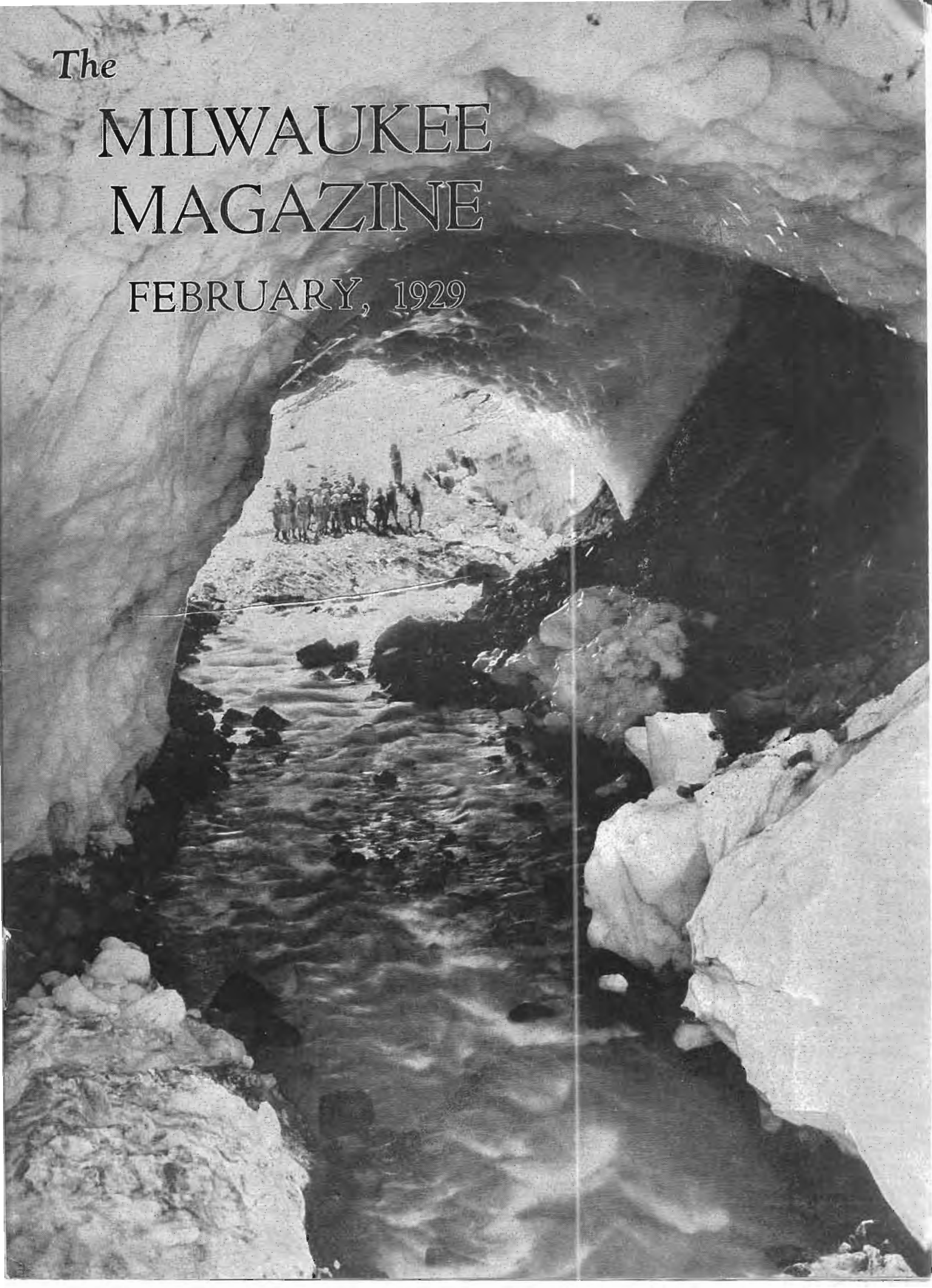


The

MILWAUKEE MAGAZINE

FEBRUARY, 1929



An increased demand for G-E equipped gas-electrics

At the end of 1927, there were 204 G-E equipped gas-electric cars in service or on order. At the end of 1928, this number had been increased to 317—proof that the railroads realize how well it pays to handle light traffic with gas-electrics.

Of the 113 cars purchased last year, 93 were ordered by 13 companies which previously had operated G-E equipped gas-electrics.

A consistent record of "On Time" performance, extremely low fuel cost, greatly reduced maintenance—these are but a few of the advantages which qualify G-E equipped gas-electrics for your light-traffic service.

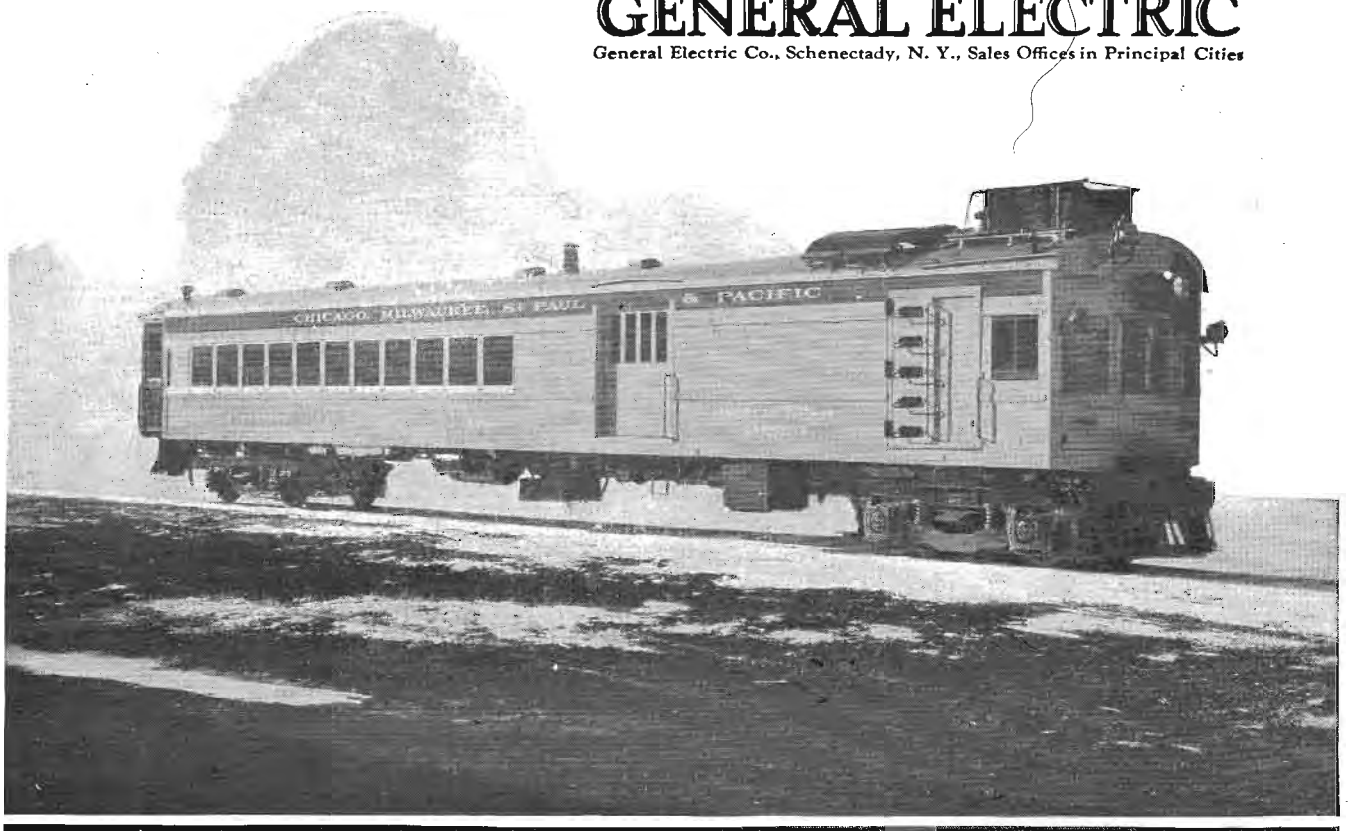


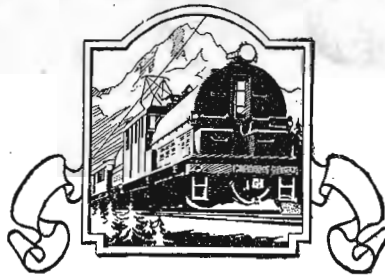
Your light-traffic service problems will become simpler if you use G-E equipped gas-electric cars. Write for additional information.

391-26

GENERAL ELECTRIC

General Electric Co., Schenectady, N. Y., Sales Offices in Principal Cities





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The new **OLYMPIAN**

between
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MECCHANICAL genius has given the new Olympian everything known to modern transportation. The wonder of six hundred and fifty-six miles, through glorious mountain scenery, on the wings of an irresistible force—electricity. The sensation of gliding on silent roller bearings.

Name every appointment known to provide comfort in travel—ladies' lounge, baths, club-observation cars, coil spring mattresses, appetizing meals—on down the list and you'll find them all on the Olympian.

Yet there is something beyond these physical things that accounts for the Olympian's standing among its many friends. An atmosphere of quality, of well being, of contentment prevails that distinguishes this famous train from all others.

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Please send me information in regard
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S. C. D. Notes

F. B. H.

RUTH MARTENS sprung a huge surprise on us right after Christmas, by flashing a beautiful diamond on her left hand. Ruthie is such a quiet girl that of course we had no warning and she just about took our breath away. However, we all join in offering congratulations and best wishes.

Ralph Haslam, our good looking office boy, came down right after New Year's, wearing a wrist watch. It's as good as a show to watch him walk through the office and time himself as he picks up the mail.

Erv Weber entertained several couples at a little Christmas party and if anyone needs instructions in trimming Xmas trees apply early, as Erv is just the boy who can teach you.

Martin Biller was confined to his home with the flu for more than a week. We are glad to announce that at present he is able to be at the office.

Dick Campbell has returned to Milwaukee after spending the holidays in Tacoma with his parents.

We were sorry to learn that Tal Hughes and his family have been victims of the flu. We understand that they are all on the mend and Tal says he will be seeing us soon.

Helen Horan spent a week end in Chicago and reports a wonderful time.

There has been a regular epidemic of flu this winter; among those who have been absent from the office account of it are: Mr. Poenisch, Bernice Kruse, Edith Hamman, Dorothy Yakes, Carl Jaeger and Mr. Brock. We are glad to say that all except Dorothy are back on the job again and we hear that Dorothy is improving.

Lillian Skobis is the lucky girl in this

office. Since Christmas she has won \$36.00 on the Peach Bank Clearing. Now everyone is trying to "bum" feeds, candy and what-not from Lillie.

Harriette Badger and her "Girl Chump" made a flying trip to Minneapolis over the week end between the holidays. They report a fine time.

Mrs. W. C. Marshall is ill at this time with pneumonia; however, according to the last report, she is getting along nicely. We all join in wishing Mrs. Marshall a very speedy recovery.

Harold Mittag came down here all dressed up in a brand new, dark grey suit the day before New Years. He says he spent New Years in Chicago playing cards with a bunch of fellows. But we think that is "a bunch of bologna" as he looked too nice—bet he has a girl down there and doesn't want Bernice or any of the S. C. D. girls to know about her.

The S. C. D. office wishes to extend their deepest sympathy to Ralph Haslam and Herman Klatte and their families in the loss of their brother, Earl Haslam.

Tacoma Shop Notes

"Andy"

MR. AND MRS. GEO. CESSFORD have left our Puget Sound country to bask in the sunshine at Long Beach, California, in fact they expect to be there for a few months. The trip, I understand, is taken in the hope that it will be beneficial to Mr. Cessford's health, and all his side-kicks here are hoping with him.

Geo. Bartle, blacksmith, has also left for a visit in California.

Harry Stewart, our night roundhouse foreman, is on the sick list at the present time, and the latest report is that he is getting along

very nicely, and we hope he will be back on the job soon in shipshape.

Joe Cregan, roundhouse clerk, has also had quite a siege of illness, and we understand that his entire family was down with the flu—but Joe is O. K. now and back to work, and the roundhouse is in normal running condition.

Frank Wilson, is now sporting around in a brand new Dodge, evidently Dodge cars are Frank's weakness.

Elmer Heath has been appointed general foreman, Stores Department, Tacoma, taking the place of Joe Smith. Joe has been in poor health for a long time, and is at the present time in the hospital. The best we can do is offer our best wishes to Joe and hope that his improvement will be speedy.

Harvey Snyder of late has developed the habit of holding down the corner of 11th and K Sts., just as though he was waiting for that certain party, yet, Harvey claims that he was not waiting for any woman, and what's more, he does not wait for women any more. No—not any more, but maybe just as much. We will have to get our gumshoe on the job, believe this should be investigated.

Bill Coors has been scalped—he got a haircut with a razor; he shaved all the hair off his head with the exception of a little that sticks out under his hat, which he left for seed. He would make a fine model for some cartoonist now—he also has a very high forehead now, in fact it extends to the back of his neck. Bill claims his hair was coming out, so he just gave it a lift, and now he combs his hair with a towel. Bill probably figured he would soon have to have his face lifted and wanted to clear out the underbrush and make room for it; now if he would only simonize and polish it somebody could use him for a crystal for crystal gazing.

Glimpses of the I. & M. Division

A. G. Bantly, Division Freight Agent

BEFORE the Civil War considerable development had taken place in an agricultural way in southeastern Minnesota. This district was covered with a heavy growth of hardwood timber, making it necessary to clear the land before it could be cropped; however, game was plentiful, and it did not take much cleared land to provide for a family's support. There was no need of raising a surplus, as transportation was so primitive that markets were not available. The Mississippi and Minnesota rivers, as far as Carver, and during high water much further, as well as other streams for shorter distances, provided water transportation during the open season. During the winter months this was not available, and some highways naturally developed, although they were mostly just cleared trails through the woods.

Small water-power sites on the various streams had led to the location of grist mills for the grinding of flour, and in some instances, for sawing lumber. These trails usually followed the high ground, and served as many of the mill communities as possible. In this way the Dodd Road, leading from Fort Snelling to St. Peter, was located, and branching from this, the Prairie du Chien Trail, the latter leading through Northfield, Dundas, Faribault, Clinton Falls, Owatonna, Austin, West Chester, Lime Springs, Vernon Center and Decorah. In turn, these roads led to a quicker development of the country in their vicinity.

The men in these communities had become a power in the Northwest during the Civil War, and in the quick development of railroad transportation immediately after the war, they became a power to be reckoned with.

The McGregor and Western Railroad was completed west from McGregor to Conover, Iowa, in 1866, and during the same year the Iowa and Minnesota Railroad was built south from Mendota to the vicinity of Owatonna. During 1867 these two lines were extended toward each other, and in the early winter a connection was made just north of Rose Creek, Minnesota, which established the first all-rail route between what is now the Twin Cities and Chicago and the East.

Men still living and who are members of the McGregor-Western and Iowa and Minnesota Veterans' Association, helped to complete this work. Shortly after this the old I. & M. line was built into what is now the location of the Milwaukee Depot at Minneapolis, and a line was built on the Mendota side of the river into St. Paul. Track material, rolling stock, etc., for the I.

& M. R. R. was hauled to Mendota by river, and the line built from there. For the McGregor-Western, the material moved to Prairie du Chien by rail and was then ferried across the river and used in building the line.

The names of the towns on the I. & M. came from various sources. Mendota, Kasota, Zumbrota, Wanamingo, and Owatonna are Indian names or words. Rosemount, Castle Rock, Blooming Prairie, Rose Creek, Lime Springs and Ridgeway are named for local conditions. Farmington, Cleveland, Medford, Lansing, Carpenter, Grafton, Plymouth and Chester are named from other towns and cities. Northfield, Faribault, Pratt, Bixby, Adams, Conover, Varco and Lonsdale are named after men, and Elko, Bonair and Cresco are names designed for the places.

All of these names have more or less interesting meanings, Wanamingo being the Indian word for a certain type of clay bank, and Owatonna the name of an Indian maiden connected with the mineral springs legend at that place. Castle Rock received its name on account of a real rock which was there up to a few years ago. Before white settlers came in, a well-defined trail led from this rock to the lower end of Lake Pepin, and westward from the rock various trails diverged. Northfield was named for the builder of the first mill at that point, and Faribault for the man who ran the fur trading post at that point. Cresco is a Greek word meaning "the place that grows," and this name was given to it by the owner of the original town site; Cresco being the only town on the old I. & M. Division regularly platted and built in connection with the railroad. The owner of the land on which Cresco is now located, when he saw the grading being done for the line some miles from his place, went to the promoters and by offering them right-of-way, station grounds, and station buildings, induced them to change the route to cross his farm. He then platted the town, named it, and put up the depot. The first county fair of Howard County was held in this depot in the fall of 1867, before it was reached by the railroad. The locating of this station made it necessary for a village of about 800 people to move from a location on the original route.

At Faribault, a prominent politician owned a large farm along our line south of town, and in order to have the trains run past his farmstead he succeeded in getting the route changed so that it did not come within a mile of the village; but in most cases, the route of the railroad followed very closely

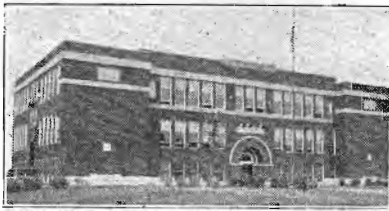
that of the wagon road and incidentally touched the established villages.

In the fall of 1866, Conover, at the end of the railroad, Carver, on the Minnesota River, Hastings, Red Wing and Reed's Landing, on the Mississippi River, were the grain markets. There were no markets for other farm products, and in some instances grain was paid for with merchandise. Conover had twenty-four grain buyers and paid real money for grain, and wheat was hauled as far as 110 miles for this market.

Probably more noted railroad men started, or received part of their training on the I. & M. Division than on any other three hundred miles of railroad in the country, and it is no unusual sight to see a private car of some foreign railroad parked at an I. & M. station. Mr. Fred Underwood, formerly president of the Erie Railroad, and now chairman of the board, has a farm located at Farmington and makes frequent visits to that point. In other lines of industry Decorah, Cresco, LeRoy, Austin, Blooming Prairie, Owatonna, Faribault and Northfield have produced men who have left their mark on the Northwest, and in some instances, on the nation. One of the greatest pieces of modern music, Humoresque, by Dvorak, was composed on the bank of a creek along the I. & M., and the place is marked by a suitable bronze tablet. Popular Astronomy, an astronomical magazine with a world-wide circulation, is published at Northfield, and books that we feel will leave their mark on American literature have in recent years been turned out by authors resident in I. & M. towns. For example, the "Hoosier Schoolmaster" was written by a school teacher at Dundas. There are schools and colleges of higher education from Luther College, Decorah, Iowa, at one end of the division to the University of Minnesota at the other end.

Now, I would like to take you on a journey over this division. We will take our passenger trains Nos. 2 or 22 from the Twin Cities, and we first arrive at Mendota, which is noted chiefly for a large onion warehouse, operated by Bernier Bros. This warehouse has a capacity of 185 carloads. The onions are shipped in from all over, some originating as far west as Oregon, and are sorted, graded and mixed with local onions and reforwarded to a wide territory.

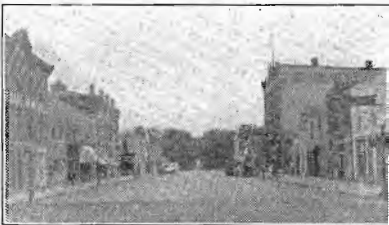
Continuing our journey, we pass through Rosemount, Castle Rock and Farmington. At the latter point a branch of the I. & M. leads off in a southwesterly direction to but not including Mankato. The principal point



High School, Farmington, Minn.



Twin City Milk Products Association Plant,
Farmington



Oak Street, Farmington



Jefferson Hotel, Farmington

of interest on this branch is Montgomery, which boasts of a large flour mill and one of the most modern and up-to-date canning plants in the United States. This plant packed in the neighborhood of two hundred and fifty cars of canned peas and corn this fall, and forwarded their products all over the country. The most southern point on this branch is Kasota, where there are two large stone quarries, and this stone is used in the construction of many large buildings in the larger cities.

Now, we will return to Farmington and continue our journey southward on the rear end of that beautiful, modern, up-to-date combination observation-parlor-dining car, which is part of the equipment on I. & M. train No. 22, and after passing through Castle Rock, we arrive at the beautiful college city of Northfield, situated on the banks of the Cannon River, which flows into the Mississippi at Red Wing.

Before telling you about the industries and colleges of Northfield, I

would like to take you up-town and introduce you to a former loyal Milwaukee Road employee, Mr. Sam Manhart, who is now in the coal business, and is recognized as one of the most successful, as well as most popular business men in the community. Sam, like all great men, is very modest. He was in the employ of this company from 1881 to 1901. The story is told how in 1881 Sam journeyed to our roundhouse in Minneapolis, looking for a job. He found his way to the office of Master Mechanic J. O. Pattie, following a young man into that office. It developed that the young man whom he followed was also looking for a job, and had brought with him recommendations from five different railroads. The master mechanic, after reading the various recommendations, announced that there were no firemen needed. Sam overheard the conversation, and seeing nothing to be gained under the circumstances, started to leave, and then, as it has been told to me, the following conversation ensued between the master mechanic and Sam:

"Hey! Wait a minute! What do you want, young man?"

"I want to learn to become an engineer."

"What railroad have you been with before?"

"None."

"Where do you come from?"

"Off the farm."

"Let me see your hands."

(Sam's hands were naturally caloused from hard work on the farm.)

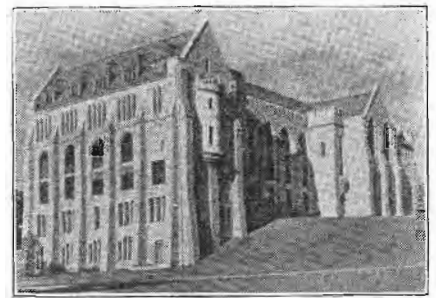
"Just the man we want. That other fellow was a 'floater.' Already he has been with five different railroads, and after he makes a stake, he quits."

He then gave Sam a letter to the foreman, and he was put to work that same afternoon as fireman, and never missed a call for four hundred days. Some record! The farm boy had made good. In two years and three months

Sam became an engineer. Some time later, he discovered that there is more money in selling coal than there is in the railroad business, and terminated his railroad activities. Sam has always had a warm spot in his heart for the "Milwaukee Road."

