer-Tully 5-tube radio, complete with battery eliminator, trickle charger, loud speaker and cabinet. Coast-to-coast reception. \$35.00. W. Ahern, 7206 S. Union Avenue, Chicago.

Old postage stamps—sell, buy or exchange. Stamps on approval, sold as low as one-tenth catalog price. Liberal buying and exchanging terms. Write Frank Reynolds, 1116 East Denny Way, Seattle, Wash.

FOR FIRE USE

Superintendent: "You big bonehead, 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, she 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 lured.
Then Johnnie spoke in words so kind,
And tried to make that Jersey mind.
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 phone 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 Jas. 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 spoiling two or three suits of clothes, also a good hat, and vanilla taken internally ought to make quick work of the gripe. "Heavens above."

The demand for Milwaukee Road history keeps up well.

Our old friend Clarence Allen of Milwaukee, was a pleasant caller the other day. We worked with Clarence 40 years ago.

In the death of Eugene Greenwald, which occurred December 12, the 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 Kilbourn iron bridge 50 years ago, and the new present bridge 20 years ago. He erected the short line bridge over the Mississippi between St. Paul and Minneapolis, and not so long before his recent sickness, raised the track 4½ inches for the locomotive cylinders to clear the girders.

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 bank of flowers. Geo. got badly rolled up under the engine pilot some three months ago.

Al. Dearing, 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 jointed the ranks of the "Pensioners." 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 with advice and action in the problems that presented themselves. Men of high caliber and character. There are many more leaving the service to join the "Pensioners" whose memories will be reflected back for years to come.

It is through their sincerity and unselfish 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 Huck, 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 Schwarz'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. Was ist los, Albert? Have you seen the "End of a Perfect Day," or is the "World Waiting for the Sunrise"?

Floyd Petersen, machinist apprentice in Locomotive Department, has returned from the North Woods with a fine "buck." We expect to receive the invitation for a "Hirsh Braten" in the next mail.

District Accountant's Office— Tacoma

K. M. O., Broadcasting

HAPPY NEW YEAR!

First and foremost, our own Ruth Rundle won the cedar chest which was the door prize at the Milwaukee Women's Club card party November 24. Ruth was always a lucky girl. Congratulations.

Claude Petersen is another lucky person, he

won a turkey for Thanksgiving and put an ad in the paper for a good looking girl who could cook turkey. We never heard how many applications he received.

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, etc.

Frank Opie is trying to imitate Harold Lloyd, the movie star with his celluloid glasses, bow tie 'n everything.

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 Ulysses 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 this time. 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 8, in Fellowship Hall of the new Masonic Temple: Miss Helen Amidon, Rose Lindquist, Rose Marie Sullivan, Florence Hall, Daisy Webb and Willa Lindsey.

Miss Todhunter, formerly steno to chief dispatcher, but recently secretary of the American Automobile Association of Everett, was married November 28, to Mr. Dan Matthews, a prominent business man of Seattle. We wish the newlyweds much happiness.

Miss Ann Howland, 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 "Ann" 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 1929.

Frank, in full regalia, wife included, ankles all oiled up so the old bones wouldn't creak and groan, attended the Clerks' Annual Ball. He tried to four-flush the rest of us by saying he wasn't going, but Frank was strutting 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. R. & N. Co. and Tom Hughes and Harry Johnson of the "electrified road."

At the Cross Roads of the World

Roberta Bair

NIMBLE FOOT BUCK SOMERS has relinquished his title to Charles Shutts. 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 Tuelmer 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 Tuelmer the evening of December 13. The decorations were in keeping with the holiday season and progressive bunco was the game of the evening. Agnes Dede was awarded first

prize, Edna Pfeiffer, second, and Martha Swanson the consolation prize. Christmas gifts of equal value were exchanged and this afforded much excitement. Especial mention should be made of the toilet water received by Miss Edna Pfeiffer. After the excitement had somewhat subsided, delicious refreshments were served.

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

Mr. Roy Worthington, lieutenant of police, who has been with us for about two years, has been promoted to the position of captain of police 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 storekeeper, who recently underwent an operation for acute appendicitis at Union Hospital, is again enjoying good health.

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

West Clinton

"No overtime" week was observed on the division from November 19 to 24, inclusive. Mr. McCandless instructed his clerks on overtime, 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 results. 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.

Silky and Homer haven'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. Wright." It is only fitting and proper that we should do this.

In regard to George L.'s new cap—it has caused more comment than the "Adamson Law." We thought he got it through G. K.'s generosity, but George said he bought it from O. S. Hadden. We think Ossie ought to donate it, on account of the publicity it caused.

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

Just heard that Frank Hunnicutt intends taking up the carpenter trade—sort of saw and hammer man. All you need is a few tools, eh, Frank?

William Stanfield, a former employe at the Car Department, died the latter part of November, after an illness of four years. He leaves many 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 Prisoner's Song" and "The Indian Love Call."

H. A. Edwards will go to Faithorn when Mr. Danner 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 anticipation.

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

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

G. W. Shingshang, veteran operator from Hymera, has just spent an enjoyable thirty days here relieving Operator Page. Next time

we see you, George, we hope you have attained the chairmanship of your organization.

Conductor C. C. Craig, whose hobby during his leisure hours is photography, has some interesting pictures. One in particular is of R. W. Males, Homer "Peck" Wallace, and G. F. Lundwall, portraying "The Three Wise Men" of West Clinton. George suggested placing 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 are preparing to reopen and this revival in work will be met by all of West Clinton. We are prepared for any additional business that might come this way.