Northfield is located forty miles from the Twin Cities on a paved highway, and has a population of about five thousand, and is the center of a Holstein cattle district.

Here is located the Northfield Iron Works, manufacturers of culverts, grain storage bins, garages, well casings, cement mixers, and all kinds of road making machinery. Here also is

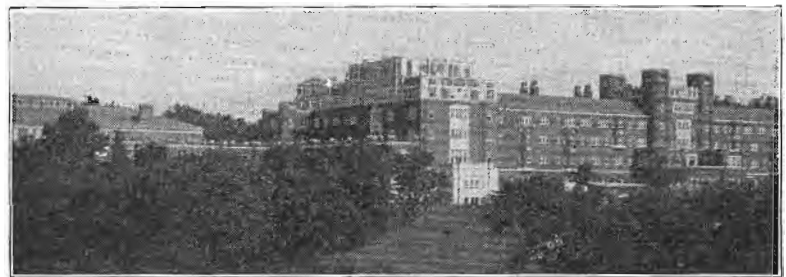


St. Olaf's College, Northfield

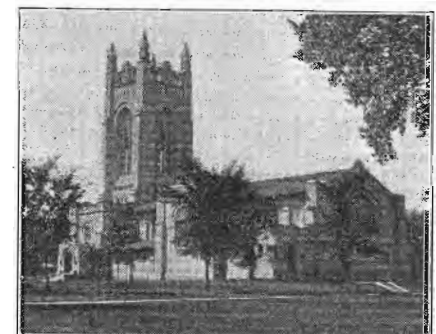
located the Northfield Milk Products Company, large shippers of condensed milk to a wide territory, and if perchance you are slightly inclined to be a trifle downcast or morose, just come with me and meet the manager of this company, Mr. Frank Welch, and it will not take long before his genial smile and winning personality will bring to life once more your old exuberance of spirits. "But a truce to this strain"—I must continue. Northfield is also the home of that well-known breakfast food, "Malt-O-Meal," manufactured by the Campbell Cereal Mills. This company ship many of their carloads to the Pacific coast. In fact, Northfield constitutes a good manufacturing location, as it has four railroads serving it.

It would never do to leave this city without a few words about its two wonderful colleges — St. Olaf's and Carleton.

St. Olaf's, situated on a bluff overlooking the city from the west, was founded in November, 1874, and its general aim is to give young men and women a higher education on the basis of the Christian faith, as taught in the Evangelical Lutheran Church, and its chief and special object is to prepare young men for the ministry. It has an enrollment of about one thousand



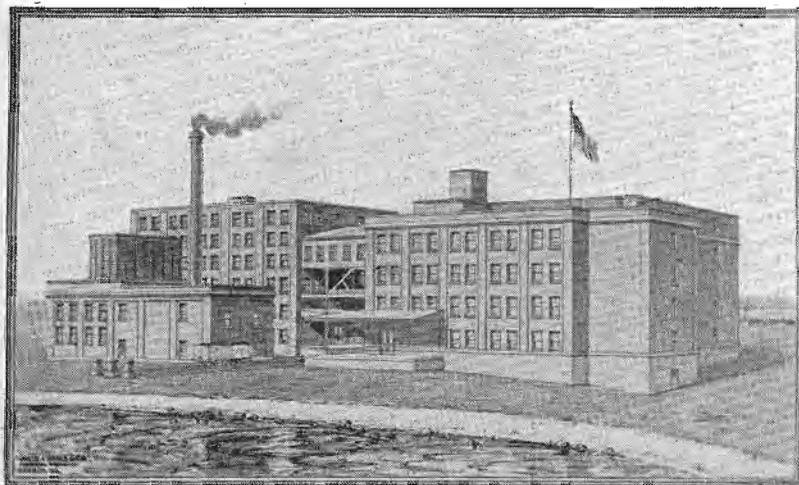
Carleton College, Northfield



Skinner Memorial Chapel, Carleton
College Campus



Sellner Manufacturing Company, Faribault



Wilson Packing Company, Faribault

students, both young men and young women. This college is also known internationally on account of its magnificent mixed choir. This organization originally came before the public in 1912, when it made its first extended concert tour. With the exception of two seasons, during the war, the choir has continued its annual concert tours up to the present time, with steadily

increasing prestige and success. I first heard this extraordinary singing organization on one of their tours at Tacoma, Washington, in 1924, where they received a veritable ovation before an audience numbering a thousand. This organization expects to make a concert tour through Europe in 1930. If you have never had an opportunity of hearing them you have missed something marvelously inspiring.

Carleton College is situated on an eminence overlooking the Cannon River. It is a college of liberal arts for young men and women, and was founded in 1866 by a Board of Trustees nominated by the Minnesota Conference of Congregational Churches. It was named after Mr. William Carleton of Charlestown, Massachusetts, one of the most generous benefactors of the college. It has an attendance of more than eight hundred students. This college has a splendid stadium, with a seating capacity of nine thousand and seventy-two, which was erected in the fall of 1927, at a cost of almost two hundred thousand dollars.

Northfield acquired international fame fifty-one years ago through the medium of a raid on one of its banks by the notorious James - Younger Brothers' gang in September, 1876. "Hardly a man is now alive, who remembers that day and year."

The bandits had been hiding for several days in the nearby woods and riding into town to survey the situation. On September 7 things appeared to be to their liking, and they rode into town, threw their bridle reins over the hitching posts, walked nonchalantly toward some dry goods boxes in front of a store. There they sat, waiting until another detachment rode into town, when the men on the dry goods box rose and sauntered toward the bank. The actions of the strangers attracted the attention of some of the townspeople, who attempted to follow the strangers into the bank. At an outcry of "robbery" two of the bandits mounted their horses and rode up and down the street firing their guns in every direction. One of the citizens who had not understood the cause of the commotion was killed. In the bank the bandits were dealing with a trio of bank employees. Their demand upon the cashier to open the safe was contested; and the gang seized him, dragging him about the room at the same time demanding of two other employees that the safe be unlocked. They had managed to close the door of the safe, and their reply to the demand was that there was a time lock and it could not be unlocked. While the struggle was

going on inside the bank, action on the outside was developing rapidly. Before the bandits had had a chance to get at the valuables in the safe, a cry from the outside to the effect that the game was up, "they are killing all our men" made those inside dash for safety, shooting as they went. As Jesse James was leaving he deliberately shot and killed Mr. Heywood, who was staggering to his feet.

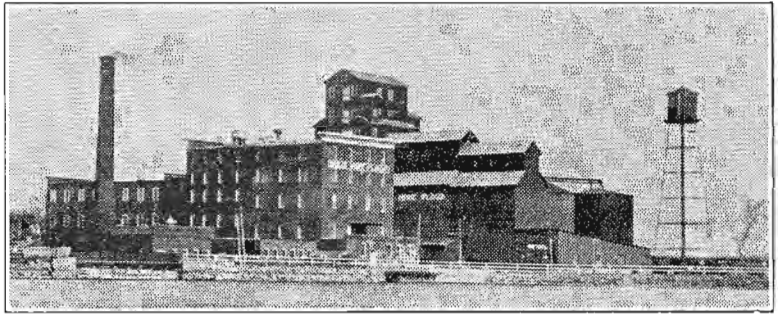
Outside the battle was on, and as several of the bandits were mounting their horses, they were shot by citizens from ambush. Some shot the men and some shot the horses, and when the smoke of battle cleared away, two bandits were dead, two badly wounded and all six of the survivors were in flight. Of the seriously wounded was Cole Younger, one of the leaders of the gang. The fleeing gang was pursued by a large posse gathered from Northfield and nearby towns. They managed, however to escape and for some time they made slow progress toward the state line; but news came in of their whereabouts on September 21, and on September 23 the Youngers were captured. Bob Younger was wounded in the breast; his brother James, had five wounds and Cole had eleven. Pitts was killed. Cole Younger was the only one left standing and he surrendered. The prisoners were turned over to the sheriff of Rice County and taken to the jail at Faribault, and all three were eventually sentenced to incarceration in the state penitentiary.

The James Brothers, Jesse and Frank, escaped and eventually met the fate of the outlaw in other parts of the country.

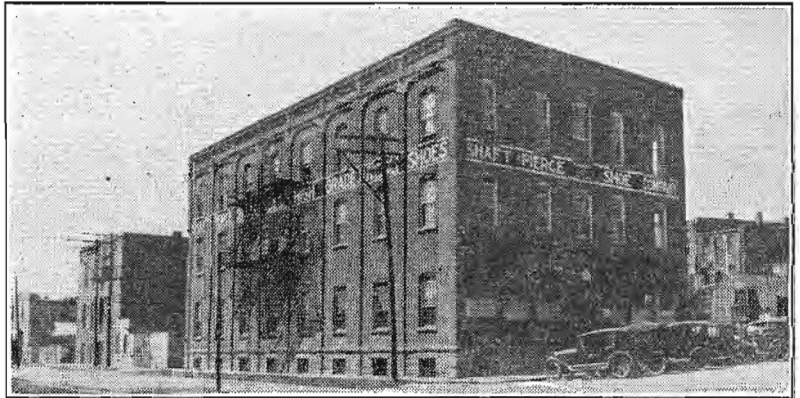
Such is the outline of the notorious Northfield bank robbery, that because of the bravery of the citizens and the custodians of the bank, was not a robbery at all. They did things differently in those days. If the safety of the community was threatened there were men in plenty and guns to go with them, to avenge the attempt. A bank robbery was not the daily occurrence it has become since, and attempts of that nature met with substantial opposition even to the point of men giving up their own lives to protect the interests intrusted to their care.

But we must resume our journey. After crossing the Cannon River we next arrive at Faribault, a city with a population of fifteen thousand. Here are located many diversified industries, with an annual value of output in excess of ten million dollars.

The H. H. King Flour Mill is located here. One of the largest industries is the Nutting Truck Company, and our railroad has approximately one thousand of their trucks in service. An unusual industry is the Sellner Mfg. Company, manufacturers of playground equipment, including the popular "Tilt-a-Whirl." This city also boasts of four furniture factories, all controlled by John Peterson. It has a canning factory and a woolen mill, and many other industries. The Albert Lea Packing Company, with headquarters at Albert Lea, Minnesota, have a curing plant here. The meat is shipped up from Albert Lea, cured at this plant, and reforwarded to Chicago and other



H. H. King Flouring Mill, Faribault



The Shaft Pierce Company Plant

eastern points. Swift & Co. of Chicago, have a poultry house and ship many cars of dressed poultry to Chicago and other points.

At present, a new hotel is approaching completion at a cost of \$250,000, and the former hotel, the Brunswick, is being practically rebuilt.

Faribault is also the home of several nurseries, and each summer there is held a peony festival which attracts something like fifty thousand visitors.

This city has a very live Chamber of Commerce, of which Mr. E. J. Kiekenapp of the Farmers' Seed & Nursery Company, is president. This Chamber is fortunate in having an unusually active and efficient secretary in the person of Mr. H. F. Dooley. This organization functions successfully, and is always on the lookout for additional industries.

It would hardly be fair to leave Faribault without introducing to you our congenial agent, "Pat" White, who has been agent at this point since 1895, and is looked up to as one of the prominent citizens of the community.

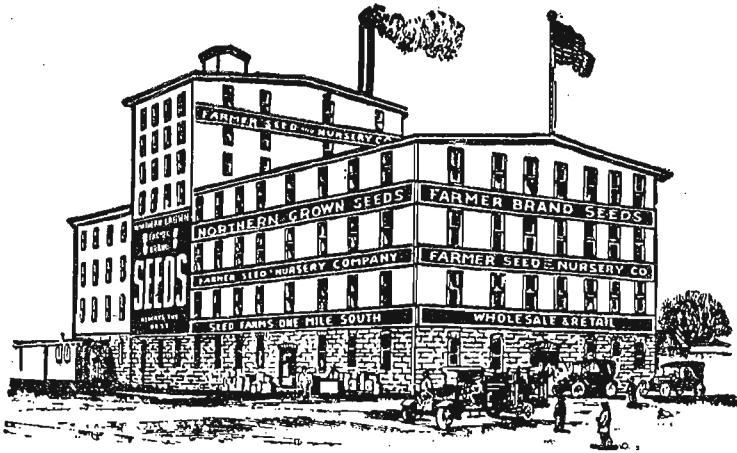
Because of its schools, Faribault has won the appellation of the "Athens of the Northwest." The principal institution of this kind is Shattuck Military School. This is probably the oldest military academy in the United States, being founded in 1858, before the Civil War, and was established largely through the efforts of The Right Reverend Henry Benjamin Whipple, D.D., the first Episcopal Bishop of Minnesota, and the grandfather of the president of our railroad, who is a member of the Board of Trustees, and a former graduate of the school. This academy has an attendance of approximately two hundred

and fifty boys. Bishop Whipple was a much beloved man, and other well-known schools at Faribault came into existence through his untiring efforts, such as Seabury Divinity School, St. James School and St. Mary's Hall, the latter being for girls only.

The following state institutions are also located at this point: State School for Feeble-Minded, State School for Deaf, and State School for Blind. All of these schools and institutions are located on a plateau overlooking the city.

There is only one thing about Faribault that does not appeal to the writer. On the paved highway, as you leave the city toward the north, is a sign reading: "Next time come to stay!" Unfortunately, at this location is a cemetery, for which reason the invitation is "questionable" and loses the strength of its appeal.

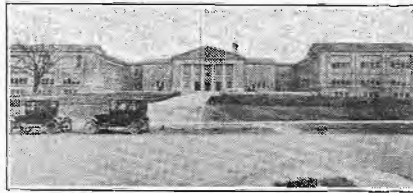
Again we board the observation car, and after passing through a thriving and dairying country, arrive at Owatonna, with a population of eight thousand. This city is the county seat of Steele County, which county, it is said, produces more butter per square mile than any similar area in the United States. There are about thirty-six thousand dairy cattle in this county, or about two to every man, woman and child. The county has twenty-three co-operative creameries in its twelve townships, whose total receipts from butter are in excess of two million five hundred thousand dollars a year. Most of this butter is shipped to New York and Philadelphia. This city is served by the C. & N. W., the C. R. I. & P. and the Milwaukee railroads.



Farmers Seed & Nursery Company, Faribault

It is the home of the King Ventilating Company, who ship ventilators to an extended territory. Here also is located the Kovar Mfg. Co., manufacturers of agricultural implements, and also the Lange Canning Company.

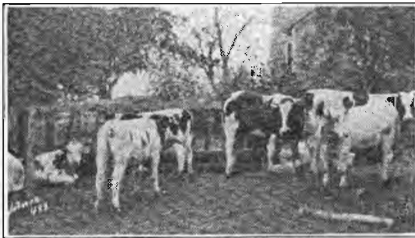
Continuing once more on our journey, we finally arrive at Austin, Minnesota, a prosperous city of fifteen thousand inhabitants. Austin is located along the main line of the I. & M. Division, and originally was a part of that division, but when the headquarters of the Southern Minnesota Division were relocated from La Crosse to that point, Austin was in-



High School, Owatonna



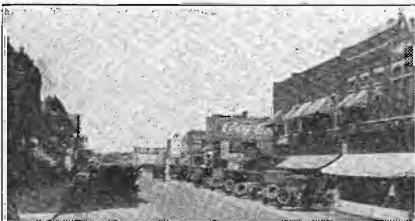
Two Owatonna Banks



Part of Earnest Sloan Dairy Herd



Court House, Owatonna



North Oak Street, Owatonna

cluded as being on that division, although, as a matter of fact, it is three miles off the main line of the S. M.

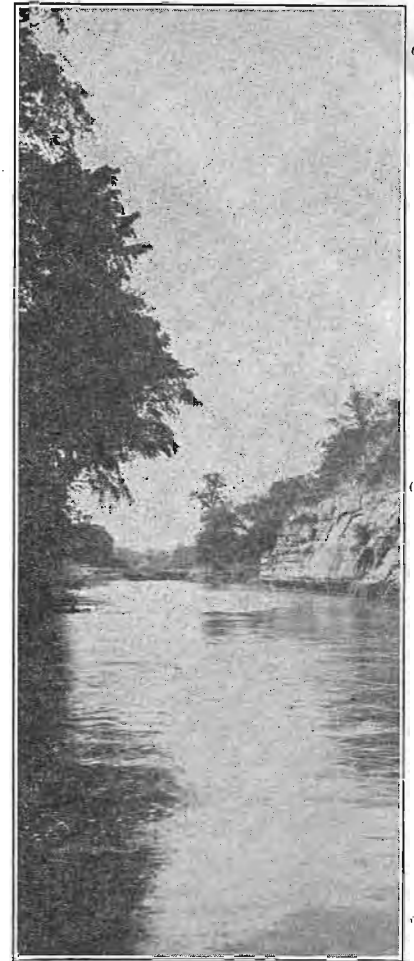
Here is the home of Geo. A. Hormel & Co., one of the largest, if not the largest, independent packing houses in



Mineral Spring Park, Owatonna

the United States. It was started in 1892 by Mr. Geo. A. Hormel, who had a meat market in Austin, and bought an old creamery and started killing stock there. The first year, six hundred and ten hogs were killed. In 1928, there were killed 1,036,291 hogs. That year the Hormel Company paid to the railroads freight and express charges amounting to over \$1,700,000. This company has over two thousand employees.

This write-up would be incomplete without paying a tribute to Division Superintendent L. T. Johnston, Assistant Superintendent M. T. Skewes and Train Master W. J. Lieb, whose untiring efforts and efficiency have built up a service on the I. & M. Division which materially assists the representatives of the Traffic Department in the solicita-



Straight River, Near Faribault

tion of business. These gentlemen also continually use every effort in the securing of business, and may well be considered as representing the Traffic Department, as well as the Operating Department; in fact, I have never liked the distinction of the Operating and Traffic Departments. After all, we are all members of one big family, known as the "Milwaukee," and the I. & M. Division is indeed fortunate in having the services of the above mentioned officials.

This article is becoming too lengthy, and the territory south of Austin to Calmar, Mason City and Decorah, and east of Faribault to Zumbrota, will have to be covered at some future time.

One of the cities on the I. & M. Division uses the slogan: "Cows, colleges and contentment." We should adopt this slogan for the whole division. In conclusion, suffice it to say that if you want to gain a better appreciation of your Maker, just talk to some one along the I. & M. Division of the Milwaukee Railroad.

WORSE AND WORSE

Golfer (to partner): "Just look at that girl dressed like a man. What are her parents thinking of, anyway? I think it's disgraceful."

Partner: "That, sir, is my daughter."

Golfer: "I beg your pardon. I didn't know you were her father."

Partner: "I'm not. I'm her mother."

Why Pick on the Railroads?

Fred A. Kemp, Machinist, Tacoma Shops

I AM a railroad man, and have been for a long time, like the business and think the "Milwaukee" is the best road in the world. Have the best of feelings for the railroads, and whenever they get unjust treatment, why, naturally I resent it, as we all should.

As a railroad man, I know something about the cost of building, equipping, operating and maintaining a railroad, also that the railroad's earnings must take care of all this expenditure, and the unlimited motor truck and bus competition that is cutting in on these earnings, is so unfair to the railroads that everyone who believes in a square deal, should insist that such legislation be enacted as will give the railroads an even break.

Some folks will say, "Oh, well, the railroads can not have a monopoly on the traffic business, and a little competition will do them no harm," but let me tell you something, folks, that old saying, "Competition is the life of trade" is sure the bunk in this case, for the simple reason that the railroads, on account of government regulations, are unable to make such rates as will meet the rates of the motor truck and bus. The motor truck and bus lines make whatever rate they desire for their services, and instead of calling this "competition," believe "confiscation of business" would apply better in this case. This is a condition that exists in no other line of business, and why the railroads should have their hands completely tied against their competitors, which is contrary to all business practice, is hard to understand.

Whenever a company wishes to build a railroad in a locality that already has one, they must show the government that the business of that locality is such that another line is necessary, to the end that the best interests of the public be taken care of. How about the owners of motor truck and bus lines that wish to engage in interstate commerce? Do they have to show the government that their services are necessary in any locality that is already served by a railroad?

I'll say they don't, in fact all you need to confiscate some of the railroad's business is the price of a motor truck and bus and a license to operate, and you can step on the gas and go merrily along, over the fine surfaced state and government highways, and give the railroads the ha-ha, because they can't fight back—our "Uncle Sammy" won't let them.

The railroads pay large amounts in taxes to each state in which they operate for their right-of-way and all their holdings, and keep their lines and equipment in condition to serve the public at all times, regardless of weather conditions. Do the motor truck and bus lines pay any taxes to the state for the highways over which they operate, or do they guarantee service in all kinds and conditions of weather? No, no, brother, I'll say they don't, not on your life do they do these things, for you and I and the other people of the state build and maintain the highways for them, and as for guaranteeing service to the public in

all kinds and conditions of weather, will state that the motor truck and bus lines don't have to guarantee anything, so they don't.

We all know that the railroads must have feeders known as branch lines, to take care of the business of localities at a distance from the main line, and the business of these branch lines makes business for the main line, so are an important link in the railroad chain.

Have the motor truck and bus lines hurt the business of the branch lines? I'll tell the world they have; that is where they reap their greatest harvest, and have practically killed the short haul passenger business and made great inroads on the short haul freight business.

Some misinformed people blame the railroads for the high cost of living and everything else they can think of, and are not at all concerned as to the treatment the railroads are getting, but if they happen to live in a locality served by a branch line, and this branch line is compelled to discontinue operation on account of unlimited motor truck and bus competition, they will realize that a railroad is a pretty handy thing to have around, especially if they happen to be live stock shippers, or have to travel when adverse weather conditions keep the motor trucks and buses in the garages; but if they think a branch line can operate on a live stock shipment now and then, or on business the motor truck and buses have to discontinue when the weather man puts them out of business, will say they haven't the least idea of what it costs to run a railroad.

The motor truck and bus lines steer clear of the long haul freight business, but are beginning to cut in on the long haul passenger business in certain parts of the country where paved highways make it possible; and while they can not offer anything like the splendid service of our modern passenger trains, still they catch the bargain hunters, and are cutting in materially on the railroad's business.

These bargain hunters who take the long trip on the motor bus are usually sick of their bargain before they arrive at their destination, and find out that they paid a big price for the trip, if they consider personal comfort anything—and who is there among us poor mortals who doesn't like to be comfortable?

The motor trucks and buses will never be able to handle the traffic business of the United States, and the railroads not only can do this very thing, but have been doing it for years in all kinds and conditions of weather, and every class of freight has been handled, whether large or small, and all classes of business are handled better and faster today than ever before, owing to the policy of the railroads to constantly improve their service, so why let the motor truck and bus lines, that cannot measure up to these requirements, antagonize without any restrictions whatsoever, the railroads that can meet the demands of traffic in every respect?

The railroads have always been and are today the greatest agency in the development and advancement of the United States—in fact, they are so

closely related to the welfare of all the people by their service, as to be in reality a national institution, and as such should be given the same right to take care of this business against competitors as all other lines of business enjoy.

The only locality that the motor truck and bus should be allowed to operate in unlimited numbers, are those localities not served by the railroads, and in localities that are served by the railroads, the number of motor trucks and busses should be only such as the traffic demands of that locality may actually justify.

We can never get along without the railroads, even their worst enemies will admit, and the railroads can not expand, better their service, take care of their vast properties, and in the case of some of the branch lines at least, "even exist," unless something is done for their relief by just legislation.

In the final analysis, public opinion is the power that gets things that are wrong corrected, so it behooves each and every one of us who work for a railroad, to at all times do and say everything we can to advance the cause of the railroads, for they are getting a raw deal and we know it, so let's tell the world about it until an enlightened public will demand an even break for the railroads.

Appointments

Effective January 1st:

M. J. Flanagan is appointed assistant to general managers, lines east and west, in charge of Safety First Bureau, with headquarters at Chicago.

A. W. Smullen is appointed special representative of vice-president, in charge of fire prevention matters, Boy Scout work and such supervision of safety matters and other subjects that may be assigned.

A. J. Elder is appointed superintendent of the Iowa Division with headquarters at Marion, Iowa, vice M. J. Flanagan, promoted.

L. F. Donald is appointed superintendent of the Terre Haute Division with headquarters at Terre Haute, vice A. H. Elder, transferred.

C. E. Elliott is appointed assistant superintendent of Chicago Terminals with headquarters at Chicago, vice L. F. Donald, transferred.

N. A. Meyer is appointed superintendent of transportation, lines west, with headquarters at Seattle.

H. G. Fowler is appointed superintendent of transportation, lines east, with headquarters at Chicago.

M. K. Buckley is appointed assistant superintendent of transportation, with headquarters at Chicago.

Card of Thanks

We wish to extend to the Milwaukee employees, especially Superintendent H. M. Gillick and staff, and the men of Harlowton roundhouse and all our friends, for their kind assistance during the illness and death of our beloved husband, father, son and brother, Walter H. Wirth, our heartfelt and sincere thanks. Also for the beautiful floral offerings.

Mrs. Walter H. Wirth and family.

Mr. and Mrs. L. F. Wirth and family.

Mr. and Mrs. Max Wirth and family.

Mr. and Mrs. Alvin W. Wirth and family.

Mr. and Mrs. Leonard Wirth and family.

Mr. and Mrs. A. J. Mooney and family.



Presenting the Statuette. At the Right is Dr. Fisher, Deputy Chief Scout Executive. At the Left, General Solicitor O. W. Dynes

The Boy Scouts' Meeting in Chicago

ON Tuesday evening, January 15, at the Edgewater Beach Hotel, Chicago, Illinois, was held the annual banquet of the Central Region of the Boy Scouts of America.

This banquet closed the annual two-day business session of the region and was attended by about five hundred field men and organizers. Among those at the speaker's table were Dr. James E. West, chief scout executive, New York; Dr. George J. Fisher, deputy chief scout executive, New York; Walter M. Kiplinger, regional scout executive, Region 7, Chicago; Howard F. Gillette of the National Bank of New York; Philip L. Reed of Armour & Company; O. W. Dynes, general solicitor of the Chicago, Milwaukee, St. Paul & Pacific Railroad; A. W. Smallen, special representative of the vice-president of the same road, and Samuel H. Cady, general solicitor of the Northwestern Road. The toastmaster was General LeRoy T. Steward of Chicago.

At the beginning of the banquet twelve boys in full scout uniform marched to the speaker's table, stated they represented the twelve states in which the Milwaukee Road has been instrumental in Boy Scout Troop organization work and voiced their appreciation of the activities of this railroad in their behalf.

These boys were led by Scout James Nordness of Middleton, Wisconsin, Troop 266, which was one of the first troops organized by this railroad.

Toastmaster Steward acknowledged this tribute from the boys, spoke of the significance of railroad participa-

tion in scout development work and called on General Solicitor Dynes, who responded for the railroad, saying:

"Without taking more than three or four minutes of your time on this very full and important program, I will outline, in a general way, and briefly, the interest of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company in the Boy Scout Movement and what it is now doing to extend and to aid the Boy Scout Movement in the twelve states in which our road operates.

"Our railroad owns and operates more than 11,000 miles of road. It serves more than 1,500 cities and villages between the Great Lakes and the Pacific Coast, many of which have never yet had a local Boy Scout organization.

"Mr. A. W. Smallen has charge of the Boy Scout work of the Chicago, Milwaukee, St. Paul & Pacific Railroad. His headquarters are in Chicago and his field of activity includes the more than 1,500 villages and cities this railroad serves in the states of Washington, Idaho, Montana, North Dakota, South Dakota, Minnesota, Wisconsin, Michigan, Indiana, Illinois, Iowa and Missouri.

"Of course you know Mr. Smallen does not work independently of, but strictly in co-operation with the officers of the Boy Scout organizations. He is not new to the work and his years of experience in it have added to his enthusiasm as well as to his organizing ability. Our railroad is paying his salary and expenses, including his headquarters, a secretary

and other aids, and he has the co-operation of every officer of the railroad.

"This is not merely eleemosynary work, nor altruism, but primarily a far-sighted business policy of the road. That business policy contemplates that we have more than 50,000 workers in the road's service; that we are and will always be recruiting workers from the youth of the country; that the young man that has come up through the Boy Scout organization is the kind of man we want; that he is the kind that will be courteous in his relations to the public and his fellow workers; that he will be watchful and resourceful in prevention of accidents in those departments of railroad work that are fraught with dangers, and that his moral influence will improve the morale of the railroad organization.

"Other things being equal, a young man who has had a good record as a Boy Scout is likely to have some advantages in getting employment and in actually earning promotions.

"We have entered the work knowing its difficulties and discouragements but with an abiding faith that our success will be somewhat in proportion to intelligent and continued, unfaltering effort. We are confident that with the counsel and guidance of your officers, our co-operation will help the good work of improving the citizenry of our nation. We are not contemplating temporary or ephemeral effort, but purpose to be with you permanently in those states, towns and homes where more than 50,000 of our workers live and where more than 11,000 miles of our railroad are operated."

A statuette of a Boy Scout was presented to the railroad Boy Scout organization, and received on behalf of the company by Mr. Dynes. The statuette has been placed in the office of President Scandrett.

Des Moines Division Items

Frenchy

ROADMASTER John Flanagan is ill in the hospital. His many friends are hoping for his speedy recovery.

We are glad to report that Mrs. G. A. Williams' mother and sisters, who have been quite ill, have recovered nicely.

Wanted—A pair of ear muffs to go with Mr. Van Maren's new derby hat.

Conductor Hayden is off duty, account illness. We hope that he will soon be back on the job again.

Mrs. R. H. Conrad and children spent several days at New Year's time visiting in Cedar Rapids. "Bob" spent New Year's day there with them.

The Misses Pearl and Leota Van Vliet visited with Superintendent and Mrs. Van Vliet during the holiday season.

Miss Jean Dallas returned January 2, from a vacation spent in Los Angeles. Judging from her appearance, she must have had an enjoyable time as she didn't lose any weight while there.

Frederic Bauder, son of F. S. Bauder, chief dispatcher, visited his parents during the holidays. He is attending Kemper Military Academy.

Conductor Frank Price went to Milwaukee during January on business for the O. R. C.

THE MILWAUKEE MAGAZINE

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Libertyville, Illinois

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790 Union Station, Chicago, Illinois

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A Sermonette

A LITTLE over three years ago, there came from Sturgis, South Dakota, to Edgewood, Iowa, a sick boy, getting back to his home and his mother before death overtook him. In this he succeeded, but he passed away the day after he reached his home. Before his passing, he was able to tell his mother of the great kindness shown him by the Milwaukee railroad men with whom he came in contact on his last journey.

His mother, in December last, sent a Christmas greeting to the president of The Milwaukee Railroad with a letter of thanks for the kindness shown by our employees to her sick son. She said she had always intended sending her thanks, and her letter tells her story. It reads:

Edgewood, Iowa,
December 6, 1928.

President,
Chicago, Milwaukee, St. Paul &
Pacific R. R. Co.,
Chicago, Illinois.

I am sending you a Christmas greeting, also thanking you and your employees for the good service, kindness and courtesy shown my son that was sick while traveling on the C. M. St. P. & P. That was three years ago. I have always intended sending thanks. He came from Sturgis, S. D. and died the next night, but spoke of how kind all were to him.

I cannot say enough in praise to the employees, and the Chicago, Milwaukee, St. Paul & Pacific is superior for service, kindness and courtesy above all other roads.

You may think this an old lady's whim, as I am 70 years old. If I ever get as far as Chicago, I should like to thank you in person.

Respectfully,
(Signed) Mrs. Jennie Wilcox.

The reply of our president is characteristic, and indicates his deep appreciation of the attention this sick son received from our employees, and his happiness because the boy was taken care of so well that he could think of it sufficiently to speak about it even as he was slipping away; and that his mother had treasured these things in her memory, and this is what he wrote:

Dear Mrs. Wilcox:

Your letter of December 6th has touched me very deeply. I am happy on your account that our people were good to your boy because I think I can realize what that has meant to you; and I am happy on our account because of this evidence that we did what we could to smooth the way for one who needed help.

It is quite beyond my power to express my appreciation of the kindly thoughtfulness which prompted you to write me. It makes me want to know you, so I very much hope that if you come to Chicago, you will remember your promise to drop in to see me, and if I ever have an opportunity of looking you up in Edgewood, I will surely do so.

With all good wishes to you, I am

Very sincerely yours,

(Signed) H. A. Scandrett.

Because of the length of time that has elapsed since this occurrence it is possible it may never be known who the employees were who cared for and assisted the sick traveler; but through the medium of The Magazine, it is hoped that the remembrance and thanks of Mrs. Wilcox may reach them.

To those who ministered to the invalid, this remembrance of a bereft mother is a lasting blessing. It is moreover a lasting blessing to us all, for it is a proof that kindness and kindly service are distinctly worth while. It not only benefits those ministered to, but it garners up friendship and kindly feeling for a company which has such employees, and which renders such service, and like bread cast upon the waters, it returns unto us after many days; and is not forgotten.



"Johnnie Horan"

A Seventy-Five-Year Service Badge

NINETY-ONE YEARS OLD, and nearly seventy-five of those years spent in the service of The Milwaukee Railroad. That is the proud record of John M. Horan, oldest railroad employee in point of years of service, in the world; and not many older, you may say, in years of age. "Soda Ash Johnnie" as he is familiarly known, because years ago, he became the apostle on this railroad of a system of washing locomotive boilers with soda ash, which was not only successful in the washing, but saved the railroad thousands of dollars because of the economic value of the method. Mr. H. H. Field at a Veterans' Dinner once referred to Mr. Horan as: "Chief among the toilers, dear old Johnnie Horan, washing out the boilers." Loyal and true, efficient and able, John M. Horan has seen almost seventy-five years of service with this company; and to hon-

or him with holiday remembrance, the company concluded to anticipate a few months and present Mr. Horan with a seventy-five-year gold service button of the Veteran Employees' Association. Therefore at the Union Depot in Milwaukee on the afternoon of December 24, there gathered a distinguished assemblage of the Milwaukee Road Veterans, headed by Mr. H. J. Killilea, solicitor for the railroad, in Wisconsin, to meet Mr. Horan and make the presentation, in behalf of the Company, of President Scandrett and of the V. E. A. Mr. Killilea did the honors at the request of President Scandrett, who was unable to be present. Mr. Scandrett, however, expressed his respect and admiration in the following letter:

"December 21, 1928.

"Dear Mr. Horan:

"In September last you started your seventy-fourth year of service with The Milwaukee Road. It is given to few men to lead an active life for so many years, and so far as I know you have the longest service of any railroad man in this country.

"I learned of your record shortly after I came to our railroad and had hoped to meet you when I attended the Veterans' annual meeting last August. When I did meet you at the Shops in September I was particularly happy to find that you did not look within 25 years of your age. It seems to me there is no reason why you should not be hale and hearty at 100, and I very much hope you may.

"I have asked Mr. Killilea to present to you, on behalf of the management, a 75-year button of the Veteran Employees' Association. As you are in your seventy-fourth year this will give you, as the children used to say, one year to grow on. We all feel that we are distinctly honored by your long and faithful service with our railroad, and by the record of the other members of the Horan family who have been a part of the Milwaukee family.

"With every good wish to you and yours, for a Merry Christmas and a Happy New Year, I am,

"Sincerely yours,

(Signed) "H. A. SCANDRETT.

Followed then, Mr. Killilea's inspiring little address as follows:

"Friends and Members of the
Veterans' Organization:

"This is an occasion without parallel. We gather here to honor you, Mr. Horan, because of a world's record, in giving able, loyal service to the Milwaukee Railroad for nearly 75 years—three-quarters of a century. What a record! 1929 years ago tomorrow, Christ was born in a manger at Bethlehem. Since that eventful day countless millions have worked to make this earth a better, happier place to live in, but not one of those millions who lived labored and died, so far as recorded history shows, made a record to equal yours in years of active, continuous, devoted, loyal service. Yes, Mr. Horan, after nearly three-quarters of a century of continuous service, with the mental and physical vigor of a man of sixty, you are indeed the marvel of the age. No wonder you are admired and loved by every member of the Milwaukee Road family from

Chicago to Seattle. The Milwaukee Road is proud of 'Johnny Horan.'

"You entered the service in 1855. Very few now living were then born. How the world has changed since then! Republics have appeared, and Monarchies passed away. Old methods of travel and communications have given way to new. However, during that long period of time, Johnny Horan has never changed in his devotion to duty and love of associates.

"The Milwaukee Road has had, and now has much to be thankful for. From its early organization, its employes showed an efficiency and splendid loyalty never surpassed. That wonderful spirit still continues, and is enhanced by their splendid Veterans' organization of which you are an honored member. These Veterans have all contributed in making the Milwaukee Road, the world's greatest system.

"The 'Milwaukee' has reason to be proud of its present executive officers. There is Vice-President Jim Gillick, who is now and for years has been respected by his associates and loved by employes as few have ever been. There is President Scandrett, who by his ability and kindness has won the respect and love of the whole Milwaukee family, in a way no other executive has ever done in such a short time.

"I was honored and pleased when asked by Mr. Scandrett to represent the management in honoring you as no other employe has ever been honored. Now, Mr. Horan, I take great pleasure in presenting to you on behalf of the management a 75-year button (the first ever bestowed) of the Veteran Employes' Association. It is a beautiful emblem. Your wonderful record deserves it. The management sincerely hopes you will cheer and honor the Milwaukee at least another 25 years. On their behalf, and on behalf of your countless friends, associates and admirers I wish you a Merry Christmas and Happy New Year."

Receiving the 75-year badge of honor, Mr. Horan was unable to say much more at the time, than to thank the speaker and the donors of the beautiful gold button of the Veteran Employes' Association, with the figures 75 inlaid, probably the only service button of its rank in existence.

Later in the week, Mr. Horan rose to the occasion and made the following reply by letter to Mr. Killilea and to those who participated in the ceremony:

"Dear Mr. Killilea:

"The present finds me in very much the same predicament as I was in immediately after your most eloquent delivery of the choicest collection of words that I have ever listened to, at the presentation on December 24th, of the emblem signifying an honor, which, as you said, is the first of its kind on record, and it still is beyond my ability to find appropriate words with which to express the deep appreciation of the honor bestowed upon me, but I want to tell you that you are the only man who has caused such a thrill as I experienced, and the abundance of

joy and happiness which passed through a heart of many years, and substituted the beautiful sunshine for clouds of sorrow which have unfortunately been my lot.

"My aim through the many years was to provide the best home that was within my means, and it was my ambition to apply the same attitude to my work, and give to my employer the best that was in me, and it gives me an indescribable feeling of satisfaction to know that what little I was able to do for the benefit and welfare of the Company, which made it possible for me to properly maintain a home, has been recognized by the present Officials of that Company, and so fittingly demonstrated by their presentation of the emblem which I cherish, and which, to a man of my years, cannot but offer consolation, and has been the source of joy and happiness in great quantities.

"Frequently I am asked the question 'How do you keep so young?' In answer I want to say that in part it has been due to the consideration and kindness shown to me by my employers, and, today, and since December 24th, 1928, I feel twenty-five years younger than I did previous to that time.

"I want to thank you, and all others from all departments affiliated with you in making possible the occasion which bestowed upon me the honor, and provided the abundance of happiness which has been my good fortune to experience.

"I wish you all a Happy New Year, and many more to come.

"Very sincerely yours,
(Signed) "J. M. HORAN."

John Horan commenced his work for this railroad company in 1855 and has been in continuous service ever since. He is alert, "on the job" daily and enjoys excellent health. He was accompanied at the presentation by his granddaughter and grandson, both Milwaukee employes.

Mr. Horan has enjoyed the acquaintance and friendship of every president of The Milwaukee Railroad from Alexander Mitchell to the present incumbent, Mr. H. A. Scandrett.

Among those present at the presentation were: D. W. Kelly, W. D. Carrick, T. W. Burtness, N. A. Ryan, C. R. Drummier, J. E. Bjorkholm, R. W. Anderson, J. T. Kelly, C. H. Borgman, W. J. Cavenagh, E. A. Lalk, Charles Lapham, K. F. Nystrom, F. M. Sloane, N. F. Kelsey, W. H. Armstrong, C. F. Allen, E. E. Ross, C. H. Klingler, Wm. Regan, C. W. Mitchell, J. A. McCormick, D. W. Wybourn, C. E. Larson, E. G. Kisele, J. C. Prien, Geo. A. Steuer, A. T. Berg, G. T. Horan, Miss Ruth Horan, Fred S. Frand, C. H. Bilty and A. C. Adams.

The nearest in point of service to John Horan are four wearers of 60-year buttons. They are John Dalton, flagman, Janesville, Wis.; John Engle, Mazomanie, Wis.; John Isleb, boiler-maker, Milwaukee, and Charles M. Jones, engineer, Minneapolis, Minn.

Ten Veterans now wear 55-year buttons. They are: James D. Carroll, engineer, Balsam Lake, Wisconsin; W. F. Dudley, auditor, Chicago; John H.

Falter, engineer, Janesville; J. H. Foster, assistant to vice-president, Minneapolis; H. W. Griggs, recording inspector, Milwaukee Shops; William Hickey, roadmaster, Prairie du Chien; Fred H. Porter, carpenter, Minneapolis; Frederick S. Pooler, clerk, Chicago; O. P. Taintor, conductor, Walworth, Wis.; John O'Boyle, brakeman, Minneapolis.

Thirty-seven 50-year buttons were on record as of January 1, 1929, to the following named: William Bacon, section foreman, Latham Park, Ill.; A. M. Brooks, brakeman, Perry, Iowa; C. E. Buzzell, agent, Leaf River, Ill.; W. D. Carrick, general baggage agent, Milwaukee; A. B. Carpenter, switchman, Milwaukee; P. L. Callahan, helper, Milwaukee; C. J. Cawley, agent, Pipestone, Minn.; J. A. Dunn, engine inspector, Mason City, Iowa; George Green, engineer, Davenport; P. L. Heinrichs, Traffic Department, Davenport; Morris Hennessy, switch foreman, Milwaukee; John W. Heller, blacksmith helper, Portage, Wis.; Walter J. Hogan, foreman, Green Bay, Wis.; J. W. Hurst, station engineer, Deer Lodge, Mont.; John J. Kelly, Janesville, Wis.; Robert Lang, engineer, Dubuque, Iowa; Charles McEldeen, engineer, Mason City, Iowa; J. A. Merrill, agent, Rockton, Ill.; Herman Miller, carpenter, LaCrosse, Wis.; C. P. Mooney, conductor, Brodhead, Wis.; A. W. Morgan, engineer, Perry, Iowa; B. H. Moore, engineer, Perry, Iowa; W. F. Murray, switchman, Milwaukee; John Mullens, boilermaker, Milwaukee; Dan O'Leary, engineer, Portage, Wis.; J. L. Puce, assistant yardmaster, Minneapolis; Robert N. Scott, engineer, Milwaukee; Minnie H. Smith, agent, Zumbro Falls, Minn.; W. H. Sloan, boilermaker, Marquette, Iowa; C. F. Smith, cashier, Chicago; Herbert L. Stiles, conductor, Milwaukee; John K. Storm, B. & B. foreman, Odon, Ind.; T. J. Tierney, engineer, Portage, Wis.; W. E. Webster, brakeman, Marion, Iowa; John Wheldon, flagman, LaCrosse, Wis.; Edward Williamson, machinist, Milwaukee; James Zeeman, wiper, Prairie du Chien, Wis.

As the Magazine goes to press, there comes the sad news of Mr. Killilea's death. His passing occurred January 23rd, in Milwaukee.—Editor.

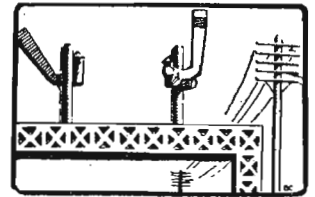
Sixty Years of Wedded Life

ON November 1, 1928, Henry A. Buel and his wife celebrated the sixtieth anniversary of their marriage at their home in Mendota, Illinois. A large number of their friends called during the afternoon and evening to congratulate the happy pair who have traveled life's path together for three score years. Flowers and gifts from friends and relatives added cheer to the joyous occasion.

Mr. Buel was in active service of this company from September 1, 1868, to December 10, 1918, in the capacity of brakeman, foreman of road construction, conductor and for thirty-six years, roadmaster. On December 10, 1918, Mr. Buel was relieved from active duty and given charge of the store supplies for his division.



BUREAU OF SAFETY



The Reorganized Safety Bureau **EFFECTIVE** January 1, Mr. M. J. Flanigan was appointed assistant to general manager of Lines East and West, his duties the supervision of the work of the Safety Bureau. Mr. A. W. Smallen was appointed special representative of the vice-president, his duties being supervision of Fire Prevention and Boy Scout Work.

The reorganization of the work of the Safety Bureau will include a corps of safety inspectors covering the following territory:

Locomotive Department will have an exclusive Safety Inspector to look after Safety First matters in that department in the shops at Twin Cities, Milwaukee, Chicago and Dubuque.