Some New Year resolutions we have rounded up:

Steve Hill—"To strive to get all 'Pref' loads out of the mines without delay."

Mickey—"To keep all demurrage bills collected right up to date."

Herb. Pick—"To continue to try scalp massaging for baldness."

Horace Ford—"To make 'Ford's Fast Red Ball' faster."

Pat—"Not to lay off a single day during 1929."

Geo. Bain—"To remain the leading hunter of West Clinton."

(Note—George's gun is now on display in the yardmaster's office).

Rail Rumbblings from St. Paul

Allen

MR. THOMAS TILL of the Traffic Department of the Cudahy Plant and Miss Lucille Hoffman of the same firm are now Mr. and Mrs. Thomas Till.

Tom's position always carries him well into the evening hours and by the time Tom reached Lucille's home, which was almost every evening rather late, Lucille would be tired sitting up waiting for him so she thought the best way out of it, and the best way to get some needed rest was to marry Tom and that's how Tom won.

Isn't that right, Mr. Beecham?

No excuse for errors on the bill desk now with the new big electric lights installed.

Seems to me if I was a football coach I'd rather coach a Scotch football team than any other team, as you sure could figure on a good line, one that wouldn't give.

That reminds me I heard that belts are becoming very popular in Scotland as suspenders give too much.

Well, we suppose half the New Year's resolutions are broken by now.

We heard a rather good debate the other noon. Subject: "Is the noon paper a public paper?" Affirmative, Dennis Sullivan. Negative, Francis Garvey.

Happy New Year, everybody.

Notes from the Local Office, Tacoma

B. R. T.

WE sincerely regret having to record the death of John Dubois, who had been connected in various capacities with our forces at the local warehouse and at the yard office for quite a number of years. Mr. Dubois had suffered for several years from an insidious disease which had necessitated several leaves of absence for him, seeking open-air treatment. He spent some time at the Lake View Sanitarium and had been considered almost cured, but the disease proved too much for him and he had to return to the same institution, where he died on November 12. The funeral took place at Tacoma Cemetery on November 14, and was quite numerously attended by members of the Milwaukee family. We wish to extend

our sincerest sympathy to Mrs. Dubois and shall long remember our departed friend.

Miss Frieda Marty, Mr. Alleman's stenographer, took a brief vacation recently in order to visit her brother living north of Spokane, who had been ill for some time, and incidentally, to visit her former home at Kettle Falls. Fortunately her brother had somewhat recovered, but Miss Marty hopes to have him come to Tacoma and visit with her for a while this winter in order to recuperate his strength.

Our popular rider of the untamed iron steed, Bill Court, is an ex-military man himself, having been a high private in the Canadian army. Accordingly, when the garrison at Fort Lewis, near our city, proceeded the other day to demolish some old buildings at the former cantonment by using them as experimental objects for the tank corps, Bill could not resist the temptation to see something so closely resembling war and took an afternoon off to go out and superintend the operations. We understand 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 sergeant had not seen Bill first and chased him out of range. However, he got near enough while the "top" was not watching to be present when one of the tanks turned turtle as it was crunching its way through a building, and Bill was thus enabled to bring back some very choice specimens of the language used by tank operators under such circumstances, sounding very familiar to Bill and being readily adaptable to the requirements of motor cycle operation.

There is evidently some bootlegger in the vicinity of this emporium of trade—the freight office—who is actively engaged in the manufacture of chain lightning and every now and then we notice a sweetish, malty odor pervading the air. Usually, however, this odor is quickly followed by that of burning rubber, caused by the operator burning some old rubber shoes in order to cover the betraying odor. The other day, however, this rubber odor pervaded our otherwise peaceful office without the preliminary sour mash perfume. One after the other of those busily engaged ceased work for a moment to wrinkle the nose at the penetrating "fragrance" which seemed to be unusually close, in fact within the office. Nothing else apparently being burning, suspicious glances began to be directed at Ralph Bement, our energetic assistant agent, who was smoking his famous pipe, warranted to kill all germs at the first whiff. Even he himself eyed his pipe suspiciously and laid it aside but the odor continued unchecked. Finally Bill Court was discovered in his usual corner, industriously grinding out expense bills and puffing at his pipe with an air of pleased contentment. Someone sneaked up to him to smell of his pipe; one sniff was sufficient; the fragrance was issuing from Bill's pipe! Bill could not smell anything wrong, but yielding to the general clamor he emptied his pipe—and no one was more surprised than Bill to find the bottom of the pipe filled with fine-cut rubber bands, mixed with the tobacco and burning merrily! Bill had not even noticed the unusual flavor, but on realizing what he had been smoking he experienced that sinking sensation of the stomach which smokers know so well, and he was not quite his usual cheerful self for the rest of the afternoon. The finger of suspicion points very strongly at a certain party who loudly professes his innocence and urges that anyone guilty of such a dastardly trick would steal sheep or break pencil sharpeners; but we have our opinion, and in the meanwhile Bill is careful not to leave his pipe or tobacco unguarded.

Mr. Howard Baldwin, until a few months

ago a valued member of our warehouse force, but now on the pension list, had been enjoying comparatively good health following his recovery from the stroke of paralysis which led to his being pensioned, but we regret that he had a severe attack of gall trouble recently, which confined him to the hospital for some 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 periodical 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 elaborate, representing the observation platforms of the crack trans-continental trains operating out of Tacoma on the three northern lines. Needless to say that the Milwaukee girls present outshone all others in beauty and that the Milwaukee men showed themselves as especially graceful dancers. Al Goldsborough of our office as chairman of the Arrangement Committee was especially gorgeous in his evening clothes, and Miss Willa Lindsey, charming and petite assistant bill clerk at these diggings, was specially featured in the society pages of the daily papers, her portrait (although not nearly as good looking as the original girl) being prominent among those of members of the floor committee.