Car Department will have an exclusive Safety First Inspector to look after their department at these same points.

One inspector will have the C. & M. Division, Chicago Terminals (except the Shops and Locomotive Department) and the Terre Haute Division.

One inspector will have the Illinois Division, Kansas City Division and Dubuque Division.

One inspector will have the Iowa Division, Des Moines Division and S. C. & D. Division.

One inspector will have the R. & S. W. Division, Madison Division and Milwaukee Terminals, exclusive of the shops.

One inspector will have the La Crosse Division, Superior Division, Northern Division and Wisconsin Valley Division.

One inspector will have the River Division, Hastings & Dakota Division, including Twin City Terminals exclusive of the shops.

One inspector will have the I. & D. Division, Southern Minnesota Division and Iowa & Minnesota Division.

One inspector will have the Trans-Missouri Division, Northern Montana Division and Rocky Mountain Division.

One inspector will have the Idaho Division, Coast Division, Bellingham Division and Olympic Division.

The names of the inspectors in charge of the foregoing named districts will be announced next month.

(The following was read by Mr. Frank Welch, Chief Carpenter, at the Safety First Meeting December 10th, at Seattle.)

MR. CHAIRMAN AND GENTLEMEN:

My attendance at the recent Boston convention of the American Railway Bridge and Building Association was occasioned primarily by the fact that I was a member of the Committee on "Control of Motor Car Operations with Respect to the Prevention of Accidents," a very live subject of discussion on all railroads at the present time and

the following is a resume of the most important phases of this particular branch of "safety first" movement as brought out by the various papers and discussions there on the floor of the convention.

Since the earliest days of railroad construction and maintenance, the most serious problem has been that of economical movement of forces and material, the first methods having been the use of cars of such heavy design as to cause much laborious effort in the handling and propulsion of same and from these first cars, the "hand" or "lever" car was the outcome. Even with this somewhat improved method of travel it has been estimated that from 25 to 35 per cent of the gang's physical effort of the day was sacrificed, besides leaving them in a mediocre state of mind to perform their ordinary work, once on the job.

The first motor cars appeared some 35 years ago, but their use was not general until 1905 to 1910, and at the present time it is estimated that between 55,000 and 60,000 such cars are in service on American railroads, representing an investment of from \$10,000,000 to \$15,000,000, with average total maintenance, operation, interest and depreciation of approximately \$10,000,000, making a very important item of expense.

The change from "hand" to motor cars was necessarily of slow progress, as it required much thought and effort on the part of those of a supervisory capacity to sell the idea to management directly, as any considerable outlay of money must first be defended from all angles; but once it was shown the direct savings that could be made, the increased efficiency that would result, together with a decrease in labor turnover, and the quick mobilization of men and materials, with time a paramount factor, the present practically 100 per cent motorization was the result.

The fact that once the car is on the track, practically no physical effort is required in its operation, leaves available the full energy of the men when the job is reached. However, the movements of gangs must be closely looked into, with the end in view that car mileage be held to a minimum, thereby controlling two important factors, loss of moving time and the ever-attendant danger of accident with motor car operation, as each time a motor car is used so much potential opportunity presents itself for hazard that, to forestall same as far as possible, mileage should be kept as low as possible consistent with the territory or work to be done.

Sliding lever handles are found desirable on rear of car to facilitate quick and effective handling by the minimum number of men, especially in case of emergency, where too large a number would tend to create confusion.

Brakes should be effective at all times and to assure this they should be properly adjusted and maintained and inspected at frequent and regular intervals. Brake levers should be housed so as to prevent possibility of fouling by tools or material and should be accessible to operator at all times. Crowding of men on a car is apt to obscure operator's vision or render brakes useless, eventually resulting in an accident.

Flagging material shall be ample to handle any day or night emergency of protracted duration and be kept on the motor car at all times and used in conjunction with such operations. Lockers, special seats or contrivances should not be placed on motor cars. Additional weight is added and the indiscriminate application of such to cars may contribute to unsafe conditions.

Inspection of motor cars should be at frequent intervals to insure against undue wear and failure of vital parts. Inspection can only be thorough and effective when the car is kept in a truly clean condition. Defects will show more readily on a clean car. Only slight adjustments, keeping the nuts tight at all times, minor repairs, proper lubrication, care and cleanliness should be expected of the foreman.

Overhauling should be done at the shop, heavy repairs in the field by the repair man. Stilson wrenches and serrate jawed tools should never be used on nuts, whether square or hexagonal. Do not permit tinkering with motor mechanism, magnetos or carburetors; only experienced men should handle such work. Know positively that axles are not cut or worn and that the wheels and tram are of proper gauge and that wheel treads and flanges have not gone beyond the limit of wear, else leave the car at headquarters and live to operate another day. Don't tempt fate.

Where cars are of free-running engine type, some roads have prohibited the engine being in motion when cars are being placed on or taken from the track. Motor cars should be lifted over rails out of flangeways and never "whooped" or bounded over the rails. This loosens bolts, strains rivets, damages wheels and bearings and may bend an axle, any of which may easily contribute to a failure, perhaps with a gang of men aboard and the usual personal injury.

Speed rules should be definitely fixed and strictly adhered to. The supervisory officials must know that unsafe methods of operation and excessive speed are not being practiced. It is well to say right here he should practice what he preaches. Only by systematic follow up can strict enforcement of all rules be had.

In proportion to their number, it is a fact that the injury rate is higher with supervisory men as a class than all other employees in the operation of motor cars. This is directly attrib-

table to two well defined causes. First, by the increased mileage covered and second, by the psychological attitude of, in the vernacular, "let's go." These two fateful words have been responsible for much human suffering and sad retrospection.

Certainly our duties are many and varied and it behooves us to make the best possible use of fleeting time, but it is of unsound and indefensible reasoning which permits an officer to break the very rules he expects his men to hold inviolate. In the last analysis, cool, methodical common-sense action always should prevail and it ultimately brings results and success.

The back-seat driver is just as big a menace on a motor car as he is in an automobile. An efficient operator is often made inefficient by suggestions or instructions from occupants of the car, particularly those in authority over him. It is by no means uncommon to find those in authority instructing a motor car operator to operate the car at an unsafe speed and to take other chances that are not in accord with either the rules or good practice.

There is always danger with a motor car operating on double track, that men may be injured by coal, car doors, parts of roof or other articles falling from passing trains. I find some roads, in accident prevention, require that the car be stopped, all men dismount and stand clear of both tracks. Suitable set-offs or car landings should be provided to make the removal of the car both rapid and easy. This is made more necessary on obscure curves and in heavy traffic districts.

The increasing use of the automobile makes the safe operation of motor cars all the more complicated, and contributes more to the hazards of operation than all other phases of the operation combined. When approaching a highway or street crossing at grade, cars must be under complete control before crossing is reached and unless an unobstructed view of at least 200 feet can be had along the highway or street, in both directions, the car must be brought to a stop. A highway vehicle has the right to cross ahead of track cars. Every officer should make a definite and comprehensive study of this highway crossing problem and its vital relation to safe operation of motor cars and know that his forces to the last man are conversant with every rule and instruction and make frequent checks to know that the same are carried out literally. It is here the results are twofold when a collision is had, aside from injury to our own forces, the probability of the same to the occupants of the highway vehicle or pedestrian is imminent with the usual property loss and an invitation for damage suit.

The keystone of the whole structure of efficiency and safe operation is the FOREMAN. As the top sergeant is to the army, so is the foreman to his railroad. With him rests the detailed responsibilities, and it is mandatory that he measure up to every requirement his position demands. A foreman must be an outstanding leader and all his previous training should be directed toward that end. He must function at all times in a clear-thinking, positive and courageous manner if the

safety of the men in his charge is held inviolate.

The basic factors in the prevention of motor car accidents is first to have the motor car equipped with all necessary safety devices, maintained in a workmanlike manner, frequently and systematically inspected. The second is the human element to be dealt with in its operation—hence the slogan, "The best safety device is a careful workman."

In accident prevention, a foreman's duties are legion, he himself must be examined as to rules, sight and hearing, and no one should be permitted to operate a motor car at any time or place who has not been so examined. He must not permit anyone to ride on his motor car who is not an actual employe on duty. Only on written authority from his superintendent may he permit others to ride. This may save damage suits.

He must train his men methodically that each man may know what part he is to take in the operation of motor cars to impress upon each individual in his charge the responsibility he must bear, the safe loading of tools and materials on motor cars and constant vigilance during the operation. A foreman should realize that the new man hired eventually becomes a component factor in the gang or organization. It is not always possible to pick your men, but it should be constantly in mind to make the weeding out of undesirables at the source. The employment of minors in bridge and building gangs is a much mooted question. Being an unknown quantity, their employment should be banned or held at a minimum. With increasingly complex operating conditions, mature judgment is at a premium.

On most roads the men are paid going to and from work, hence a foreman must demand of his men that they be just as diligent and responsible for their own safety while on motor cars as when working with tools.

Constant lookout must be kept for chickens, dogs or other animals or objects which are apt to be struck and may derail the car. This is particularly so at road crossings and in station grounds, as fatal accidents have resulted from such collisions.

Every movement of a motor car should be made in a deliberate, quiet and careful manner and under no circumstances shall scuffling or stunts be tolerated. Excessive or bulky clothing such as to impair vision or hearing should not be worn on motor cars. Turned-up overalls, unless stitched; ragged or torn overclothes should not be worn, as men have become injured in boarding or getting off motor cars. Foreman should assign certain men to ride at the front and rear ends of cars to act as lookouts; also men should be assigned to specific duties in putting cars on the tracks and taking them off. Other men should be trained to get into the clear and not assist unless told to do so, to prevent interference with prompt handling and the injuries that often result.

Men at the front end of the car must be trained to know just when to bear down and when to lift a corner wheel. Many accidents can be avoided by having the crew trained in the emergency handling cars. The most dependable

employe is the one who not only does the thing right from force of habit, but knows WHY it is done that way.

Cars must not be run in a closed car house, as **CARBON MONOXIDE GAS IS FATAL**. Gasoline shall be handled only in the daytime. Fill the car before dark. Open lights of any description or smoking must not be permitted on or around motor car or gasoline storage while tanks are being filled with gasoline. Cars must be shipped as seldom as possible. Before shipment, fuel tanks must be thoroughly drained. Excessive side play in bearings must not be allowed. Cars must not be used with any part worn or broken, which is liable to cause an accident.

Only by unified understanding and effort of every member of the gang can the prevention of accidents with motor cars be eliminated. It must be firmly impressed on the operator of a motor car that a car occupying a main track must be fully protected by stop signals, unless conditions are such that it may be removed from the track in ample time to clear any train which may approach at maximum speed.

It was recommended that in territory where the view of traffic is restricted, that operators of track cars obtain definite information as to the whereabouts of trains, and that dispatchers be required to furnish accurate and complete information. Where traffic is very dense the movement of track cars should be authorized and protected, as train movements. In every case the operator of a motor car should obtain definite information as to train movements and never take a chance when in doubt.

In 1926 the I. C. C. statistics developed that in the three districts in the United States that 58 fatalities and 3,478 injuries resulted in the operation of M. of W. cars in "non-train" accidents. It is safe to say that 90 per cent of those casualties were preventable if a strict compliance of all rules had been enforced. Rigid discipline may seem drastic to those accustomed to lax methods but the winking at instructions and rules and toleration of loose conditions will inevitably breed contempt and result in fatalities and injuries, also may make changes in the personnel.

Accidents due to motor car operation are taking a more serious toll of lives than is generally realized. In 1927, 116 employes were killed and 3,925 injured in hand and motor car accidents. If those killed and injured were to march before us in single file, they would make a line nearly two miles long. An analysis of 306 motor car accidents occurring during the three-year period ending December 31, 1927, showed that 202, or 66 per cent, were from four causes, namely: (1) cars being struck by train; (2) collisions with automobiles; (3) men falling from the cars; (4) derailments. In nearly every case a motor car accident is caused by the violation of some rule. It is apparent that if we are to accomplish the desired results in preventing motor car accidents strict compliance with the existing rules is necessary. The largest number of deaths from motor car accidents in 1927 resulted from cars being struck by locomotives, a total of 45 persons having been killed in this

manner. If the facts were known we would probably find that the majority of these deaths were unnecessary.

Inversely opposed to our methods of construction, from the bottom up, the prevention of accidents can be accomplished only where the potential force of the campaign begins at the top of the organization, with everyone in authority sold to the idea, and the diffusion of education and methods, with the essential spirit of loyalty, is carried downward to the remotest man in constant and friendly democracy.

A superior's first duty is the protection of the lives and limbs of his employes and he is derelict in his duties who has not the courage to enforce the rules and demand safe and sane methods and protections to the utmost. It must be borne in mind that it is far better to recommend the removal of a man from the service when it is found that he is a misfit, careless or not susceptible to training into a satisfactory employe, than to permit him to remain as a constant hazard. You may be not only preserving his life but perhaps the lives of others as well as your own by his elimination.

In comment to the foregoing peremptory order a Portuguese foreman said, "I have been physically examined five times, examined on the rules twelve times, been thoroughly instructed in every manner possible by every division official, time and again; have the support of every one in performing safely, and am paid to operate always in a manner that I cannot get into trouble; then if I violate the rules and the confidence of my superiors, I should be fired." This surely is the essential spirit and came from a foreman of foreign birth with many obstacles to overcome. There is so much more to the employe than two arms and two legs. There is the spirit of enthusiasm and earnestness and "I will," which means more to the employer than any other feature. And loyalty is a quality to be earned by the employer from the employe only by fair, friendly and generous treatment. It is not necessary to be indulgent to elicit loyalty and a democratic policy will develop a smooth running, efficient organization of mutual interests. Only under such conditions can accidents be prevented before given a chance to occur. Accidents don't happen, they are staged, either by the absence of previous methodical training, detailed knowledge and understanding of the rules or the failure in the enforcement of all rules.

It has been said that "a little knowledge is dangerous." These five words speak volumes. Teaching men to think and reason the why of things and training them to act from force of habit along safe and intelligent lines requires constant effort but is well worth the price, for it engenders co-operation and a feeling of kindred interests.

It is our bounden duty to place before the employes operating motor cars, the fundamental requirements for the prevention of accidents to the employe, and the public and property loss to the railroads we serve. As supervisory men we are obligated to place before those whom we have in charge every possible reminder and to inform them constantly of the results where rule violations have caused accidents. Some

men learn more readily from example than by precept.

We should be amenable to suggestions ourselves. It has been said, "Minds are like parachutes—they function only when open."

In summary, as supervisory men, it is our direct and constant duty to first provide motor cars equipped with all necessary safety devices and know that frequent and thorough inspection of the same is made. We should surround every movement of motor cars with safe operating conditions, know that each foreman and man in our charge is fully cognizant of all rules and instructions, follow up closely to be assured of such, and only then have we a right to demand a safe and sane operation of motor cars, thereby serving humanity in the preservation of life.



The Fire Damaged Tank

When Fate Conspires

From Bureau of Explosives Bulletin

THERE'S supposed to be nothing new under the sun. That's probably so true that it might as well be extended to include the moon and the stars. Still, while things happen that have happened many times before, now and then we find combinations of these old standbys which prove to be unique in themselves. At such times it seems as though fate was conspiring so successfully that no possible way of having things go wrong was left out. So, we turn now to a real tragedy so amazingly complete in its succession of errors that it almost puts on the mask of grim comedy, as though some evil spirit had been holding high carnival.

First, we have the stage set upon a siding, the house track of a local station. Alongside this track was the unloading plant of a gasoline service station. Opposite the unloading-point stood a tank car. Apparently this gas station hadn't been in existence so very long, for this was only the third tank car to be placed here for unloading by these people.

The car was delivered during the afternoon, but for some reason, or none, it was not connected up for unloading till about 7 P. M. By this time, the local freight agent had gone off duty for the day. The oil people evidently figured that there'd be nothing doing on the house track that night, so they hooked up their unloading-pipe to the bottom outlet of the tank car, and let 'er run.

Paragraph 1050 (A) of the I. C. C. Regulations, B. W. Dunn's Tariff No. 1, requires the protection of a connected tank car by putting up a blue and white STOP sign; but the oil company in question apparently didn't own

such a sign. Paragraph 1050 (M) requires that there must be some employe of the unloader in attendance all the while the tank car is connected to the unloading line. These folks, after talking over among themselves the seemingly remote possibility of any switching on the house track that night, decided to go home to bed. Now, the stage setting was completed.

While the through freight was rumbling across country that night, somebody noticed a hot-box on a gondola loaded with gravel. There seemed to be quite a young blaze going on in the box. Well, no use trying to haul anything like that across country; so as soon as possible the train halted at the nearest siding, which was the house track already described. Preparations were made then and there to cut out the gravel car and shove it on the house track where the sizzling journal could be allowed to cool off while the train went on. The tank car was too near the switch to allow room for another car, so the gravel car was shoved in against the tank car to move the tank further along. IT MOVED, and you can just guess what happened to the unloading pipe! There were some 1,500 gallons of gas in the tank at the time, and the 1,500 proceeded quietly out on the ground and into the ditch. The brakeman who was handling the movement then took a look to make sure the tank car wasn't obstructing a nearby road-crossing, and then turned away to uncouple the gravel car, and signaled to pull the main string back onto the main track.

When the train was again made up, the freight conductor thought he'd better go take a look at that hot box and see just what shape it was in. He poked up the box-lid, probably the packing was still smoldering. Thinking the near-by ditch was full of water, he dipped up a handful and poured it into the box. INSTANTLY there was a flash. The unfortunate conductor had not a chance. He was rushed to a hospital, but was too badly burned to pull through.

A bushel basket would hardly hold all the lessons to be learned from this fire, but it will be worth our while to stop and look at the most significant ones. As far as the oil people were concerned, they were either too ignorant or too indifferent to carry out the two requirements already described.

The local freight agent, a competent, energetic, busy man, who had not previously had any great quantity of gasoline unloaded near his station, had not become familiar with the necessary precautions for unloading tank cars. Had he known these rules and understood their importance he would not have permitted the oil people to handle their unloading operations in such a free and easy manner.

How about the train-crew? Since there was no STOP sign ahead of the tank car, they had technically, no reason to hesitate in coupling up to it; BUT—these pages have in times past been decorated with tales of broken unloading connections. Stop sign or no stop sign, it's a risky game to couple to a tank car, ESPECIALLY AT NIGHT, without taking a few seconds to look for connecting-pipes hitched either to the dome or to the bottom

outlet of the tank car. This isn't a criticism of the crew—IT'S A WORD TO THE WISE!

Next, when the coupling occurred, the tank car moved forward; the gondola moved over at least part of the spot where the tank had stood. By the time the brakeman, who must have been riding the gravel car, dropped off to uncouple the car from the main string, the ground and pretty much everything else must have been soaked with gasoline. Did he smell it, or did he think that the odor of gasoline was only to be expected around a tank car? The fact is, gasoline vapor has NO BUSINESS in the open air at any time. If you smell it, PARTICU-

LARLY around a tank car, something's wrong!

In the same way, the conductor mistook the gasoline for water; perhaps the odor of the hot-box kept him from smelling the gasoline vapor, but the two odors are NOTHING LIKE each other. At certain intervals, railroad trainmen must undergo physical examinations. Their eyes and hearing are examined; why not their noses too? This is NOT funny—it's mighty serious. Suppose you were walking along the highway, and an automobile dashed suddenly around a curve. You saw it, jumped aside, and were safe, where a blind man would have been struck down. Now assume that you're sit-

ting at home, reading. The windows are closed because the night is cool. A leak of illuminating gas occurs. Do your eyes notice it? Can you hear it coming? NO! If you don't SMELL it, you're a GONER! Many people have a poor sense of smell. Better find out now whether you're one of 'em. If you are, you have to be ten times as careful. If you're not, you have no excuse for not being careful.

1. DON'T bump tank car you know nothing about.
2. DON'T think the smell of gasoline means nothing.
3. DON'T leave that rule-book on the shelf gathering dust.
4. DON'T forget Nos. 1, 2 and 3.

EUGENE GREENWALD

An Appreciation

By F. E. Weise

EUGENE GREENWALD, General Steel Bridge Erection Foreman, died at his home at Milwaukee, December 12. He had an unusual record, in that for fifty years he had been connected with the erection of steel bridges for this company, the first five as an employee of the Baltimore Bridge Company, which was building bridges for this company, and since that time being on the railway's payroll.

Eugene was born in a mountain village of Uber, Alsace, in 1854. He and his sister were left orphans when he was three years of age and were taken care of by relatives until 1868, when they came to St. Charles, Mo. His first job was that of waiter in the dining room of a boarding camp in connection with the construction of a bridge over the Missouri River at St. Charles. At the end of the season he obtained the job of water boy with one of the bridge crews on this same work. He applied himself and made himself useful in other ways, so that he retained his job during the winter when other water boys were laid off. This characteristic of applying himself to his work and giving a full measure of return for his wages is evident all through his career. After this bridge was erected, he obtained a job in the paint crew and stayed there until its completion, in the summer of 1871.

After some reverses and hard luck in various places he succeeded in getting work in his chosen field of bridge erection, and worked on bridges in different localities until the summer of 1875, when he began work for the Baltimore Bridge Company. The latter part of 1877 the Baltimore Bridge Company erected the C. M. & St. P. Ry. bridge across the Wisconsin River at Kilbourn, and the following year the bridge over the Rock River at Rockton, Ill., for the Western Union Ry., now a part of our system. After this was completed he was engaged on various bridges for the western lines, among them being the hanging bridge in the Royal Gorge of the Arkansas River, on the D. & R. G. W. Railway, the Brazos River bridge at Galveston, Texas, on the Gulf, Colorado and Santa Fe Railway; and then returned to the C. M. & St. P. Ry. to erect a bridge at Frontenac, Minn., make repairs to the Mississippi River bridge at Hastings, Minn., and to erect two truss spans over the Mill Race of the Minneapolis Eastern Ry. at Minneapolis;

then to Milwaukee to erect the draw bridge over Burnham's Canal and to erect roof trusses at West Milwaukee Shops. In the fall of 1879 he went to Minneapolis to erect the cantilever bridge across the Mississippi River, then to Sabula, Iowa, on the Mississippi River bridge, where he spent one of the severest winters in his experience. During this winter he took some time off to go to Sheboygan County, Wis., where he was married. Then followed a period during which he did work for the Baltimore Bridge Company at various locations, came back to the Milwaukee in 1881 to erect the double-track drawbridge over the Kinnickinnic River and then again went west.

In 1882 he returned to Milwaukee and learned that the C. M. & St. P. Ry. had formed a Bridge and Building Department and was planning to erect its own bridges. He applied for a position, began work in September, 1882, as iron bridge foreman, under the jurisdiction of Mr. D. J. Whittemore, chief engineer, and Mr. R. A. Shailer, engineer of bridges and buildings. From then on his entire time was devoted to work on the C. M. & St. P. Ry., working successively under Mr. Onward Bates, Mr. C. F. Loweth and Mr. W. H. Penfield.

During the years of his service with this company, he has been connected with all of the steel bridge erection work and has taken part in the rebuilding of the Mississippi River bridges at Sabula, La Crosse, Hastings and Minneapolis, the Missouri River bridge at Chamberlain, the rebuilding of three swing bridges in Chicago, and the construction of the steel bridges between Mobridge, Seattle and Tacoma.

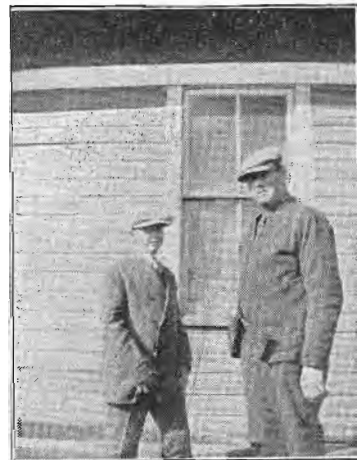
One thing noticeable in his career was that when he could not get employment in the line he chose to follow, he took what he could get and applied himself to it diligently. His record of promotions shows that he fulfilled all the positions that a steel bridge man would be likely to hold, beginning as dish washer in a steel bridge erecting camp, water boy in steel bridge gang, rivet heater, skilled erector, sub-foreman, foreman and general foreman. He was always honest, frugal, thrifty and industrious, and won the respect of all with whom he came in contact. When he first came to work for the Milwaukee Road there were over 400 wooden Howe truss bridges and over 100 miles of wooden pile and trestle bridges which have since been replaced by metal bridges

or embankments. During the construction of the Puget Sound lines, he had under his direction many gangs and made a remarkable record of bridge erection during a period of not more than two years.

His many friends and associates feel that his death is a great personal loss.

Mr. Onward Bates always held Eugene Greenwald in high regard and a year ago wrote an appreciation which contains the following statements:

"Let me call particular attention to things which stand out in his record. The first is that our country offers opportunities to young men that have not existed in the older countries, as is clearly shown in this record. The next thing and the more important one is that the opportunities we offer, while open to all, give the rewards to those who faithfully, patiently and persistently work for them as Eugene has done. His record in this respect, if it were known, should set an inspiring example to the boys of today who start on higher ground and not infrequently go downhill instead of reaching the top. I only call attention to this, feeling that it is demonstrated in his case. Notice how by sheer merit of service he climbed step by step to an honorable position, which he has held under one employer for forty-five years and although at present retired from a task for which he is disqualified by his age, is still retained so that his employer may have the benefit of his experience and advice."



Section Foreman, D. A. Kemmerling and Son, Black Hills Division

CLAIM PREVENTION

Announcement

SEVERAL months ago an announcement was made in the Magazine that a prize of ten dollars would be awarded for the best letter received from an employee on "Claim Prevention." This announcement resulted in our receiving numerous letters, all of which included some very fine thoughts on the subject and several of which were printed in the Claim Prevention portion of the Magazine.

We now have the pleasure of announcing that the Magazine again offers a ten-dollar prize for the best letter received from any employee on "Live Stock Claim Prevention," this letter not to exceed 250 words.

Live stock claim payments constitute almost one-third of our total claim payments and are the result principally of animals arriving at destination in a dead or crippled condition, shipments being delayed in transit, etc., etc. It is hoped that this notice will bring out some very fine suggestions from our employees.

The name of the prize winner, together with his letter, will be published in the May issue of the Magazine, and it is therefore suggested that your communications be mailed to Superintendent of Claim Prevention, Chicago, not later than April 10th.

A \$20,000,000 Proposition

W. D. Mason, Traveling Inspector

NOTWITHSTANDING the many meetings we have held in the interests of claim prevention, there is doubt as to whether many of us fully appreciate the magnitude of the subject.

Our total loss and damage claim payments for the year 1927 approximated one million dollars. This amount is equivalent to a five per cent dividend on an investment of \$20,000,000, so that we might consider that our railroad's claim prevention branch is based on a twenty-million-dollar investment, an amount I judge sufficiently large to make us all realize that they warrant deep study and consideration.

We have previously been furnished statistics showing that when the aggressive campaign was started several years ago, approximately 75 per cent of the total claim payments was on less-than-carload business and 25 per cent on carloads. At the present time, and for two or three years past, this situation has reversed, so that carload business is now charged with 75 per cent of the whole.

This reversal, in my opinion, is the direct result of our united efforts being applied more particularly to the less-than-carload business. Therefore, it would seem necessary that we now give more close attention to carload handling.

The fact of the matter is that less-than-carload freight is practically all handled by our own forces, from the time it is received at the freight house doors until it is delivered at destination to the consignee or his representative, while in the case of carload freight the loading, stowing, blocking and bracing are entirely handled by the shippers, and the unloading is done by consignees. The actual transportation of all cars, whether carload or less-than-carload, is precisely the same, generally speaking.

The very heavy reductions we have made in the past several years have been accomplished by the elimination of bad practices, most of which we were able to do readily, but to make the further reduction desired, it will be necessary to give much more and deeper thought to the work.

Attention has been called repeatedly to the necessity of avoiding rough handling of cars, and this seems to be the vital issue in reducing the claim account, and it is my desire at this time to bring out other channels to work through.

While most of the heavy shippers of carload freight have undoubtedly given much attention to the question of better stowing and bracing of freight, I am of the opinion that many of them have not gotten to the "root of the evil," and in this connection I beg to offer the following suggestions:

- (1) Agents should encourage consignees to furnish immediate reports of cars opened, which show any damage to contents or shifting of load. Then, agent or other member of station force should make immediate inspection, jointly with the consignee or his representative, to determine the cause of the damage, etc., and endeavor to figure out a means by which such damage could have been prevented, and at the same time suggesting to consignee that he write the shipper, giving the result of the findings.

In explanation of this, will say that consignees often fail to report damages to shippers, and if they will do so, the shipper may be expected to meet such report in the light of a dissatisfied customer, and which plan I am sure would soon bring good results.

- (2) Everything possible should be done to encourage shippers to report to the carriers and the Western Weighing & Inspection Bureau, or similar bureaus, any and all problems that may develop in connection with the loading of carload freight—the working out of such problems for correction is one of the special purposes for which such bureaus were organized.

- (3) When agents or other representatives of carriers receive any such reports from shippers, prompt action should be taken to see that

necessary attention is given at the earliest possible time, and give prompt advice to the superintendent and the Claim Prevention Bureau, when station force cannot satisfactorily handle to a conclusion.

At a recent meeting held on the Superior Division, a paper written by our agent at Appleton, Wis., was read, in which it was stated that periodical meetings were held at Appleton, attended by local representatives of railroads and shippers and consignees, at which they discussed any difficulties in freight handling encountered since previous meeting. I am of the opinion that a similar arrangement at other points would bring good results.

While I do not know how much effort has been expended in keeping our patrons advised as to our activities and accomplishments in claim prevention, I feel that considerable good would result from such actions, and which could possibly be arranged through the officers of carriers, as well as A. R. A. representatives, while in attendance at business luncheons of commercial organizations, or at similar gatherings attended by representatives of carriers and commerce.

In making some of these assertions I have in mind what has previously been said, that if we are to make the reduction in the claim account desired by the management of our railroad, some unusual methods must be devised and followed, and in this every one of us can and should assist.

Claim Prevention

E. E. Ross, Agent, Chestnut Street, Milwaukee

TO prepare a paper on Claim Prevention is somewhat of a task; i. e., being able to select a subject that has not heretofore been presented. However, the subject selected for this paper is one that to my mind has not been given the attention it should have received. This is brought forcibly to our attention by the continued receipt of cars which this subject deals with. The condition of ladings would greatly indicate that our present handling of the matter is inadequate. As 75 per cent of the claims are now against carload freight, it seems it would be well to concentrate on carload business.

Subject: Present Construction of Inside Car Doors and Door Protection.

Unless improved construction of inside wood door is made, we will still be confronted with many claims for damage. Steel doors encourage shippers to load against them, thinking door protection is required, making it difficult to open and damaging freight when the car is finally forced open. Account lack of door protection many car doors are damaged endeavoring to get them open, and this is due to lading shifting against the doors.

We have had several cases lately of brick coming to this station, that in transportation had shifted and had actually bent the steel door in the center, bulging it toward the outside so that it was almost impossible to get the door open; and when it finally was opened a lot of this brick would fall to the pavement. Quite a large claim will arise from high-class glazed brick broken when falling to the pavement. We have experienced this lately, on several occasions.

At the present time there are a great many commodities which formerly were packed in wooden boxes and are now moving in fibre cases. A number of other commodities are moving in paper containers and still others in burlap. These containers are easily damaged from various causes, chief among which, as noted above, is the present construction of the inside of car doors, particularly where there isn't adequate door protection. During the movement of shipment from point of origin to destination the vibration of the car in going around curves and also meeting with rough handling, has a tendency to shift the shipments against the cleating of the car doors, invariably causing damage.

Many times there is absolutely no door protection and invariably there is damage to the contents at the car door.

Every shipper apparently has his own idea about how to install door protection, which in many cases if not applied at all would be a benefit to the shipment. One particular door protection referred to consists of three or four pieces of 1x6 nailed to the inside sheathing across doorway, leaving the ends of these boards exposed for the commodity to jam against the ends of this door protection, and damage is sure to occur among certain commodities.

Then, again, shippers allow too much open space in installing door protection, allowing some commodities which are in smaller containers to work through this open space and be damaged against the cleating on the inside of the doors.

This has been noted especially at this station on canned goods loaded in fibre containers. B. A. Griffin Company receive a number of commodities loaded in fibre cases, and in a good many instances these fibre cases are torn at doorway and maybe only one or two cans will be damaged in each case. However, they turn the entire case back to us, claiming they have no stenciled cases in which to repack the good cans. As a consequence we lose money in the sale of this commodity, as we are unable to get invoice price. It is my suggestion that where large shippers of commodities in fibre cases (especially to brokers) be compelled to put in three to five empty stenciled cases to take care of any damage that might occur in the car and which would be to their interest in repacking of these stenciled cases and putting their goods on the market in proper containers. We being forced to sell the product under their invoice price creates a condition that I do not believe shippers like to face. A greater study of the matter of door protection should be made.

One of the best door protections that I have noticed lately was made in the form of a gate and set inside the door post, being flush with the inside sheathing. This would allow a smooth surface on the inside of the door, and if properly installed would have a tendency to protect the load. If the present door construction cannot be improved upon then the only solution will be to make a drive among all railroads for better and uniform door protection.

It is safe to say that thousands of dollars can be saved if such a uniform protection is established.

A greater study also should be made of blocking. A yard clerk, for instance, is not always qualified to pass on proper blocking, yet we depend on him to watch as much as possible firms in his district which use blocking continually for their ladings.

My suggestion is that an experienced man should watch these firms, and in co-operation with the Shipping Department devise proper blocking and suggest to the firms proper methods to use. In this way our patrons would be thoroughly instructed for their own protection as well as ours. Big shippers, of course, should be covered first of all. We will, no doubt, find many shippers who have already worked out a proper method of blocking. My suggestion is that the Western Weighing & Inspection Bureau make a drive on door protection and blocking. I believe in doing so we will take a long stride towards claim prevention.

For a number of years packing of various commodities has changed from wooden boxes to fibre boxes, thereby, in my opinion, putting an added responsibility on the carriers, which has not been taken into consideration by the railroads in demanding from shippers better door protection for the handling of these commodities properly, some of these shipments being in glass containers packed in fibre cases.

At a recent joint claim prevention meeting, with the C. & N. W. and the C. M. St. P. & P. railroads, it was brought out very forcibly that concentration on one particular item on claim prevention always has been beneficial, and I therefore assume that a drive as suggested in this paper would doubtless bring about a decided improvement and save a lot of money.

Errors of Employees

Error in Carding

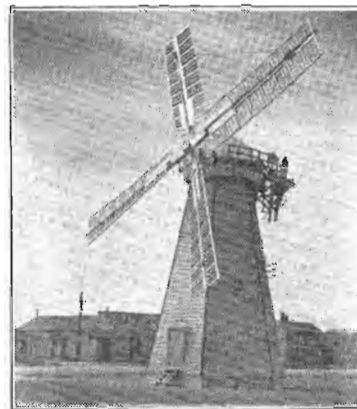
BLANK, Ia., to Omaha, Neb., October 11, 1928, WB-1709 covers our 204458, a carload of blank consigned to the Gordon Candy Co. Due to error on the part of yard clerk, this car was carded to a firm other than the proper consignee, result being that it met with a delay in placement. In the interim there was a decline in price, resulting in claim in the amount of \$42.14.

Error in Billing

Blank to Blank waybill 1502 of September 8, 1928, covers a shipment of packing house products consisting in all of twelve packages. Due to error in billing, only eleven packages were shown on the waybill, result being that one package was carried by destination and when returned was found spoiled, result being claim in the amount of \$27.00.

Error in Loading

Blank, Wis., to Blank, Wis., waybill blank of August 2, 1928, covers one barrel of meat billed in URT 40428 but checking over at Fond du Lac in car SFRD 24700. Shipment was forwarded to proper destination on astray billing, arriving in a spoiled condition, result being claim in the amount of \$33.83.



An Old Landmark

IN the southeast corner of the depot grounds at Milbank, South Dakota, stands, in safe haven at last, the old windmill which has for many years been a landmark of the South Dakota city.

The windmill, known as the Old Holland Windmill, was built in 1884, by one Henry Holland and his brother William, who were Englishmen, yet strangely enough by the accident of their name, their mill came to be known as a real simon-pure Dutch re-birth out on the Dakota prairies. The picture above shows that the mill is not, however, of the Dutch type of architecture common to the mills of the Netherlands. The Holland Brothers, being Englishmen, built their mill after the pattern of the windmills of their native isle. But Dutch or English, the old mill did yeoman service for many years, for the farmers of that locality. It ground their wheat and their corn and sawed their wood for nearly twenty-five years, and then it lapsed into decay and was about to be torn down when two Milbank women's clubs, the Makocha and Excelsior, put on a campaign to save the old landmark. It was purchased by the club women, who later on presented it to the town with the understanding that the city must care for and preserve the structure.

It stood on its original site until the past summer when a movement was started to move the mill to a more prominent and sightly spot. Mr. Jeremiah Milbank, grandson of the man for whom the city was named and a director of the Chase National Bank of New York City, donated five hundred dollars toward the cause; and The Milwaukee Railroad donated the site on the depot grounds and furnished the motive power to move the building. This was safely accomplished during last autumn, and now passengers on Milwaukee trains are greeted on their arrival in Milbank by the spreading sails of the old mill, refurbished and staunch, a monument to the early settlers of the far-flung Dakota prairies.

HELP WANTED

LOADING
FULL CAPACITY

INCREASES
CAR SUPPLY

~ UNITE FOR HEAVIER LOADING! ~

Passenger Trains and Schedules
IN connection with passenger train operation, primarily, the function of this department is to fulfill equipment obligations assumed by the Passenger, Mail and Express, Milk and Baggage, and Oriental (Silk) Traffic Departments. The essentials in this respect are to provide adequate and satisfactory equipment, see to it that Operating Car and Motive Power Departments understand what is required, and last, but not least, to accomplish the assembly of equipment required with the least possible expense by avoiding unnecessary car haul, in the assembly, as well as ultimate disposition when released. So accomplishing, it very often necessitates resorting to arrangements which to some employees appear unnecessary, but which, however, are essential to satisfactory service.

There are many occasions when arrangements made by the Passenger Traffic Department involve equipment requirements, particularly coaches, sleepers, diners, parlor cars and observation cars considerably in excess of equipment available, requiring the appropriating of regularly assigned equipment for close doubling and increased operation in other than regularly assigned lines. To protect, this oftentimes involves deadheading of equipment in opposite directions over the same division within a 24-hour period.

Consist of passenger trains, requires our constant study, not alone with reference to the order in which cars of each class should be located in trains, but with respect to set-out and pick-up enroute, and at the same time, in the case of head-end cars, attempt to have all so-called working cars together, with the further necessity of dynamo-lighted trains to have the dynamo-baggage car placed, if possible, to observe proper train heating as well as lighting.

Through passenger trains often are operated in more than one section—each occasion necessitating especial consideration to proper make-up, to meet the requirements of the business involved.

On our railroad there are 1,374 system-owned passenger cars, also 72 Pullman cars, regularly assigned—the latter being used principally in Olympian and Pioneer Limited service. In addition there are, because of arrangements with connecting lines, both in head-end car operation, and through car arrangements, negotiated by the Passenger Traffic Department to take care of extra business, many other foreign line cars constantly in varied service on our line.

In the last few years our ownership of passenger equipment has been reduced. This has made it necessary to

tighten up wherever possible in equipment assignment, both with reference to an extension of car operation and pooling of equipment between connecting divisions, also to constantly be on the lookout for possibilities, because of changed conditions, to increase assignment of what is known as composite cars—in other words, attempt to arrange assignment of cars especially equipped that will take care of service involving two cars. This plan has been developed to the extent that today there is not one train on our railroad operated with open platform coaches regularly assigned—it also has by the assignment of composite head-end cars gone a long way towards counteracting the reduction in head-end equipment ownership. Accomplishments in this respect, very largely, have been brought about by the eagerness on the part of local division employees in suggesting either directly or through division officers, their thoughts with reference to possible economies.

Despite such arrangements, the head-end car situation has not been improved to the extent that our supply of head-end cars is greater than the requirement, with the result that with this class of equipment particularly, it has been necessary to operate cars with very few exceptions much the same as train crews in ring service, i. e., first in, first out.

Extension of the plan of lighting trains from headlight and axle generators has contributed to a considerable extent in the acquirement of additional straight baggage cars for general pool service.

Our through express and mail car arrangements with foreign lines require assignment of a considerable number of head-end owned cars and such equipment is furnished by withdrawal from the general pool service locally on our line. The importance of furnishing such equipment should be appreciated by all concerned, as failure to continually provide one car the year 'round in any of the through lines results in a mileage loss equal to approximately one-third the value of the car involved—in other words, our quota of equipment in any through line will, in mileage, pay for the equipment in three to four years.

Another important class of equipment frequently requiring intensive operation, is our coaches, especially during the Summer months, when excursion and other coach travel is the heaviest. It may be of interest to our readers to learn that on occasions during such periods, by the closest of doubling, it has been arranged to protect service requiring **THREE TIMES** the actual amount of cars available.

Shopping of passenger cars on our railroad provides that all equipment receive general overhauling every seven-teen months, which means that every month eighty-one cars are sent to Milwaukee Shop for general repairs. The determination of the Car and Transportation Departments in seeing to it that equipment is promptly shopped in accordance with the agreed cycle of shopping, together with the very valuable assistance of division employees reporting unsightly or unsatisfactory cars, has made it possible for our railroad being able to claim, so far as appearance is concerned, that we have as good-looking equipment as is found on any railroad in the United States. In most cases shopping of any car involves substitution of a similar car; the majority of our passenger cars are regularly assigned, and in order to accomplish such release, it is necessary to take each car as it comes from the Shop and send it to the nearest outlying point to release a similar car for general repairs—the round-trip dead-head movement from and to the Shop of such equipment usually requires from a week to ten days, so that in the aggregate approximately 110 cars are tied up all the time in shopping service, reducing our ownership of available cars to approximately 1,260.

From various sources, together with the constant study in this and other departments of the General Office, our passenger train schedules come in for more than ordinary consideration in accomplishing adjustments necessary to meet changed conditions, rearrangements with a view to improved service, and maintaining of connections at local and foreign line junction points.

Keep up the good work—tell some one of your inspirations, they may not always directly be adopted, but you can be assured that usually, if not directly accepted, they are the nucleus in conjunction with other possibilities for improved service.