Chicago Terminals

Guy E. Sampson

ON November 10 Mr. John Riley passed away at the 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 Mineral Point Division for burial. Mr. and Mrs. James Burke, Mr. and Mrs. Joe Burke accompanied the relatives to the burial place of this well known departed employe.

On November 25 in the death of O. A. Pierce, his family lost a loving father, the Milwaukee lost an efficient employe and Majority Lodge 119, B. of R. T., lost one of its most worthy officers. After but a few days' illness deceased passed away at a West Side hospital in Chicago. He leaves a wife, five children and a host of friends to mourn his death. Although-but 35 years of age, Mr. Pierce had been in the employ of the Milwaukee for over 19 years, serving as call boy, fireman and yard brakeman and yard conductor, which position he held at the time of his death. He had been secretary of his trainman's lodge for four years and had just been re-elected to that office the day before he died. The remains were taken to Marion, Iowa, for burial. Members of the lodge accompanied the family and the remains of their departed brother.

On Tuesday, December 11, between the hours of 8 and 9 P. M., Crossing Tender Charles Hoffman, aged 76 years, and employed as crossing tender at River Road crossing between Franklin Park and River Grove accidentally stepped in front of a transfer engine and was instantly killed. Deceased was a single man without relatives in this country, according to the reports of the undertaker who took charge of the body. It sure seems too bad that one employed to protect human life should be killed by the same cars he so carefully kept people away from for years.

During the month another old employe, Mr. Schumaker, who had served as section foreman and relief road master for many years passed

away. We asked close friends of Mr. Schumaker for data regarding his many years of service, but received none, and not knowing him personally, we can only mention that we have heard him spoken of in the highest esteem and know that he had a long and splendid record of efficiency with the Milwaukee.

On November 18 Train Director Frank Reed was taken ill about midnight while on duty and was taken home. Doctors pronounced his ailment as neuritis and for several days he suffered almost unbearable pains. At this writing he is still very poorly but has been able to get rid of a lot of the pain. Many of the boys drop in from day to day to see him and all wish for him a speedy recovery. For one as active as Mr. Reed has been for many years, a forced vacation is hard to take.

Switchman Ferd Riley spent a few days the latter part of November with his family in Northern Minnesota, where he purchased a farm a few years ago and moved the family. The older boys attend to the farm work and Ferd usually goes home during the harvest season to assist them.

"Billy" Walters received a long and interesting letter from our old friend "Eddie" Johnson, now train master at Spokane. All employes were delighted to hear that both he and Mrs. Johnson were enjoying life in that Garden of Eden of the Milwaukee system. All of us who have ever been in the beautiful city of Spokane know from whence E. E. speaks.

Another sad case in the terminals this month was that of the Lowe family. Mr. Lowe who is a switchman at Galewood, and working on the afternoon shift, was asleep at home in the morning, when Mrs. Lowe by mistake used naphtha to start a fire, with the result that there was an explosion, breaking the windows and setting fire to her. She ran to Mr. Lowe's room, a burning mass. In trying to smother the flames with bed clothing he was very badly burned and Mrs. Lowe died a few hours afterwards from her burns. It is feared that Mr. Lowe will lose either a part or all of one hand. Not only was the case reported to the Milwaukee Women's Club, but co-workers at once contributed freely to a fund for the immediate relief of the sadly stricken family.

Tom Emrick, who is well up in the 80's and foreman of the night coach run between Western Avenue and Bensenville is at the hospital taking his annual examination and treatments. Mr. Emrick, who was seriously injured a good many years ago finds this annual visit to the hospital necessary.

Mrs. Craigmile, wife of Engineer Harvey Craigmile, has been in Ohio for some time, where her parents reside, both being of very poor health. Mrs. James Coward is also in Indiana taking care of her aged grandmother who is very poorly. And so two of our employes are batching and keeping the home fires burning while their wives are attending the sick loved ones at other points.

Agent Floyd Sullivan and Illinois Division Conductor Wm. Harney have both finished their new brick residences in Bensenville and moved in. A great many other employes who either work in Godfrey Yards or run into Bensenville from off the divisions are contemplating building homes in that up-to-date suburb in the near future.

We all noted with interest the wonderful Safety First meeting recorded in last month's Magazine from the Superior Division, where our Former Assistant Superintendent J. H. V., now is superintendent. Meetings of that kind in a small terminal should inspire our employes in a big terminal to take the same amount of interest in this great work of accident prevention. Chi Terminals is making a better showing in attendance this year but we should do still better.

Mrs. Wm. Rands' mother, Mrs. Arrandale

and her little granddaughter Lorell Ball, spent Thanksgiving week visiting relatives in Sioux City, Iowa.

Miss Ethel MaDill, daughter of Engineer and Mrs. Walter MaDill, who recently underwent an operation is again able to attend school. All their many friends are glad to see the little lady recovering so nicely.

The Klevan brothers, three of whom work for the Milwaukee at Bensenville, have been enjoying a visit made them by their father, who resides at Montevideo, Minn.

Mrs. Helen Smethurst and children, family of yard master LeVern Smethurst spent Thanksgiving with her parents at Bosobel, Wisconsin, while Don Smethurst and wife autoed to Wauzeka for a few days' visit with his parents.