George J. Walters, Master Car Inspector
with His New Grandson, Master
George M. Webb

MILWAUKEE EMPLOYES PENSION ASSOCIATION MEMBERS ENTERED ON PENSION ROLL DECEMBER, 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 December, 1928:

Name	Occupation	Division or Department
George Hurst	Hostler	Milwaukee Shops
Andrew Anderson	Bridge Foreman	Iowa Division
Gust Natzel	Section Foreman	Iowa Division
Richard Herpich	Machinist	Milwaukee Shops
Alexander Lyness	Painter	Minneapolis Shops
George F. Smith	Agent	River Division
O. N. Bennett	Engineer	H. & D. Division
John S. Stewart	Bridge Carpenter	I. & D. Division
John D. Anderson	Carman	Minneapolis Shops
Charles R. Aggas	Brakeman	H. & D. Division
James B. Donald	Train Baggage Man	Dubuque Division
John W. Foulkes	Boilermaker	Milwaukee Shops
James H. Packman	Stationary Engineer	Milwaukee Shops
John A. Dunahay	Section Laborer	Trans-Mo. Division
Henry Clace	Section Foreman	LaCrosse Division
Ed. Boeck	Section Laborer	LaCrosse Division
Henry Schwanz	Section Laborer	LaCrosse Division
Wm. P. Long	Crossing Flagman	LaCrosse Division
Peter Gillenberg	Crossingman	Police Department
Frank E. Carter	Laborer	Tomah Shops
Harry C. Sutherland	Engineer	Illinois Division
John L. Johnson	Fireman	Illinois Division
Thomas L. Kerwin	Conductor	R. & S. W. Division
Lowell E. Morrow	Brakeman	Iowa Division
Stephen A. Parmenter	Conductor	Iowa Division
Alex Borg	Sand House Man	Iowa Division
Martin Rooney	Stationary Fireman	Iowa Division
Edward E. Harmon	Pumper	Kansas City Division
Mary Carr	Coach Cleaner	Kansas City Division
Wm. A. Jenkins	Conductor	S. C. & D. Division
Bernard G. Katheman	Switchtender	Milwaukee Terminal
O. P. Taintor	Conductor	Milwaukee Terminal
Charles A. Lemen	Operator	River Division
Carl Muetzel	Wiper	LaCrosse Division
Walter J. Hogan	Blacksmith	Superior Division
John M. Klint	Clerk	Twin City Terminal
Frech Johnson	Section Foreman	Twin City Terminal
Anton Ott	Section Foreman	River Division
John C. Pfahler	Engineer	I. & D. Division
John McGuire	Car Repairer	I. & D. Division
Dick G. Napier	Section Laborer	Southern Minnesota Division
Jerry Mehegan	Cleaner	Milwaukee Shops
Theo. P. Saveland	Machinist	Milwaukee Shops
E. C. Ferris	Carman	Dubuque Division
Albinus Bauer	Machinist	Dubuque Division
James Zeman	Laborer	Dubuque Division
H. August Hohmann	Coach Cleaner	Minneapolis Shops
Steve Ritter	Oiler	Minneapolis Shops
Emil F. Brown	Engine Watchman	Minneapolis Shops
Peter Mertz	Night Watchman	Idaho Division
Fred Slogey	Track Watchman	Coast Division
John Kelly, Sr.	Gateman	Police Department
Jens Jensen	Laborer	Iowa Division
John W. Blair	Laborer	Illinois Division
Anders Hallberg	Crossingman	Police Department
Edward Wall	Engineer	Illinois Division
George W. Ervin	Laborer	Illinois Division
John Hoyer	Car Repairer	Illinois Division
Hans P. Petersen	Laborer	Illinois Division
William T. Milner	Laborer	Iowa Division
Christ Young	Section Laborer	Dubuque Division
David Watson	Engineer	Kansas City Division
James Ashen	Carmen Helper	Kansas City Division
Hugh Roarty	Machinist Helper	Kansas City Division
August Wierstle	Section Foreman	Northern Division
Cornelius J. Donovan	Agent	LaCrosse Division
John H. Tompkins	Conductor	Aberdeen Division
Gilbert J. Van Oudshoorn	Painter	Milwaukee Shops
Mathias Orgeich	Boilermaker Helper	Milwaukee Shops
Christ Mathis	Laborer	Dubuque Shops
Michael F. Michels	Carman Painter	Dubuque Shops
Wm. King	Laborer	Dubuque Shops
Peter Iverson	Car Helper	Minneapolis Shops
Christ Christopherson	Carman Helper	Minneapolis Shops
August Hedstrom	Carman	Minneapolis Shops
Chas. M. Jones	Engineer	Twin City Terminal

New Year's Eve Party on The Olympian

THE OLYMPIAN train arriving in Chicago January 2 brought in an enthusiastic and merry bunch of travelers. Although they had been obliged to spend New Year's Eve and New Year's day en route, they had not missed a joyous holiday occasion. It was the thought of Steward C. C. Little, who divined, perhaps, that the trainload of passengers would be regretting the loss of a New Year's Eve celebration, and so, with the help of the entire train crew a party was staged that, as a gloom chaser, was a profound success. A talking machine was borrowed from the lunchroom at Melstone, Montana. Conductor Brooks

telegraphed ahead to Forsyth for a supply of horns, bells, etc., etc., and everything was made ready for the festivities. Then the announcement: "Dancing is ready in the dining car," awoke everyone and started things generally.

By the time Miles City was reached, the party was going splendidly, with Conductor Brooks, Brakeman H. Tolson, Pullman Conductor L. E. Soper and Steward Little keeping things moving. The dining car was converted into an impromptu ballroom, and at midnight, with the brilliantly lighted train speeding through the darkness, the engineer tied down the whistle cord and the New Year was properly ushered in.

Current Railroad Topics

AMERICAN railroads carried fewer passengers in 1928 than in any other one year since 1905. The number of persons riding on passenger trains steadily increased each year from 1890 to 1920, in which latter year the railroads carried more passengers than in any one other year in their history. The number of passengers then began to decline and has continued to do so ever since. In 1905 the roads carried 739,000,000 passengers; in 1920, 1,270,000,000, and in 1928, 787,000,000.

This is a matter of grave concern to the American people, who are dependent upon good passenger service as well as satisfactory freight service. Today they have the best passenger service they ever enjoyed. The railroads, in the past decade, have not only greatly improved their freight service, to the great benefit of the people, but have likewise greatly improved their passenger service. Their passenger service, on the whole, is not only faster, safer and more comfortable than ever before, but it is more dependable and is furnished at a lower rate than has been charged since 1920. The population of the country has also steadily increased in the past decade, so that it might reasonably be expected that passenger travel would increase, instead of which it continues to decrease each year.

The occasion for this situation is no doubt the very large increase in travel in private motor cars and public motor buses. This travel has grown very rapidly in recent years, due largely to the great increase in the mileage of hard-surfaced highways, which have been built by taxation, in which the railroads have heavily shared. If the public motor buses served to provide transportation facilities to communities not hitherto having them, they would thus provide a needed service. The facts are, however, that a very large majority of these buses are operated in direct competition with the railroads and are, to some extent at least, subsidized by state or federal taxation or by both because they do not pay adequately for the use of the highways.

In 1927 the passenger service of our Western railroads was furnished at a loss of \$36,000,000. Instead of recognizing that this condition cannot go on indefinitely, however, the public continues to demand much greater investment on passenger account—as witness the demand for electrification in cities—and a material reduction in passenger revenues. A case in point is the present demand for abolition of the extra charge made for travel in Pullman cars, commonly known as the Pullman Surcharge. The railroads receive about \$40,000,000 a year from this charge, of which our Western roads receive approximately \$16,000,000. Those advocating the abolition of this charge have gone so far as to demand that it be abolished by Act of Congress, although the Interstate Commerce Commission, the body by which such matters should be decided, has declared it to be a rea-

(Continued on page 29)

The Functions of the Auditor of Expenditure

J. W. Severs, Assistant Comptroller

THE larger railroad companies of this country, because of the volume, find it necessary to separate their accounting into departments, and as this railroad company is one of the largest and one of the most important in the whole country, it has found it necessary to establish, as a part of its accounting department, an office with a head bearing the title of "Auditor of Expenditure." The procedure of that officer and that office I will try to tell you about for the purpose of having a clearer and better understanding of our vast and complex system of audit and accounting as it relates to disbursements.

The title "Auditor of Expenditure" nearly implies the function of the office, but for our purpose here today it is my desire to go into more detail and state what we have an Auditor of Expenditure for.

First: The Auditor of Expenditure may be termed the "watch dog" of the Treasurer, because there is imposed on him the audit of documents of all kinds before they are paid by the Treasurer. To accomplish this, systems have been placed in effect to provide a proper audit.

Second: Accounting for labor, materials, supplies, and services furnished by others than employees in accordance with the classification as prescribed by the Interstate Commerce Commission.

Third: Audit of accounts receivable, and in this the Auditor of Expenditure functions to see that the railroad company is reimbursed for services it furnishes to others, and that the charges as made are in accordance with agreements or understandings had.

Fourth: Collection after audit of accounts receivable, and in this sense he acts as the collection manager for the railroad company.

I shall now tell you about the four major functions, taking each one individually, and refer first to the audit of negotiable documents. The largest single item of expense for a railway company is labor, which is paid for by what is known as paymaster's checks and time drafts. Each employee, twice a month, receives a pay check; and this, by the way, is nothing new to you men because you are all dealing directly or indirectly with pay checks, at least you receive a couple of them a month. Whether or not it has ever entered your mind as to how those checks reached you, or what becomes of them after you endorse them and present them at your bank—there is a lot of work and an intricate system surrounding their issuance and final accounting.

A prospective employee is engaged for service and his name is entered in a time book and the service he performs in hours or in days is entered opposite his name, and at the end of each payroll period you Division Accountants, along with many other Timekeepers, prepare from the time book a payroll, which after it has the approval of the officer in charge of the department and is entered in your divi-

sion accounts, is sent to the Auditor of Expenditure, and that is the last you know of it unless, of course, you have made an error in extension or in footing, until the pay checks are received for delivery.

Upon receipt of that payroll the Auditor of Expenditure makes a test of the signatures on that payroll to see that they are genuine and that the persons certifying and approving are authorized to do so. After that the rates of pay are checked with the record of the authorities that have been previously given for each position; after that is done the arithmetic of the payroll is completely checked. If errors are found they are corrected, and the officer responsible for the preparation of the payroll is notified by what we term a "Correction Notice."

After this has been done pay checks are written by a series of operations involving mechanical appliances, and the payroll and pay checks are turned over to the Paymaster for signature and delivery.

In the foregoing the Auditor of Expenditure has only completed a part of his audit of expenditures arising because of labor, as he has not yet determined that the entry made in the time book was proper, and in cases of some classes of labor he has not developed that the allowance of time is proper. In this I refer more particularly to engine and train service labor where complicated schedules are involved, and to accomplish this part of the work the Auditor of Expenditure has a trained force on his staff known as "Time Inspectors," who make as frequent and complete audits as will permit, considering the limited number and the vast volume of detail of timekeeping records.

I now refer to another large item of cash expenditure which is based on what we term "vouchers." This so-called voucher after audit is in reality a Treasurer's check which is accepted and paid by the Treasurer only after the Auditor of Expenditure has made a certification on the check itself that he has examined the proposed expenditure and certifies as to the audit and correctness.

Voucher payments are for sundry and miscellaneous things, including the vast amount of material purchased by this company involving millions of dollars per year, and every single item, no matter how small, must be examined to determine that the railway company received for or was furnished, supplies or services to the extent of the charge made. In addition to that the Auditor of Expenditure must determine from agreements, copies of which he has in file, that the rate or charge is in accordance with the agreement, and that a responsible officer has certified as to the correctness, then he checks signatures to see that all officers required have approved the amount, and that the signatures are genuine.

Last but not least, he must definitely determine from his record that the item has never been paid before, and that

the item at hand is the first and only payment to be made for the material, supplies, or services rendered, and in this respect the Auditor must be one hundred per cent correct; excuses can be offered for errors in judgment, but there can be no excuses offered by an accountant for failure to keep proper records.

Division Accountants can listen widely to these remarks, because they fit directly into this function, and whenever the Auditor of Expenditures returns to a Division Accountant a voucher which his record shows has been paid at some previous time, he must consider the importance of the error and deal with it accordingly.

The next large item involving cash disbursements by the Treasurer, audit of which is a function of the Auditor of Expenditure, are drafts drawn by other railroad companies for settlement of traffic balances, and by this I mean that there is a large amount of traffic, both freight and passenger, interchanged between carriers; in addition to that there is a large number of cars interchanged for which there is a monthly settlement. Before our Treasurer accepts a draft drawn by another carrier in settlement of these items, the Auditor of Expenditure approves their acceptance, and he does this through a system of reports he receives from the respective Auditors in charge of revenue and car accounts. These statements and accounts bear the certification of the officer in charge, and are in addition the underlying support of the closing journal entry transferring such amounts to the Auditor of Expenditure for settlement.

I shall now take up the accounting of disbursements. This feature is something that all present are more or less familiar with, but in order that you may be impressed with the function of the Auditor of Expenditure as he relates to accounting, let me say here that his responsibility is manifold because he has charge of and is responsible for accounting by primary and general accounts for all services performed, the issuance of material, the payments by voucher, and collection made through audit bills, excepting work of which is done under an Authority for Expenditure.

You men all know our system of accounts, and Mr. Willey will tell you a little later your duty as a Division Accountant, so I shall not dwell on that, but after you make your reports I wonder if it ever has occurred to you as to what was done by the Auditor of Expenditure besides merely recapping primary operating expenses as reported from the different forty-odd sources and making a consolidated journal entry for entry on the general books.

After your reports and trial balances are received, the Auditor of Expenditure, through a system, makes an audit of what you have reported, he tests the accuracy of your figures and writes you whenever you have made an error. In addition to that he analyzes the items you are carrying undistributed or for which you have not made a bill in case an item is collectible, and if you carry it beyond a reasonable length of time he writes to you and requests action. After all that is done and the grand accumulation for the system is made, a series of reports

are made by the Auditor of Expenditure to portray for the management certain operating results, and one of those is an explanation as to why the operating expenses of the current month do not compare with the same month of the previous year. In connection with that I cannot help but stop in my subject and appeal to Division Accountants for their assistance in making possible a more intelligent and complete report as to the reasons for the comparison being out of line.

We have written a great many letters, said considerable as to what is required in this regard, we know you are rushed, and we know the information is hard to get, but we don't get what we want. Stop and visualize the subject; place yourself on the other end, and then after reading the explanation you have given, ask yourself if it is complete enough and clear enough to be understood. If it can be understood, are sufficient reasons given for the increase or decrease, as the case may be? Please let that sink in and have Mr. Willey write me after the next accounts are closed and say, "I am happy to advise you that the returns I received this month relating to the explanation of operating expenses showed a decided improvement."

Now allow me to again take up the matter of disbursement accounting. The Auditor of Expenditure proceeds to advise you, and all others, correct and complete interpretations of the classification of operating expenses, and is charged with the responsibility of seeing that the allocation of expenditures is made correctly and in accordance with the requirements of the Interstate Commerce Commission. He does this by comparison in his office and audits made through his staff of Traveling Accountants.

Another important function of the Auditor of Expenditure is to produce, for each week and for the month as a whole, advance operating expenses, which information is used by the executive officers as a measure with which to continue or restrict operation for future months, and is one of the most important functions the Auditor of Expenditure has. The information for building up this data is secured from Division District and Shop Accountants.

It is needless for me to say that too much care cannot be given in the compilation of this information before it is transmitted by wire to the Auditor of Expenditure. Excuses cannot and will not be accepted by the management because of an accountant's carelessness or inattention to this important function, and in this the Auditor of Expenditure is held for the accuracy of the returns.

The accounting for fuel issued to locomotives and for miscellaneous purposes is all accounted for in the office of the Auditor of Expenditure, and this is done through a series of reports rendered at the source of distribution, and based on those reports the Auditor of Expenditure distributes the issue of fuel to the proper primary accounts and to the various classes of service.

Each voucher issued is recorded by the Auditor of Expenditure in a book record and is termed a "voucher ab-

stract." The term "abstract" is applied because all pertinent information about the voucher is recorded, such as the department issuing the voucher, its number, name of payee, address, description of service performed, the amount, and the distribution by primary or ledger control account. This record is one of those prescribed by the Interstate Commerce Commission as a permanent record, and may never be destroyed because of its importance.

I now refer to payrolls and to the record kept by the Auditor of Expenditure. Each payroll after it has been audited is recorded in a book record which we term "abstract of payroll." In this record is entered the number of the payroll, by whom issued, the name of the payroll, and its amount together with a distribution by primary or ledger control accounts. This record is also a permanent record and is important, and it must, therefore, be prepared legibly and neatly, and can never be destroyed.

As pay checks are issued based on the payroll, a record is made to show the number of each pay check and its amount, for which a balance is made for each payroll and is used to show in detail the amount of pay checks issued but not paid. After the pay checks have been paid by the banks, they are sent through the Treasurer to the Auditor of Expenditure for the purpose of recording against the record of pay checks issued that they have been paid. The record referred to at the close of any one day's business, or at the end of any month's business, shows the open items for which pay checks have been issued but not cleared through the banks.

The posting of checks that have been paid is done through the use of mechanical appliances, or what we term "bookkeeping machines," and the postings of the checks are accumulated and the total printed for balancing purposes by the use of these machines. There has been considerable economy made over the hand method of posting previously in use. Similarly, drafts in payment of claims of overcharge and loss and damage are recorded in suitable abstracts and, of course, the accounting of the paid documents is similar to that for pay checks and vouchers.

The Auditor of Expenditure further functions as the custodian of paid vouchers, pay checks, time drafts, overcharge drafts, loss and damage drafts, and miscellaneous other documents, and it is his duty to see that they are filed in proper order and readily accessible at all times whenever they are needed.

Probably the most important function of the Auditor of Expenditure is to be alert to what is transpiring, and to assume or guess of things that are being done and for which he has not been sufficiently advised on. In this respect I happen to recall, some three or four years ago, the railway company suffered considerable expense because of a mountain slide on one of its important divisions, and as the outlay necessary to clear up the slide and put the railroad company back in operation was of a considerable amount, and as the bills for services of contractors and other companies for work incident

to the clearing up, and for the detouring of our trains were not at hand, the Auditor of Expenditure, in order that the operating expenses would reflect in the current month something near what they should be on this account, set about to secure estimates of what the job would cost, and what additional expense would be paid to other railroads for detouring, furnishing of fuel and water, etc., and made an accrual therefor.

I now shall take up the audit of accounts receivable, and for simplicity I shall call them "bills." Bills are rendered against other railroads and against other companies and individuals for sundry and miscellaneous services excepting transportation, and for the most part the services rendered after an agreement has been reached, either formal or informal, and the Auditor of Expenditure receives from the various officers entering into such an agreement a copy of the agreement or understanding had, and based on that it is his duty to see that a bill is forthcoming within a reasonable length of time after the services have been furnished.

A large part of these bills are for rental of our property such as sites for industries, etc., the leases for which provide that lessee pay the stipulated rental per month or per year, and in addition assume the taxes. The bills rendered against other railroads and individuals for their proportion of the maintenance and operation of joint facilities and for the maintenance of industry tracks, etc., are taken care of by the Auditor of Investment and Joint Facility Accounts, but all bills pass through the hands of the Auditor of Expenditure for registration and for a test to see that the accounting has been made in accordance with the rules prescribed by the Interstate Commerce Commission. In addition to that he must see that the proper signatures are affixed and that there are no errors in arithmetic.

We now take up the matter of collection of accounts receivable, or bills as we call them. The Auditor of Expenditure is charged with the responsibility of collecting all bills, and he has a ledger in which he charges each railway company, other companies, and individuals, with the amount of the bills which we have prepared and which have been mailed to them with a request to remit.

The procedure of collection is to give the debtor, according to his accounting system, sufficient time in which to make an investigation and make remittance, and in case that is not done, correspondence is resorted to to inquire as to the delay and if there is anything wrong with our charge, and if so to state it, so that correction may be made. But these means, of course, do not always bring about remittances, and the Auditor of Expenditure then personally takes the account in hand, and if by ordinary collection methods cannot effect collection he prepares a brief of facts which states the charge, how made, and what efforts were made in collection, and the file finds its way through proper channels to the legal department, which takes appropriate action to force collection.

The Milwaukee R. R. Women's Club



The Big Christmas Tree in Milwaukee Union Depot

Milwaukee Chapter

Miss Leona Schultz, Historian

THE December meeting was a big event in the Milwaukee Chapter, as the installation of officers took place, and we had a Christmas party, the club room being decorated with a beautiful Christmas tree and Christmas greens. Mr. Prien and Mr. Lalk were the installing officers for the evening and performed the ceremony in a highly commendable manner.

After the installation of officers, candy and popcorn balls were distributed to the little children present. Miss Evelyn Maurer, who accompanied herself at the piano, sang some very pleasing and appropriate songs. While Mrs. Schuh was preparing and serving her very delightful lunch, everyone joined in community singing, the men folks present leading with a strong and hearty bass.

In addition to furnishing Christmas baskets to needy families, the Milwaukee Chapter spread Christmas cheer by having a huge tree set up in the waiting room of the Milwaukee Union Depot on December 19. Old-timers tell us that it was exactly 42 years ago on the 19th of December that the Milwaukee Road moved into the Union Depot, and the tree was a fitting tribute to that anniversary. The beautiful tree was the subject of many complimentary remarks and the Milwaukee Chapter is indeed grateful to Mr. Sullivan of Channing, who obtained the tree for them, and to Messrs. A. J. Sovig, H. Eggert, and J. J. Crowley, who took care of the setting up of the tree and its lighting.

The chairmen of the various committees who were appointed for the following year are as follows:

Constitution and By-Laws...Mrs. Alice Meister
Ways and MeansMrs. J. Woerdehoff
Mutual BenefitMrs. J. Rochford
MembershipMrs. J. C. Prien
House and Purchasing...Mrs. J. D. Thurber
SocialMrs. Ida Zimmerman
ProgramMrs. Edward Deards
AuditingMrs. Sara Salisbury
LibrarianMiss Irma Knoll
SunshineMrs. O. J. Pokorny

Music—

PianoMrs. C. J. Shunk
SoloistMrs. P. E. Dixon

Mason City Chapter

Mrs. Milton W. Wolverton, Historian

HAIL to the New Year! With a reluctant and tender good-bye to good old 1928, we have turned to a year full of promise to try and make 1929 a red letter year in the history of our chapter.

With our staff of newly-elected officers in charge, our chairmen in the harness—we are buckling down to a bright and prosperous new year with Mrs. W. F. Ingraham, our re-elected president, holding the reins.

Our regular meeting was held January 3. Due to sickness the regular attendance was slightly below the average, but a good time was not lacking. A very enjoyable number on the program, and instructive as well, was the talk on Spain, given by Dr. Stella Mason. The Men's Harmony Four sang several groups of numbers which inspired us towards further vocal demonstrations, as community singing held full sway at the conclusion of our program.

With a very able chairman of the Program Committee appointed for this year, Miss Irma Wilhelm, and Miss Ruth Scott, co-chairman, we are assured of many interesting and enjoyable programs, for is there anything the clerks have ever done that did not turn out 100 per cent?

The kiddies' party held December 15, in the club room, was a huge success. Nearly one hundred children turned out for this gala day and each returned home with a toy stocking full of candy and I'm sure a happy heart also. Mrs. German and her committee are responsible for putting over this party in such a successful manner.

Those less fortunate in our big Milwaukee family were not forgotten at Yuletide. Baskets of food were sent and we believe all those in need taken care of.

The Mason City Chapter submits the following Milwaukee Railroad song:

"Milwaukee Railroad Song"

(To the tune of "On the Road to Mandalay.")

There is a gleam of steel a-stretching
Thru a land of noble fame
And upon that steel a-rolling
Flash the color as of golden flame
It is built so strong and sturdy
Like its pioneers of old
Into every steel is driven

Spikes of love and courage bold.
Spikes of love and courage bold.

Chorus:

Milwaukee Road, we thee do honor,
With thy veterans and thy Woman's Club to hold

Milwaukee Road, we love to ponder
And to dream of all the good old days of old.
You are one among the few
Who have cleared the way all thru
So we take off our hats to the men who stand back

Of the good old Milwaukee Road.
Every day the scenes are changing
And we also must obey

As the hand of time is stealing
From our one big family
And it is in loving 'membrance
Ever ready for the call

'Tis the helpful hand and friendly
Makes the living worth it all.
Makes the living worth it all.

Mobridge Chapter

Mildred Richardson, Historian

THE December meeting of Mobridge Chapter was held at the club rooms on Monday evening, December 17, 1928. At this time the new officers for the coming year were elected and are as follows:

President—Mrs. Harry Conger.
First Vice-President—Mrs. W. P. Moran.
Second Vice-President—Mrs. Robert Scott.
Secretary—Mrs. Ruth Harville.
Treasurer—Mrs. J. P. Rothman.
Historian—Mrs. Dora Anderson.

The office of past president was added to our list of officers and Mrs. H. M. Gillick will fill that chair for the coming year of 1929.

A most interesting program was given during the evening which included a well-rendered reading by Miss Helen Peden and three exceptionally fine sousaphone numbers by Paul Liefield accompanied at the piano by J. C. Thompson. The club was further pleasingly entertained by several vocal numbers by Mr. Thompson accompanied at the piano by Miss Maizie Ahrens.

After the meeting was adjourned the members joined forces and filled over 1,200 stockings with candy and nuts, these to be used for distribution on Christmas eve at our Christmas tree which was erected early Christmas week on the intersection Main and Third Streets. The tree was a mammoth affair, standing about 50 feet high and was decorated with hundreds of lights and many ornaments. It seemed to radiate hospitality and good will, which is the aim of all who contribute towards it.

On Christmas Eve a program was given at 4:30 o'clock, Prof. J. C. Thompson, of the Mobridge schools, kindly consenting to take charge of the Christmas carol singing. This was followed by five-minute talks by Rev. F. W. Bruins and Rev. Martin P. O'Connor, after which Santa appeared on the scene and helped to meet the children and distribute the many stockings.

Aberdeen Chapter

Winifred Rubertus, Historian

Our December meeting was held on the 6th, with Mrs. Nee presiding. The annual election of officers took place and the following were elected for the year 1929:

Mrs. P. H. Nee, president; Mrs. L. E. Montague, first vice-president; Mrs. Ben Slater, second vice-president; Mrs. E. W. Hopp, secretary; Mrs. F. E. Burdick, treasurer; Winifred Rubertus, historian.

We were entertained by the Junior High School Glee Club under the direction of Miss Mary Granger. Miss Lorraine Fedje played two piano selections and the Misses Ruth and Della Clark sang two numbers accompanied by Marion Phelps.

On November 20 we had a bridge-tea in the club rooms at which there were thirty-two tables. The decorations were very attractively carried out in green and yellow. Mrs. A. H. Adams and Mrs. F. L. Richards presided during the tea hour. This occasion enabled us to display our club room, of which we are very proud, to a large number of outsiders and all comments lead us to believe that everyone was favorably impressed.

On December 17 there was staged at Aberdeen, the largest Safety First meeting ever known to have been held on the Milwaukee System, at which there were 603 employees present. The meeting took place in the Milwaukee Women's Club Rooms, and at the afternoon and evening sessions, the Milwaukee women served coffee and sandwiches. Although this had no immediate connection with Safety First, it did not seem to come amiss.

The Christmas treat sponsored by Aberdeen Chapter was a huge success. Due to the

absence of snow, Santa Claus had to leave his reindeers at Seattle and travel the remainder of the way via the Milwaukee.

The special train arrived about 4:30 Monday afternoon, the 24th. Mr. E. H. Soike met them at the Yard Office and escorted them into town. To Mr. Glenn Smith as engineer, was entrusted the responsibility, to say nothing of the honor, of bringing the train in safely.

There were about two thousand expectant children that greeted Santa uproariously as he stepped from the train. A gigantic Christmas tree, which came from the west coast, and was set up on the front lawn of the depot and decked with myriad lights made a fitting and appropriate background for our handsome St. Nick. He took his place there and gave out boxes of candy to his many youthful admirers.

It was a success in every sense of the word and showed everyone that the Milwaukee Women's Club was not merely a name.

On January 3 the first meeting of the year was held. The following committees were appointed for the ensuing year:

Constitution and By-Laws—Mrs. F. J. Tschohl. Ways and Means—Mrs. A. W. Lindquist. Mutual Benefit—Mrs. C. L. Boland. House and Purchasing—Mrs. A. M. Phelps. Social—Mrs. Louis Christman. Program—Mrs. A. H. Adams. Auditing—Mrs. W. J. Whalen.

The outgoing officers turned over the books to the officers for the year 1929.

We are to have a card party Tuesday evening, January 15, in the club room, at which time we expect to have a good attendance.

We are also planning to have another bridge-
tea the latter part of this month. Our first was so very successful and we have had numerous inquiries as to when we are to have another.

It was decided that on our regular meeting nights, after our meeting is adjourned, we would play cards. The gentlemen are invited to drop in and play cards with us.

Lunch was served at the close of the meeting.

Spokane Chapter

Mrs. E. K. Stedman, Historian

SPokane CHAPTER held its regular business meeting in the club rooms Tuesday p. m., December 11. Election of officers resulted in the following manner:

President, Mrs. N. B. Jones; vice-president, Mrs. A. Janosky; recording secretary, Mrs. E. A. Breeden; corresponding secretary, Mrs. C. Lillowitz; treasurer, Mrs. H. Linchan; historian, Mrs. E. K. Stedman.

The club has had a very successful and pleasant year under the leadership of Mrs. W. F. McDonald, and she retires from the office retaining the love and good will of the entire club. She presented the gavel to Mrs. N. B. Jones under whom we hope and expect to continue our progress and keep the ball rolling.

Wednesday evening, December 26, the club was host to the Spokane Milwaukee Family. It was delightful to see so many happy children and young people, and the fond fathers and mothers had almost as smiling faces as did the younger ones. An entertaining program was given. A Jack Horner pie was opened by the children, and the "plums" assumed the curious forms of various toys. There were games, refreshments and later dancing.

January 8, the first meeting of the New Year was called in the club room. The organization of committees was gone into. Plans for the dance to be given in the club room January 26 were discussed. The dance will be an old-time costume affair. Refreshments will be served and members may have a choice of dancing or cards.

This year's projects have assumed form, and

we are looking forward to a "bigger and better" Milwaukee club.

The following lines are from the pen of our new president, who has the gift of writing jingles, in praise of our retiring officers:

Our Milwaukee Club

Is a group of fair dames.

I'm fond of them all

Tho I don't know all names.

But I do know the officers

Gallant and steady.

And to serve us they all

Ever hold themselves ready.

McDonald, our president's

Merry and true

Full of pep and so clever

I like her, don't you?

And Fuller, our vice

Always brimming with cheer

Stands ready "to help"

When the need is made clear.

Of Felton the second

In line from the chair

We don't see so much

Tho we know she's all there.

Breeden the scribe

Is a dame of much wit.

She doesn't do much

She just reads what's writ.

Our treasurer's Strong

You wouldn't believe

But she's able to figure

What we give and receive.

Of Lombard, the lady

Who writes to our friends

We hope to see more

When her family all mends.

Behind all these girls

Are committee heads able

And the way they "committ"

I can say is no fable.

But they couldn't do much

Without all the women

So here's to our Club

May it grow and keep swimmin'.

Fullerton Avenue Chapter

Elsa Augustin, Historian

THE severe weather which was ours on Saturday, January 12, 1929, failed to cool the enthusiasm that the regular meeting of Fullerton Avenue always brings forth. The attendance was good and the delicious luncheon served by our new Social Chairman, Mrs. M. J. Larson and her committee was enjoyed by all.

Our President, Mrs. W. W. K. Sparrow, opened the meeting and all of our new officers were in their respective places. The business of the day, principally the reading of the annual reports of the various committees, went forward and it was indeed interesting to hear of all the work that had been accomplished. This year we are endeavoring to improve upon these reports in every way and everyone is ready to do more than just her bit to make a most successful year.

The speaker of the day was introduced by Mrs. W. B. Dixon, our Program Chairman, and was our own Mr. Rector, the well-known Milwaukee R. R. Chef. The lecture he delivered was all-absorbing and we were all loath to have him finish. Besides being interesting it was instructive and, no doubt, there will be many of us who will try some of the things he spoke of with the idea of improving our culinary arts.

The big item of interest is the Dancing Party to be held in the ballroom at the Hotel La Salle on Thursday evening, February 7, 1929. Tickets are 50c each and with each one is a chance for a free airplane ride from Chicago to Minneapolis or a trip through Yellowstone National Park. Let us all come out and make this another successful party.

Watch for the announcement of the February meeting and be sure to plan to come, for each meeting is interesting and worth your while.

Green Bay Chapter

Mrs. James M. Hanahan, Historian

THE outstanding event of Green Bay Chapter, our Christmas party for the children, was held December 18, in the Passenger Station. Engineer Carl Fogle, as Santa Claus, arrived with pomp and ceremony all bedecked in his flaming red suit and snow-white whiskers. He descended from his private train, which was illuminated in red and green lights and large branches of holly, at promptly 7:30. As the train, puffing and chugging, rolled into the station, 150 or more eager little faces were pressed closely against the window pane for a first sight of Santy. He had a cheery word for each and every one, and asked each boy and girl if they had been good, and can you believe it, every single one had been perfect. He then gave each child a Christmas box of candy. Carols were sung and many of the children entertained with readings. Games were played with Santy and every one there voted the best Christmas party held by the Green Bay Chapter.

On December 20 all members, active and contributing, held a get-together Christmas party in the club rooms in honor of our retiring president, Mrs. John F. Dunn. A beautiful tree was erected, and each one was presented with a gift from Santa—Mrs. W. H. Hart. Several solos were sung by Mr. Desire Maes, and Mr. Carl Fogle. Christmas Carols were sung by the members, with Mrs. Glen Jones presiding at the piano. Mrs. Thos. F. McLean gave several readings. Mrs. Dunn was presented with a beautiful wrist watch, the gift of the Green Bay Chapter, in recognition of her three years of wonderful service as president. Mrs. Dunn thanked everyone for the gift and the splendid co-operation and support she received while president. At the close refreshments were served.

The first officers' meeting of 1929 was held Tuesday evening in the home of the president, Mrs. C. B. Cheaney. Several club matters were discussed and an enjoyable evening was spent.

Our first regular meeting was held January 3, in the club rooms. President Mrs. C. B. Cheaney opening same promptly at 8 o'clock. Plans were made for a dancing party to be held January 16 in the Columbus Club. Miss Julia Johnson and Catherine Browning to be in charge. A card party will be held January 25 in the club rooms. Mrs. W. E. Bartlett, chairman.

Our deepest sympathy goes out to Mrs. Francis Champean and little children in the sad loss of their husband and father. Mr. Champean was a conductor for many years, a splendid man and liked by all who knew him.

We have Mr. Carl Fogle and Mrs. O. A. Keyes on the sick list. We hope for a speedy recovery.

Sioux City Chapter

Mrs. Robert L. Robson, Historian

SIoux CITY Chapter held its regular meeting on December 18, 1928. The meeting was called to order by Mrs. L. A. Cline, president.

After repeating the club motto, we listened to reports of committees. Mrs. E. A. Murphy, chairman of entertainment, reported everything had been purchased, including candy, popcorn

balls, oranges, apples, etc., for the Christmas tree to be placed in the depot December 23. She also reported the Carroll Studio of Music and Expression would provide the entertainment for the children that day. Mrs. Murphy passed out 350 bags to be made and requested every one of the board to meet in the depot the Saturday evening previous, to help trim the tree.

Election of officers was next in order, resulting in the following: president, Mrs. F. T. Buechler; 1st vice-president, Mrs. F. R. Doud; 2nd vice-president, Mrs. H. M. Steuben; secretary, Mrs. M. R. Landon; corresponding secretary, Mrs. E. A. Murphy; treasurer, Mrs. L. H. Rabun; historian, Mrs. R. L. Robson.

Previous to our business meeting, we enjoyed a pot-luck supper, which was served at 6:30 P. M.

Sioux City Chapter is looking forward to another prosperous year under the administration of the new officers.

Spokane Chapter

Mrs. Stedman, Historian

SPOKANE Chapter now has its club rooms in the Brotherhood Bank Building, and since meeting there an increase in the attendance has been noticed.

The Hard Times Party and the dinner dance given in September and October were both a great success both socially and financially. The dinner was served by the ladies.

Mrs. McDonald gave a very interesting report on her trip to Chicago, to the general board meeting.

An invitation had been received from the Milwaukee employees at Othello to have some of the members make a trip over there. Mrs. McDonald, Mrs. O'Bryan and Mrs. Stedman went over in October and at the next meeting the membership committee reported 76 new members. Plans were made whereby a meeting could be held at Othello and give every eligible person a chance to join the club. The result was about 95 voting and contributing members. We have not had the opportunity to meet many of these members, as it is impossible for them to attend the meetings, but could any one or all of them been present when the report was given, they would have known how welcome they were; and the remark was made by the ladies who made the trip that they had never met with such an enthusiastic group of people as they did at Othello, and we all hope to meet these members and many more.

At the November meeting the election of officers was held, the following ladies being nominated and elected: Mrs. N. B. Jones, president; Mrs. Albert Janosky, 1st vice-president; Mrs. M. C. Helmer, 2nd vice-president; Mrs. J. H. Linehan, treasurer; Mrs. Edw. Breedan, secretary; Mrs. E. K. Stedman, historian. The installation was held at the first meeting in December.

Mrs. McDonald presented each of the incoming officers a bouquet of roses, and just before the close of the meeting the club presented to Mrs. McDonald a basket of chrysanthemums; the members of the board also presented her with a box of candy.

Plans were made at this meeting for the annual Christmas party to be held on Wednesday evening, December 26.

The membership of Spokane Chapter at the close of the year will be very close to 500, which is very good for the length of time the club has been organized.

Sioux Falls Chapter

Mrs. R. W. Riewert

OUR regular business meeting was held in the club house, December 11. The final plans for the Christmas party were made with

Mrs. Bankson and Mrs. Main in charge. The business for the balance of 1928 was taken care of, after which followed the election of officers. The results as follows: Mrs. A. B. Main, president; Mrs. R. Hunter, 1st vice-president; Mrs. D. Murphy, 2nd vice-president; Vivian Murphy, secretary, and Mrs. R. W. Riewert, treasurer.

Mrs. R. V. Manson, retiring president, was presented with a gift in appreciation of her work done for the club while in office. The meeting was then adjourned and refreshments were served.

Our first dance of the season was held in the passenger station, November 23; everyone reported a good time. A nice sum was realized from same and we plan to hold several more before the winter is over.

The Christmas party for the Milwaukee kiddies was also held in the passenger station on December 20. A large crowd gathered to welcome Santa Claus as he arrived on The Milwaukee Special, which was ablaze with colored lights and fuzees. It was a pretty sight as the train approached the station; the eyes of the kiddies were wide in wonderment and excitement. Santa's bag was well filled and contained a gift and sack of goodies for each one. Everything was in readiness for Santa's reception, a large Christmas tree had been placed in the station and beautifully decorated with tinsel, ornaments, lights and everything to make it just right for Santa's visit.

The sick committee has found much to do the past month, there being so many sick, and we have had several deaths in the club. We surely are glad to be of any assistance we can at these times, and try to do everything within our means.

Tacoma Chapter

Ethel Jennings, Historian

TACOMA CHAPTER of the Milwaukee Railroad Women's Club has just closed a very successful year.

We have had a number of card parties and dances this year that have been very successful financially as well as socially, and as a result our treasury is in good condition, and we have made many new friends and brought our old friends into closer contact.

Our Gallatin Gateway Ball early in the year, was a success in every way, as was our last card party of the year. The card party held in our new Masonic Temple was largely attended. At this affair a beautiful hope chest filled with lovely things was given as a door prize, and this was largely responsible for the great number of people present.

As this goes to the Magazine, we are preparing our Christmas boxes for our less fortunate friends. Each year a great many boxes of groceries, meats and goodies are sent out to families who are in need.

We feel that we have just finished one of the busiest, happiest and most successful years in our history.

The newly elected officers of Tacoma Chapter were installed on November 26, in the Women's club house, following the usual noon luncheon and a business meeting. Mrs. George Pyette, the retiring president, in a charming manner, introduced and installed the following, who had been chosen to guide Tacoma Chapter for the ensuing year: president, Mrs. A. D. Browning; 1st vice-president, Mrs. A. J. Kroha; 2nd vice-president, Mrs. Fred Lowert; secretary, Mrs. Charles Schulta; recording secretary, Miss Ann Johnson; treasurer, Mrs. Wm. G. Densmore; historian, Mrs. Walter Jennings.

Mrs. Browning presented Mrs. Pyette with a gift of gold from the new officers and expressed the appreciation of the club members for the successful year which she had brought

to a close. Mrs. Pyette, in her closing remarks, complimented her various committees, and with a message of love and good wishes, presented the gavel to her successor, Mrs. Browning.

Miss Ruth Rundle of the shop accountant's office won the elaborate cedar chest given as a door prize at the card party in the new Masonic Temple, November 24.

At the December meeting, Mrs. Charles Schulta, chairman of Mutual Benefit, Mrs. Hugh McMillan, chairman of Sunshine, directed the packing of the Merry Christmas boxes which were distributed to Milwaukee families.

Dubuque Chapter

Mrs. T. P. Jones, Historian

ABOUT fifty members of the Dubuque Chapter attended the regular meeting held in Eagle's Hall, Thursday evening, January 4.

Our past-president, Mrs. E. A. Meyers, opened the meeting and installed the new officers as follows:

Mrs. F. E. Leonard, president; Mrs. W. F. Keefe, first vice-president; Mrs. Chris Reisch, second vice-president; Mrs. W. O. Wright, recording secretary; Mrs. Geo. Weigand, corresponding secretary; Mrs. Joe Chaloupka, treasurer; Mrs. T. P. Jones, historian.

The following chairmen were appointed: Mrs. J. E. Grice, sunshine; Mrs. G. H. Rowley, ways and means; Mrs. M. Hall, membership; Mrs. Otto Wellman, program; Mrs. A. Bensch, social; Mrs. T. Hanson, house and furnishing; and Mrs. Joe Kenefec, auditing.

As a token of appreciation of the untiring zeal in which Mrs. Meyer has given her time for the past three years to the interests of the club, Mrs. Leonard presented her with a silver basket in behalf of this chapter. Innumerable persons of the Milwaukee family have had their day brightened by a call and a cheery word from Mrs. Meyer.

The past year has been an unusually busy and prosperous one for Dubuque Chapter as the following reports will show;

Sunshine Committee, Mrs. J. E. Grice. \$671.22 spent for fuel, provisions, etc., 986 calls, 156 cards of sympathy, 5 well-filled Christmas baskets, magazines, clothing and food donated through this committee.

Ways and Means, Mrs. W. F. Keefe. Over \$700 has been raised through card parties, food sales, dances, river excursions, rummage sales, raffles, bazaars and magazine subscriptions.

Membership Committee, Mrs. T. P. Jones. 670 members, this being an increase of 478 over the previous year and nearly \$400 realized through this committee.

Mrs. Wright, treasurer, reported a balance of over \$500 in the treasury after all bills were paid.

Mrs. Leonard solicited the co-operation and support of all the members for the coming year and pledged herself to the club's best interests.

A motion was carried to help two needy families with provisions.

After adjournment, Mrs. A. Bensch and her committee served refreshments, and a social time was enjoyed by all. A card party has been planned for January 17 and a dance February 2.

Our regular meeting night has been changed to the first Thursday of the month.

Bensenville Chapter No. 3

Louise Suter, Historian

AT the meeting January 2, the following ladies took office for the coming year: Mrs. Frank Sutherland, president; Mrs. Joseph Bodenberger, 1st vice-president; Mrs. James O'Keefe, 2nd vice-president; Mrs. Frederick Oakes, treasurer; Mrs. Robert Tonning, secretary; Mrs. Guy Sampson, corresponding secretary; Mrs. Francis Suter, historian.

Committee appointments were not completed and will be reported next month.

Mr. and Mrs. George Cooper, Jr., announce the birth of a son on Sunday, January 6. Mr. Cooper is a machinist in the Bensenville Shops and Mrs. Cooper is a new member of Chapter No. 3.

Mr. and Mrs. E. Sears spent the holidays in and around Chicago with their daughter, Edith, who is attending Northwestern University.

Mrs. W. T. Helman is on a business trip to Duluth, Minn.

Francis and Maurice McCormick, sons of Engineer L. J. McCormick, spent the holidays visiting their grandparents in Wausau and Ripon, Wis.

Engineer Flynn is still monopolizing the runs on the Butte switch engine between Deer Lodge and Butte.

Mrs. E. M. Gannon spent the Christmas holidays with her parents in Spokane.

Mr. and Mrs. C. F. Davis spent the holidays visiting on the coast.

H. J. (Puck) McMahon and family spent the holidays at the home of Mr. and Mrs. W. E. Evans, parents of Mrs. McMahon.

NOTICE: Engineer J. J. Flynn was bumped off of the trip to Butte on the switch engine by Engineer Williams.

Miss Ann Goldie, our timekeeper for some years, expects to leave for Bellingham, Wash., in a short time to take a similar position in the Milwaukee office at that place.

Now those who have been missed will please not get offended as it is almost impossible to keep tab on all of you the same time.

Excuse me, Willie.

Deer Lodge Chapter

Edna Waldron, Historian

THE regular meeting of Deer Lodge Chapter was held Monday evening, January 7, at the club house, Mrs. Sorenson presiding.

The meeting was opened with reciting our club motto. Reports of officers and committee chairmen were made by: Sunshine, Mrs. Kirkes; Mutual Benefit, Mrs. Walters; Membership, Mrs. J. A. Grant. All of the new officers then took office. Our new president, Mrs. Pears, took the gavel and carried the work along just as if she had always been president.

A rising vote of thanks was given Mrs. Sorenson for her kindness and co-operation and also to her officers and committees. Mrs. Sorenson responded in a charming manner. Harmony has prevailed throughout the year, and we all feel that it has been a successful year. All are looking forward to 1929 being as successful as 1928 has been.

During Mrs. Sorenson's term we bought a new piano, had our kitchen nicely equipped and did many other things to make our little club house homelike. This was all due to Mrs. Sorenson's splendid work. She did not leave one thing undone. Busy was her name.

The chairmen for 1929 are: Membership, Mrs. J. Coey; House and Purchasing, Mrs. J. Strong; Social, Mrs. R. Bagley; Auditing, Mrs. E. Sears; Sunshine, Mrs. E. L. Hopkins; Mutual Benefit, Mrs. N. H. Mayo; Ways and Means, Mrs. E. O. Waldron; Constitution and By-Laws, Mrs. E. A. Olson.

A Christmas party was given at the club house December 15. Members and their husbands were present. Beneath the glow of the large illuminated tree a musical program was given under the direction of Mrs. L. K. Sorenson and Mrs. J. S. McGillivray. Gifts were distributed by Mrs. Frank McAvoy and Mrs. Charles F. Davis. After the gifts were distributed, bridge was played, after which refreshments were served.