Stationary Engineer Robert Tanning, who had been ill a considerable part of the summer recently had his tonsils and all of his teeth taken out and is now feeling much better. In fact he returned to his position at the Bensenville roundhouse power plant and after working a few days was selected to serve on the jury at the county seat, so is getting a kind of a vacation very soon after returning to work. All right, "Bob," they never could keep a good man down.

Brother Lalk in his most interesting writeup of the La Crosse Division last month either forgot, or had never been through the tunnel located between Viola and La Farge on the Madison Division. This and the tunnel at Tunnel City were the only tunnels on our lines before the building of the coast extension. You see we just can't overlook anything pertaining to that piece of railroad where "Kickapoo" began his railroad career as a section hand back in 1896.

Sparks from the East End of the Electrification

Adolph C. Knudson

DEAR READERS, having forgotten to wish you a Merry Christmas last month, it is too late now to do so—although I am writing this twelve days before Christmas. I surely do wish that you had one, and that the new year will deal kindly with you.

When the December number of the Magazine came to hand, we turned to the steel trail, and behold, there, first out, was "Motoring Up and Down Hill on the Rocky Mountain." N. B. D., welcome back, we are very pleased to hear that your father is so much improved.

Now what do you think of a fellow like this, Alvin Wirth, store helper at Minneapolis? He came all the way out to Harlowton, visited his brothers Walter, Leonard and Max—all three Milwaukee men—for several days and, as far as I know, didn't even spend five minutes looking over and getting acquainted with a good store department—Harlowton? Come again, Alvin!

The hunting season is over, and the usual stories of great shots and otherwise, have been heard in the community. This year it is told how four Harlowton men loaded themselves in a Ford, and went a-shooting ducks. It is supposed these fellows hail from the roundhouse, as we have men there answering their descriptions. Scene, pond near ranch house, four miles from town. Add this—rancher watching stealthy approach of aforesaid hunters—the ranch was placarded, high, wide and sideways, with "no hunting" signs. Bang! go four trusty guns; the hunters with their (supposed) ducks, discover they are being watched, hike for the Ford, pile in and stepped on the gas. Boys, how did those guinea hens taste?

Then, there is the sad story of the prominent employe of the Car Department who, discovering a flock of birds floating peacefully on the surface of a slough, grabbed his shot gun, crawled a hundred yards or more through the

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 birds a-floating on the waters. Now, do you suppose the owner of those decoys ever found out who filled them full of lead?

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 8:30 A. M. the 14th. It consisted of about 30 cars, and was in charge of Supply-car Store Keeper Johnson. Local Store Keeper H. L. Stamp accompanied it as far as Deer Lodge.

To list all the folks who have been ill with the flu, the past 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 Milwaukeee. It was the first through run, 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, pulling 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 points as Minneapolis, Madison, Wis., and Chicago, Operator Nick Carolyn is back pounding brass on second. Nick got home just in time so he wouldn't have to eat Thanksgiving turkey shipped in from Montana.

We had a real, genuine, Milwaukeee wedding at Harlowton during November. The contracting couple tried to steal a march on their friends by getting the license and hiking over to the M. E. parsonage to have the knot tied by the Rev. H. W. Woods. They, John Ray Mathews and Thelma Utely, 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 Utely and the late Conductor Dan Utely, 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 employe 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 Montanan; having been born at Marysville, near Helena, he has spent his entire life 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, full well knowing they have the best wishes of their host of friends for long, happy married life, are now at home to these friends at Harlowton.

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

Margaret McGuire, roundhouse clerk, has been acting strange recently. First, while walking in the best of society, she leaves it cold to stroll in a lesser light; then she takes several days off—supposedly with the flu—and George Flynn 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, Maggie, you can do just as you wish; we have your relief already in sight.

Mrs. A. E. Hoops, wife of our general yardmaster, has as her guest, her mother, Mrs.

Temple, who arrived from Mt. Vernon, Washington, the later part of November.

The election is gone, and almost forgotten, and all election bets have been paid. That is all but the one that Boilermaker Jack Roach owes me. He, as a result of betting on one Al 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 'em. 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 Milwaukeee Employees' Pension Association, has been making a thorough canvass of the Fullerton Avenue offices and was very successful in getting a good number of new members and through the Magazine wishes to thank the several supervisors of each department for their hearty support, and all new members who signed up, and kind consideration of others who may send in their card later. Mr. Barber wishes one and all "A Merry Christmas and a Bright and Happy New Year."

When it comes to pulling a big surprise, leave it to Harold F. McDonough of the Tariff Mailing Bureau, for on Saturday, December 8, 1928, after an exceedingly fast romance he was united in marriage to a charming young miss by the name of Katherine M. Freeman. Well, here's wishing luck for the both of you, Mac.

Under the leadership of Garbie Gavin, a corps of boys of the Ticket Auditor's Office, consisting of Herb Gumz, Hank Tobin, Joe Lullo, Jim Healy and George Wiegref, are going to work on Gavin's farm at Hobart, Ind. The Gavin farm has two windmills, but one must be taken down, as there is not enough wind for two, according to Garbie.

Miss Isabel Juhrend of the Freight Auditor's Office, was married on December 11, 1928, and hereafter will be known as Mrs. Isabel Baxter.

Mrs. Merle Steffen has returned to the Freight Auditor's Office after an absence of eight years and she received a welcome which proved her popularity of former days.

The combination of Tabor and H. Kulton went down in sad defeat trying to win the trophy of the "Silver Spoon" in a game of pocket billiards. The conquerors were Croake and Edman. The question now arises—who turned out the lights?

In regard to a statement made about a certain party in the Ticket Auditor's Office being hard to get, ask the girls in the Typing Bureau if they think so.

Manes H. Blumberg, Ticket Auditor's Office, has lost none of his effectiveness as a Don Juan. At the dance on December 8 he outdid himself as a master of the so-called gentler sex. We are sure that several young ladies, including Ella and Clara, will agree with us on this assertion.

The Car Accountant's Office is suffering from a dearth of news items, but romance in that office is still on the board. Miss Sophia Jacek is wearing a new diamond ring. Ted Clay was absent when this notice was written and we were unable to learn whether the gift was a Christmas present or something else.

Melvin Davis, of "C" Bureau, and Dagmar Edmon were quietly married December 1, in fact, it was kept so quiet no one knew of the impending event until just before the wedding. All the same, Melvin, you have our best wishes for your success.

Missing from the Typing Bureau, one small coat. Ask Ruthie, she knows.

A checker tournament has been started in

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

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 sale it is sure to be a success.

Joe Griffin, assistant ticket agent, Tacoma, spent his recent vacation at nearby points.

Traveling Engineer Frank Buchanan, accompanied by Mrs. Buchanan, attended a staff meeting of Traveling Engineers, held at Milwaukee 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 18, where he has been confined since June. He will return to his duties about January 1.

Engincer 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 on December 4, 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 Wilson.

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

Splinters from the Wooden Shoe

Brownie

THE splinters this month are not going to be very great as it seems no one has sent any down, except one old standby; don't know what will happen if he falls down on the job.

On November 28 we held a very large Freight Claim meeting in the Fern Room of the Columbus Club at Green Bay, at which there were 107 shippers and employees present. Mr. H. A. Wicke, superintendent Claim Prevention Bureau, Chicago, came up for the meeting and gave a very interesting talk on Claim Prevention. The Western Weigbing and Inspection Bureau representative, Dr. Farver, was present with some very interesting films on claim prevention and brought out things that were never known before, relative to stock injuries and claims.

On November 19 the division officers held a farwell banquet for Assistant Superintendent A. C. Peterson, who has been granted an indefinite leave of absence, and presented him with a very lovely gift from the employees on the Superior Division. At the same time Trainmaster Hotchkiss was welcomed to our midst.

Conductor Bill Heitka is on the sick list and laying off to see if he can get a line on just what the trouble is. We hope it isn't serious and will be back with us again soon.

Who said Conductor Stien wanted the Menominee Line—John is a main line Con and does not care for any of those short lines.

Yes, Melville is the regular conductor on the Appleton Line now.

Three of our cruiser trainmen, Geo. Waldron, Arnold Brunk and Fred Murdock were near the Michigan Line hunting deer for one week. I understand the boys did very well, but the banner shot was when dead-eye Murdock brought down a nice 200-pound buck at a distance of about 2,500 feet, with one shot from his new 30-30.

Conductor A. J. Howlett is working in the east end ring and Conductor D. C. Tibbets has swung in on the Middle Division.

Conductor Robert Wallace is getting his uniform pressed up and is getting ready for the Scoot Run during the Christmas holidays.

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 next week.

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 Maes 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—what's the matter, Don, couldn't you 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. "Roy," as he is better known, was liked by everyone, not only among the employes, 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 A. Snow, transferred from the position of traveling inspector, has been appointed freight agent at Sioux City, and it is indeed 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 are all with you.

Engineer "Bill" Hopkinson took the family and drove over to Nebraska City, Nebr., on December 2, and in the meantime a storm in the form of a "blizzard" went into action. "Bill" 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 Henry Hurt, 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 an eraser when he needed it.

Switchman Fred Brown, Sioux Falls, is now sporting a nice, nearly new Hupp sedan; 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.

Engine 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.

Murder 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 16 hours was up.

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 24, 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 Orleans on their annual vacation.

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

Yardmaster J. R. Bankson, Sioux Falls, is taking two weeks' vacation, resting up from the daily grind.

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

Relief Agent J. F. Hartson is relieving 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 injured by 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 various 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 John Thompson now 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 the effects of the flu. 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 out on the line. We extend our sincere 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.

Engine Foreman O. A. Anderson, Sioux Falls, has again been chosen to act the part of "Santa Claus," for the Women's Club Christmas celebration, to be held on December 20th. The club have sent out invitations to all the Milwaukee Railway kiddies to come to the big party, and we can rest assured "Ole" will put over the part of "Santa" in A-1 shape, as he did last year.

West End of the Trans-Missouri R. K. B.

IT HAS been some time since any news from this end of the division has appeared on these pages, but things, it seems, just went on happening, anyway.

The new office building, for instance, although it was ready to be occupied by September 15, all departments did not finish moving in until just recently and the newness has not yet quite worn off. An idea of its size can be gained from the fact that, although it is only one story in height, it houses all the division offices with private offices for all heads of departments, with file rooms, locker rooms and wash rooms. It is located just south of the roundhouse across the tracks, which also makes it very near the edge of town. At least, people who we never thought had cars are driving to work these days in busses that look like they cost money.

At this point will take the opportunity to extend a general welcome to some new arrivals in Miles City. To Mr. R. W. Magette, trainmaster from Deer Lodge, in place of Roy Falck, who is now in Green Bay, and to Mr. H. B. Rivers, our new chief carpenter who replaces Mr. William Cullen, transferred to Lewistown.

Even in spite of the rush and buzz of moving into and settling down to work in a new office several have managed to get in vacations. Winter vacations are liable to prove more popular from now on. Miss Margaret Gilbert, stenographer in the Store Department is spending a short leave in Minneapolis and Milwaukee. O. R. Bedtke, A. F. E. clerk, is spending his, back home in Minnesota with the folks, and the writer of these chronicles is writing them in Seattle.

Mr. Jim Brady, of the shops, also finds this month worthy of resting in. He is spending a short leave in Milwaukee.

We wish to extend our sympathy to Mr. E. C. Olson, who recently suffered the loss of his mother.

Mrs. LaBonna Thibout assisted in the superintendent's office during Mr. Olson's absence back East at his mother's funeral.

Helen Kirwan who has been away most of the summer back home in Spencer, Nebraska, has finally returned to our town and to work in the superintendent's office as file clerk. 'Ray for Helen!

Harold Pitner, of the division engineer's staff, became assistant division engineer some time ago when C. V. Nelson was transferred, but this is the first opportunity we have had to congratulate him, and we most heartily do it.

Frank Rozum, trick operator, who is also the owner of a progressive coal mine in the Roundup fields, reports that business has been very good. Glad to hear it, Frank, and may it keep on being that way.

It seems that Arthur Hamre of the Time-keeping Department, no longer cares for volley ball. In his first attempt on the "Y" floor one night he broke his watch and not content with that came very near breaking his ankle. Anyhow he has our sympathy. We don't like exercise, either.

This year, for some reason or other, has seen a greater interest on the part of the office force in football than has ever been noticed before. Every Saturday afternoon the office force has been well represented at the local high school frays. Barney Hubbard, Helen Bugby, Willie Hauser, P. J. Burns, George Hilton, Margaret Gilbert, Kathryn Burns, Harold Fuller, and Swan Nelson, yardmaster, have been among the best of the boosters. The Custer-Glendive game saw them all there; and two weeks later every one was at the Billings game. Thanksgiving saw them at Butte, where our team played for the state championship. Dolores Wagner, it is rumored was also at Butte.

J. V. Allen, switchman in the yards, has just opened up a restaurant in his home near the new offices. Business, he reports, has been good from the start.

Jack Price, our division accountant, has just returned from a trip to Chicago where he attended the meeting of division accountants. He reports a very successful meeting.

Aromas from the Cereal City Ray

WHOOPEE—Here we are again, saying Happy New Year and discussing basketball, radio, etc., mixed with a little railroading. During the year 1929, we are going to offer a prize to the person in Cedar Rapids who offers the best suggestions along Safety First, Claim Prevention or Accident Prevention lines. The sum of five dollars has been contributed for prizes and as the idea gathers momentum the fund will increase. Rules and judges to be announced later.

The Milwaukee basketball team has played two games, defeating the Rock Island shop team, 26 to 22, and holding their own in losing to the fast Quaker Oats team, last year's city champions, 27 to 19.

Miss Gladys Mae Wells was united in marriage to Ralph P. Nevins, November 17, at Iowa City. The groom is a fireman and is working on switch engine in the yards. Congratulations.

P.F.I. Tom Manton is wearing a broad smile and passing out the cigars on account of the birth of a daughter, December 13th.

It was too easy to guess the person discussed in our last issue. The answer is Engineer C. E. Street. Just for fun guess who this one is.

He is gracious of manner and very polite, And works at the key from morn till night. He writes the train orders and clearances too Or you would not be able to get your train through.

His service dates before naught four. Here's hoping it will be many years more.

Seattle General Offices D. H. B.

THERE are new faces around the Seattle General Offices since the Auditing Department has established an office. Mr. E. C. Gibbs and Mr. H. D. Siever are here from Chicago. Mr. C. E. Kent has moved up from the Seattle Union Station with his force, including Charlotte M. Hill, R. T. Reid and H. E. Moody. Gladys Rasmussen has been transferred from the Purchasing Department to the Auditing Department.

The Milwaukee Land Company has a new home next to the new Auditing Department offices.

Alexander Dobrovolsky, draftsman in the Engineering Department, was recently married to Miss Nathaly Balagshin.

And we have just seen a notice of a marriage license issued to Roy S. Hurd (Transportation Department) and Catherine G. Hyde.

Medell F. Brown, formerly with the Traffic Department, has a daughter born on November 28.

We have it on good authority that Mr. Taylor, of the Traffic Department is the vestal virgin who keeps the light burning behind the new Milwaukee trademark. It is a good job of work for the sign shows up remarkably.

Iowa (East) Division and Calmar Line

J. T. Raymond

GEORGE E. ENGSTROM, of Chicago, spent Thanksgiving day at Marion, 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.

President H. A. Scandrett, accompanied by Vice-President J. T. Gillick and E. B. Finnegan, arrived in Cedar Rapids November 21, spending the day there and leaving for Dubuque in the afternoon.

Robert Widger, of Marion, who has been in ill health for some time, was operated on at Iowa City recently.

Master Mechanic W. N. Foster was taken ill at Perry with the flu and had to remain there some time for treatment before being able to return to his home at Marion.

E. Z. Hermansader, of Minneapolis, was at Marion in the early part of December on a brief business trip.

Traveling Engineer H. T. Dersch, of Marion, went to Milwaukee for a few days on business.

Agent Elmer A. Knock, of Lost Nation, went to Iowa City to see the Iowa-Wisconsin football game.

E. W. Young, of Dubuque, spent December 12 at Marion and Atkins on business for the Mechanical Department.

Trainmaster L. A. Turner visited several days in Illinois, near Springfield, with relatives.

Jay A. Hall died at Savanna November 18, after a brief illness. He was born at Andover, Ohio, May 5, 1870. He came west when 22 years of age and settled in Savanna, where he was married to Miss Alice McElhaney. To this union were born six children, four of whom are living. Mr. Hall entered the service of the Milwaukee July 7, 1890, as a brakeman, and was promoted to conductor in 1898. He was a member of the Milwaukee Veteran Employees' Association, Brotherhood of Railway Conductors, Loyal Order of Moose, and Ben Hur Lodge. Mr. Hall was a well-known conductor and had many warm friends on the Division, who very much regret his death. We extend to the bereaved family the sincere sympathy of all in their loss.

Operator Mac Stewart of Oxford Junction has returned to work after an extended leave of absence on account of his health. Mr. Stewart's health is very much improved and we are glad to see him back on the job again.

The news of the passing away of M. Gallagher at his home in Council Bluffs was received with deep regret by many old-time friends on this Division and at Marion, where he used to reside. He will always be remembered as a big-hearted prince of a man. On behalf of his many friends on this Division we extend heartfelt sympathy to the bereaved family in the great loss they have sustained.

Mr. and Mrs. Arthur Daniels and children visited with Miss Odeliza Daniels at Marion Thanksgiving week end.

Assistant Chief Operator R. L. Merrill spent Thanksgiving week end visiting relatives at Marshalltown. E. E. Edwards relieved him.

Idelle Fullerton, road master's clerk at Marion, is taking a week's vacation.

Harry J. Murphy, train master's clerk at

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.

Clifford Wurtele, who has been stenographer for Superintendent Flanigan 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 force, took two weeks' vacation during November, visiting at Waterloo and Belle Plaine.

Mrs. Louise Landis died at the home of a 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 by friends on this Division to George C. Eacker, of the K. C. Division, and family in their bereavement caused by the death of Mrs. Eacker, who passed away at the home of her sister, Mrs. F. B. Stafford at Savanna, November 29. Funeral services were held at Marion December 10, where the remains were laid away.

Operator L. E. Brown, of Maquoketa, has gone to Florida for a three-weeks' visit with relatives.

Chief 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 trick.

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

Mr. Flanigan entered the service of the Milwaukee road as section laborer on this Division, and for a number of years served as operator and train dispatcher 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. Flanigan has made a good record on this Division, his labors have been extremely arduous, owing to the large amount of track repairs going on.

He has been 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

R. C. P.

TRAINMASTER E. E. JOHNSON, of Spokane, handed the following to the dispatchers, Idaho Division, with a request that it be used whenever possible. Noting on it he be-

lieves it about the truest 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 had,

And everything that once seemed dull has changed,

And now seems bright, for after all we're human folks,

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

"Slats" accused Jack of playing a small, mean trick, while Jack hangs his head and wonders 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 Lillowitz, log scaler, was called to Two Rivers, Wis., on December 12, on account of his mother being seriously ill.

Mrs. J. R. Moffat, wife of Idaho Division Engineer, died at Tacoma on November 16.

Mrs. Pettegrew, age 93, died at the home of her grandson, F. B. Beal, train dispatcher, Spokane, on December 7.

Fred accompanied the remains to Seymour, Iowa. He returned on December 15.

Vincent, aged 14, son of Conductor and Mrs. J. P. Downey, St. Maries, died at his home Sunday morning, December 16, of meningitis, after an illness of only 14 hours.

The boy was playing out of doors Saturday afternoon when taken sick.

Yardmaster M. F. Whalen and family are visiting friends and relatives in Iowa and South Dakota. They are expected back at Othello about December 17.

Conductor W. L. Fewkes has recovered from injuries sustained when he fell from the top of a box car on P. & R. line recently. After making a few trips he plans to spend the holidays in California.

The vacancy in agency, Ione, caused by Kelly Hudson transferring to Spirit Lake, has been filled by Agent Roy White from Metaline Falls; Fred Hart, of Rathdrum, going to

Metaline Falls; John Vassey, of Manito, to Rathdrum; Chas. Coburn, third Manito, gets agency at Manito.

Fred Hart, agent at Metaline Falls, fell on a slippery hill at that place on December 1 and sustained a broken rib. He remained on the job, however, after receiving a doctor's attention.

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."

Asked to pray for warm weather so that her grandma's rheumatism might pass away, a five-year-old girl knelt and said:

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

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 stingy farmer was scoring the hired man for carrying a lighted lantern to call on his best girl.

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

"Yes," said the hired man, sadly, "and look what you got."—Patton's Monthly.

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 struck 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 mashies."

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,

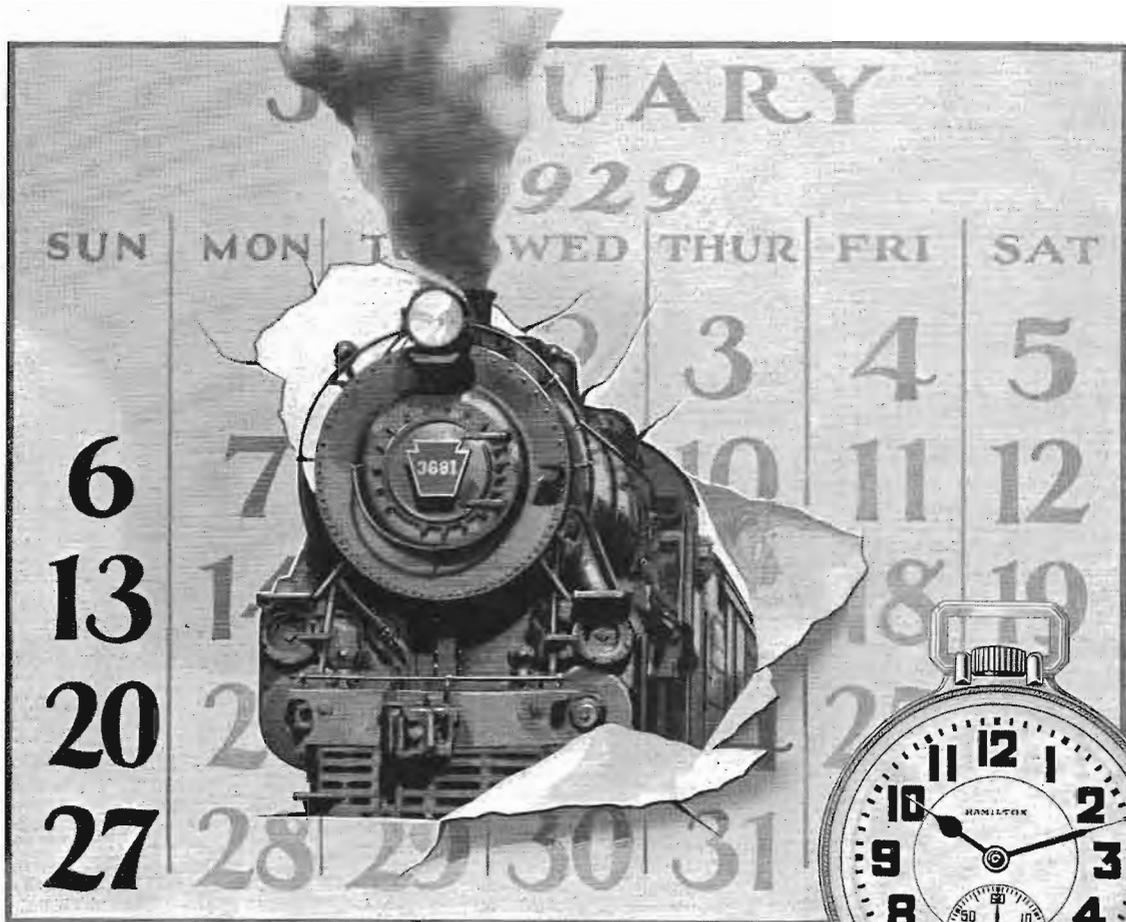
Or top with high C in soprano;

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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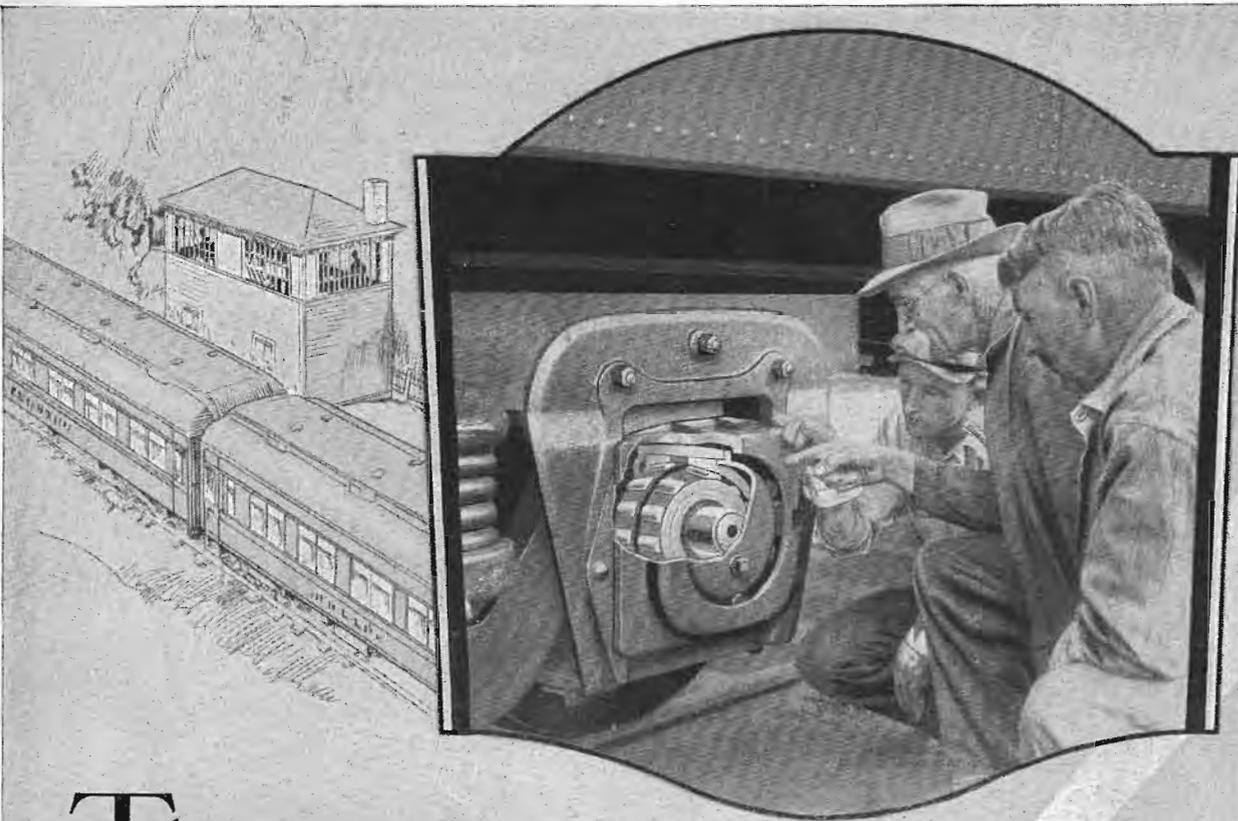
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