The musical program was as follows: piano solo, Miss Gladys Cushing; vocal solos, Louis

Bodecker; reading, Miss Rogene Wyckoff; violin solo, Earl Rapp, accompanied on the piano by Miss Elsie Pauly; reading, Miss Cynthia Hopkins; vocal solo, Mrs. Wm. Hoskins, accompanied on the piano by Mrs. J. S. McGillivray; dance in costume, Misses Rosemary Stout, Katherine Albee and Ida Fram; vocal solos, W. B. Jones, accompanied on the piano by Mrs. McGillivray.

A delightful luncheon was then served by the hostesses.

The meetings of the chapter have been changed to the first Friday of each month. Visiting club members are welcomed.

Marmarth Chapter

MARMARTH Chapter held its regular meeting December 7, at the A. F. Bude home. The meeting was called to order by 2nd vice-president Mrs. Greer. The club motto was repeated in unison, all members standing. Reports of officers were read. The treasurer not being present, no treasurer's report was made. We have, however, \$155.45 in the bank.

It was proposed at this meeting that the chapter promote a Christmas tree party for employees' children. Mrs. Frank Skeel was appointed chairman of the tree committee, with Mmes. Limming, H. Nath, Shirley Richey and J. Leonard.

Nine members handed in three dollars for contributing memberships of boys for the coming year.

An auditing committee was appointed as follows: Mmes. Ed Strieble, Bude, Skeel.

Election of officers was as follows: president, Mrs. A. F. Bude; 1st vice-president, Mrs. Greer; 2nd vice-president, Mrs. Mike Wood; treasurer, Mrs. Frank Skeel; secretary, Mrs. Shirley Richey; historian, Mrs. Omar Marfield.

The Christmas party was held at Masonic Hall. Leland Richey acted as Santa Claus and brought many thrillers to the youngsters who gathered around him, telling him their names and receiving a large stocking full of nuts, candy and popcorn. A nice program was given by the children. The exercises opened with a prayer by Rev. Highin, the community minister.

The opening song, Silent Night, by the children was followed by a reading by Beryl Strieble; dialogue by Teddy Strieble, Harry Gust and Donnie Morris; reading by Natalie Morris; song by Margaret and Wilna Fagan and Virginia and Mildred Dale; song by Aileen Marfield; reading by Janet Tripp; song by Gayne Mornis, Lee Swanson and Douglas Keating; reading by Clarence Williams; dialogue by Virginia Dale, Vida Doris, Clarence Childers, Elmer Jestner and Ethel Greer; song by Margaret Blake, Edna Larson, Eileen Douglas, Mabel Nath, Margaret Notreitt and Wilmina West; dialogue by Maxine Anderson, Earl Robinson and Gayne Mornis; reading by Shirley Ann Mornis. Then came Santa in his aeroplane, to give out the 165 stockings that had been filled by the Christmas tree committee.

Twin City Chapter

Mrs. F. P. Rogers, Historian

THE first meeting of the New Year of Twin City Chapter was held at the Masonic Hall, Bloomington Avenue and Lake Street, Minneapolis, the evening of January 7. The following newly elected officers were installed: president, Mrs. E. H. Bannon; 1st vice-president, Mrs. E. F. Palmer; 2nd vice-president, Mrs. Anna K. Bryant; recording secretary, Mrs. M. J. Gruber; corresponding secretary, Mrs. Maxine Rassmussen; treasurer, Mrs. T. A. Morken; historian, Mrs. F. P. Rogers. Chairmen of committees were chosen as follows: Program, Mrs. A. H. E. Mueller; House,

Mrs. A. A. Kurzejka; Telephone, Mrs. Tabor Anderson; Membership, Mrs. E. J. Sainsbury; Social, Mrs. E. T. O'Neill; Purchasing, Mrs. E. B. Stanley; Welfare, Mrs. C. T. Holbrook; Publicity, Mrs. C. D. Gallivan; Auditing, Mrs. L. W. Scoville; Constitution and By-Laws, Mrs. D. T. Bagnell; Hostess, Mrs. R. C. Donehower; Ways and Means, Mrs. John Turney.

We are deeply indebted to Mrs. Wm. Sinclair, former chairman of the Welfare Committee, for the joy and cheer brought into so many homes at the happiest season of the year. She sent coal to three families; paid the rent for one family; brought completely filled Christmas baskets to five families; made thirty-two personal calls; fifty-six telephone calls, and sent twelve cards of sympathy during the month of December. Mrs. Sinclair has won her way and that of The Milwaukee Railroad Women's Club into the hearts of the great Milwaukee family.

A very delightful program followed the business meeting. Mr. John Seaman Garms of the McPhail School of Music, gave several dialect readings and Mrs. Callahan sang several songs.

During the social hour light refreshments were served. Notwithstanding the sub-zero temperature, there was a good attendance at the meeting.

St. Maries Chapter

ST. MARIES Chapter held its November meeting at the club house. Mrs. Leonard read a very interesting report of the Chicago meeting. At that meeting Mrs. Leonard presented Mrs. Byram and Mrs. Kendall with apples grown in St. Maries, that measured seventeen inches in circumference. These apples were donated by Dr. Trueman and were grown on his farm, one mile from town. We surely are proud of our Idaho apples.

Our membership committee went to Avery for one day and secured several new members. We now have a membership of one hundred and thirty-six.

Several reports of relief and good cheer were read by the chairman of the Good Cheer Committee.

The more we meet in our lovely club house the more enthused every member is. We are getting busy with a club song that we hope soon to have ready for The Magazine.

The afternoon was closed by some playing cards, others visiting. Lunch was served by the hostesses, Mmes. Sims and Scheunack.

Miles City Chapter

Mercedes McGrath, Historian

MILES CITY Chapter met at the club house December 14, with a large attendance. The president, Mrs. Brown, was in the chair, and after the usual routine business was disposed of, election of officers for 1929 was held. The following were chosen: president, Mrs. R. W. Magette; 1st vice-president, Mrs. H. E. Riccius; 2nd vice-president, Mrs. C. A. Mermidon; recording secretary, Mrs. E. B. Walters; corresponding secretary, Mrs. H. M. Gillick; treasurer, Mrs. C. D. Tarbox; historian, Mrs. W. F. McGrath.

Then Mrs. Gillick in her pleasant way, announced the plans for a children's party and Christmas tree to be given by the chapter on Friday, December 21. She told us the tree would be in the depot and a program was to be held in the afternoon, with a stocking full of candy and nuts for every child there. She asked for volunteers to help with the children and to distribute the stockings.

After these announcements a pleasant time was spent filling 1,200 stockings with candy and nuts, and lots of visiting, finished off by

refreshments served by Mrs. Wm. Noffer, closed one of the best meetings held for some time by this chapter.

The Christmas Party and Tree

It was held in the passenger depot and will be a pleasant thing for a number of children to remember.

The beautiful tree was placed in one corner of the ladies' waiting room and was gorgeously trimmed with ornaments and tinsel. Red and green electric lights and one large star light made it show up in splendor. Mrs. Gillick had charge of the affair and it was all carried out in a most orderly manner. Part of the room was roped off, and at the appointed time the small children were allowed to come to the tree where each one was given a well-filled stocking of candy. The older ones came next. Santa Claus was there and delighted the children by his many promises of all the things they asked him for. Assisting Mrs. Gillick on the outside were Mrs. Arnold Running, Mrs. A. L. Lackey, Mrs. E. B. Walters, Mrs. Wyman, Mrs. Magette, Mrs. Thos. Brown, Mrs. Anderson and Mrs. McGrath, who passed out over 1,000 stockings. Before the children passed by for their gift Mrs. Gillick asked them to sing a Christmas carol, and the merry crowd sang "O Little Town of Bethlehem," led by Mrs. Geo. Berg.

Beloit Chapter

Mrs. A. C. Morrissey

THE December meeting was well attended, there being election of officers. It was almost with tears of regret that we had to give up our president, Mrs. Black and her loyal officers, but when Mrs. Thurber so graciously accepted the unanimous vote of the club to be our new president we were overjoyed, for with her experience and our co-operation we expect to all but set the world on fire. Our election, perhaps not quite as important as the Hoover-Smith election, was, nevertheless, quite interesting. The following are our new officers:

Mrs. N. P. Thurber, president; Mrs. Fred Artlip, senior vice-president; Mrs. John Yohn, junior vice-president; Mrs. James Ferrero, treasurer; Miss Martha Smith, corresponding secretary; Mrs. Richard Lightfield, recording secretary; Mrs. A. C. Morrissey, historian.

The January meeting was held as usual, in the Legion Hall, but owing to so much sickness and the bad night, the attendance was not up to par.

We welcomed Mrs. Woodard, wife of our new trainmaster, into our chapter. That brings our membership up to 125.

We also have two—guess we'll have to call them junior contributing members, to report—a 7-lb son to Conductor and Mrs. Harry Brice, and an 8-lb son to Master Mechanic Wm. J. Hughes and wife.

Mrs. Blackford, chairman for engineers' wives, reports making \$26.00 on their Xmas bake sale. The yearly reports were made, books reported audited—old business discussed and the chair turned over to the new president and her cabinet.

We hear those loyal contributing members of ours are starting in the New Year with their usual good work—this time it is a dance in the near future. Also hear we're to have a movie benefit during Lent.

Mrs. Clara Langtry is paying Mayo Bros. an enforced visit. Last report was she was getting along just fine, which was good news to her many friends.

Mrs. Flannigan's mother and daughter have been well on the road to good health, and ceased to report.

Mrs. Harry Cook, daughter of Agent Telfer, and sister of Mrs. Fred Artlip, passed away in Chicago. The sympathy of the club is extended to the family.

Portage Chapter

Elizabeth Bloomfield

PORTAGE CHAPTER held its annual election in December, and in January its new officers were installed. They are: Mrs. F. P. Miller, president; Mrs. Walter L. Washburn, first vice-president; Mrs. O. H. Frick, second vice-president; Mrs. H. T. Odegard, secretary; Mrs. A. W. Grunke, corresponding secretary; Mrs. Fannie McMahon, treasurer; Miss Elizabeth Bloomfield, historian.

In appreciation of the long and faithful service of Mrs. O. H. Frick, as president of the Chapter for four years, Mrs. Voltz presented her with a silver tray on behalf of the members. In recognition of the splendid co-operation she had always received from the Chapter members ever since its inception four years ago, Mrs. Frick presented Portage Chapter with a beautiful American flag and standard.

The committee chairmen for the ensuing year are: Sunshine, Mrs. Lester Merrill; Mutual Benefit, Mrs. W. E. Jones; Social, Mrs. R. C. Falck; Calling, Mrs. J. D. Brown; Publicity, Mrs. E. H. Stowers; Membership, Mrs. A. Farnham; House and Purchasing, Mrs. E. Chapman; Ways and Means, Mrs. E. M. Shoemaker; Program, Mrs. Harry Parker.

A committee was named to arrange for the annual dance to be given soon.

Butte Chapter

Margaret Hickey, Historian

AT the last meeting of the Butte Chapter, held on December 14, the election of officers was held, the following officers being elected:

President, Mrs. C. A. Searles; 1st vice-president, Mrs. H. A. Lieb; 2nd vice-president, Mrs. Anna Schubert; secretary, Beatrice Rodgers; historian and corresponding secretary, Margaret Hickey; treasurer, Mae Storrar.

The club recently purchased an electric range for our kitchen. In addition to this we have had a cupboard remodeled and a sink installed, which makes our kitchen both complete and up-to-date.

Since our last report to the Magazine we have had several interesting meetings which were followed by cards and refreshments. Much credit for the success and enjoyment of the social activities is due Mrs. Lieb, chairman of the entertainment committee. Plans have been discussed for a dinner and a dance to be held at a later date.

Butte Chapter extends best wishes for a happy and successful New Year to the Milwaukee Women's Club.

Lewistown Chapter

Elna Fritsen, Historian

WE cleared \$29.45 on the bake sale held October 13, and \$80.00 on the dance November 17. We had a fine crowd at the dance, thanks to those members who worked so hard selling the tickets. Selling tickets, as we all know, is a real job and we certainly appreciate their efforts in making this dance a real success.

We are sorry to report the death of Miss Mercedes Tobin on November 30. Miss Tobin was an active member in the club and our heartfelt sympathy is extended to the bereaved family.

Mrs. Philpot, who has been a splendid worker in the club, has moved to Sioux City, due to Mr. Philpot being transferred to that point. We are certainly sorry to lose her, but what is our loss will be Sioux City's gain. As a parting gift in appreciation of her good work the club presented her with a string of Delta pearls with which she was greatly pleased.

Our next meeting is to be held on December 10, in the club rooms, at which time the election of officers for the coming year will take place.

Perry Chapter

Ruby Eckman, Historian

OUR election in December was held too late to report the new officers in the January issue, but they got on the job at Perry as soon as elected and appointed, regardless of the fact that no mention was made of the change; and as all the ladies who were elected or were appointed to office have been old workers in the club, they swung into line like a lot of old-timers would be expected to do.

Mrs. J. J. Kindig heads the Perry Chapter this year and has as her assistants: Mrs. Rait and Mrs. V. Hansen, vice-presidents; Mrs. John Evans, Recording Secretary; Mrs. E. E. Banyard, Corresponding Secretary; Mrs. Dennis Sullivan, Treasurer; Mrs. A. Stromquist, Chairman of Membership Committee; Mrs. Chas. Phares, Chairman of Ways and Means; Mrs. W. E. Rathman, Chairman Relief Committee; Mrs. Ralph Hartman in charge of programs; Mrs. D. Young in charge of the House and Purchasing; Mrs. Nettie Courtney to lead those in Scattering Sunshine; Mrs. Wm. Thompson to look after the serving; Mrs. Santee, Musician, and the same Historian they had last year.

The club was asked to take charge of a dinner to be served by the B. and B. Department as a courtesy to V. Hansen, their retiring chief carpenter. The affair was held at the club house and a small committee served a real chicken dinner which was enjoyed by all.

The December meeting started with a Pot Luck luncheon and from the amount of good food brought, it was a wonder to the lady clerks, who had to leave as soon as they ate, how the other members of the club were ever going to get down to real business after such a feed.

The membership list is increasing and the year 1929 bids fair to be a favorable one for the local chapter.

Madison Chapter

Mrs. W. Freeven

MADISON CHAPTER held an all-day meeting on December 13, which was well attended. Two quilts were tied, which are to be raffled later. Luncheon was served at noon, and at three o'clock election of officers for the ensuing year took place.

The annual Christmas tree and children's party was held December 20. There was a musical program and everyone joined in singing Christmas carols. The Chapter gave a public dance on January 9. An enjoyable evening was spent by all who attended.

Wausau Chapter

Bertha Hoehn, Historian

THE January meeting was held at the club house the afternoon of the 8th, with the new president, Mrs. E. J. Czamanski, in the chair.

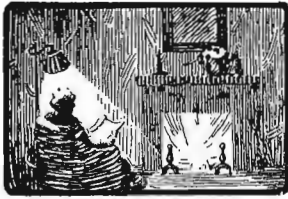
Reports for the year show enrollment on December 31 of 208 members, an increase of 97, and a balance of \$190.34 in the treasury.

\$299.12 of chapter funds was spent in 1928 for Mutual Benefit and Sunshine work, in addition to the \$200 given by the Governing Board for an especially sad case.

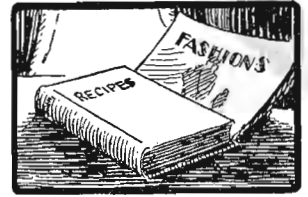
One dozen card tables, three dozen folding chairs, and four dozen forks were added to club house equipment.

Chairmen for 1929 committees were announced by the president as follows: Ways and Means, Mrs. M. E. Millard; Mutual Benefit, Mrs. Charles Conklin, Jr.; Membership, Miss Mildred Conklin; House, Mrs. A. I. Lathrop; Social, Mrs. J. E. Dexter; Sunshine, Mrs. Leo Ziebell, and Auditing, Mrs. Harry Norenberg.

Cards and refreshments followed the business session. The hostesses were Mrs. John Schultz, Mrs. Pat Brown, Mrs. Louis Lawless, Mrs. Henry Wegner, and Miss Lu Wegner.



AT HOME



In the Wake of the Grownups

Elinor Corcoran

NOWADAYS the child follows closely in the wake of the adult, it echoes Paris fashions, answers to the call of "student," is pictured on calendars and in advertisements, and, in short, reflects in miniature most every type of grown-up life. The radio has children's hours, the Chicago Symphony Orchestra has children's programs, the Goodman Theater presents plays for children. Genius frequently finds expression in children such as Nathalia Crane, who has written poetry remarkable for a child of thirteen, and children always have been and still are the subject of much prose and poetry. So we must agree that such an important part of the social organization can not be neglected—not only must they have food, but must have clothing—clothes that follow the mode, fit the type and bring out the beauty of the child.

As with every other weighty question there is a difference of opinion about the relative importance of clothes and child. Some insist that "clothes make the child," and some are of the belief that the "child makes the clothes"—figuratively speaking, of course. There are arguments on either side, but I favor the former idea. The well-dressed, rosy-cheeked children seen with their nurse-maids in the wealthy communities would win over the most stolid believer in the latter argument. The poor little unkept waif or the child whose clothes are unsuited does not have a chance in the race for the Golden Apple.

SOME LA CROSSE DIVISION JUNIORS

Top Row: Sale, Son of Engineer Krause; Elizabeth Ann, Daughter, Assistant Accountant, Clair W. Capron; Floyd, Son of R. M., A. I. Carlson; Jeanne, Daughter of Chief Clerk Eric Erickson; Marvin and Kenneth, Sons of R. M., A. I. Carlson. Second Row: Milton, Jackeline and Rita May, Children of Car Distributor J. H. Jungwerth; Margaret, Catherine and Pearl, Children of R. M., C. F. Ogden; Gladys and Alaci, Daughters of Clerk Paul Ishener. Third Row: Patricia Ann, Daughter of R. M. Clerk Clifford McDermott

Tweeds, polo cloth and homespun for little boys' coats; tweeds, flannels, broadcloth and perhaps fur for little girls' coats; elkskin or patent leather for shoes for both of them; berets and Eton caps for little boys, and berets and ruffled bonnets for little girls; linen and broadcloth suits with bright printed ruffles on blouses or sweater suits for little boys; short washable figured dresses or simple silk dresses for little girls—all these bring out the child's beauty which rests in its simplicity.

This is the children's party month—celebrations for the birthdays of Lincoln and Washington and parties for Valentine's Day. To the child itself, clothes are incidentals when the party comes in sight, but to the mother sending the youngsters off for the gay afternoon, the frock, suit, coats and caps are of utmost importance. Her children must be the high-lights of the party and they must be the best dressed.

And so Little Brother steps out to the party in a natty suit of cheviot or tweed; single breasted coat, straight short trousers and pretty contrasting shirt blouse of cotton broadcloth. His socks have the prevailing cuff and reach only to the knee. He looks very "mannish" with his four-in-hand necktie. According to his fancy (or Mother's fancy) he is protected against the winter wind by a tweed raglan covering his suit; or a shorter version of the same raglan done in chinchilla. This latter garment is in high favor with the little brothers who already are trying to look and be like big brother, who scorns anything any more "bunglesome" than his reefer jacket.

Littlest Brother's outfit may be a two-piece linen suit with the cunningest little straight trouser, long or short sleeves, and a nifty scalloped edge—fastening a little to one side, on the blouse; and a little round white collar finishing the neck line, with cuffs to match. With his short socks he wears a comfortable overall garment and sweater to protect his little body and legs.

Little Sister is dressed for the party in a simple little washable silk frock, the lower part of which is, perhaps, smocked onto a straight yoke and hangs full to the proper length above the knee. Any of the delicate shades of silk crepe may be used, and the smocking done in a contrasting color. The neck may be finished in a little round collar of delicate embroidery on organ-die. Sleeves are rudimentary, reaching only slightly below the shoulder.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1928-29 BOOK OF FASHIONS.

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

6373. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18-year size requires $2\frac{3}{4}$ yards of 54-inch material if made with cuffs. Without cuffs $\frac{1}{2}$ yard less is required. To face belt and cuffs with contrasting material requires $\frac{1}{4}$ yard. The width of the dress at the lower edge with fullness extended is $1\frac{1}{4}$ yards. Price 12c.

6361. Ladies' House Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. 38-inch size requires $3\frac{1}{2}$ yards of 36-inch material together with $\frac{1}{2}$ yard of contrasting material. The width of the dress at the lower edge with plait fullness extended is $1\frac{3}{4}$ yards. Price 12c.

6363. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires $2\frac{3}{4}$ yards of 54-inch material. The width of the dress at the lower edge with plait fullness extended is $1\frac{3}{4}$ yards. Price 12c.

6364. Ladies' Dress. Cut in 9 sizes: 38,

40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. A 46-inch size will require 5 yards of 39-inch material. For facing of contrasting material on vestee and panels $\frac{1}{4}$ yard is required. For facing on vestee alone $\frac{1}{4}$ yard is required. Price 12c.

6377. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size requires $3\frac{3}{4}$ yards of 27-inch material if made with long sleeves. With short sleeves $3\frac{1}{2}$ yards are required. To face collar, plastron, cuffs and belt with contrasting material will require $\frac{1}{4}$ yard 27 inches wide. Price 12c.

6013. Girls' Dress and Bloomers. Cut in 4 sizes: 2, 4, 6 and 8 years. The dress and bloomers for a 6-year size require $3\frac{1}{4}$ yards of 27-inch material, together with $\frac{1}{4}$ yard of contrasting material. If made without bloomers $1\frac{1}{2}$ yards less of 27-inch material will be required. Price 12c.

6061. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12-year size requires $2\frac{3}{4}$ yards of 39-inch material together with $\frac{3}{8}$ yard of contrasting material for facing on collar, cuffs and belt, cut lengthwise. Price 12c.

6384. Child's Rompers. Cut in 3 sizes; 6 months, 1 year and 2 years. A 1-year size requires $1\frac{1}{2}$ yards of material 36 inches wide

together with $\frac{3}{8}$ yard of contrasting material. Price 12c.

5992. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires $3\frac{1}{2}$ yards of 40-inch material together with $\frac{1}{4}$ yard of contrasting material. The width of the dress at the lower edge is $1\frac{1}{2}$ yards. Price 12c.

Good Things to Eat

Ways of Cooking Fish. Small cod and haddock are cooked whole in enough boiling water to cover, to which are added salt and lemon juice or vinegar. Salt for flavor, and the acid to keep the flesh white. To boil a fish that is not too large, a frying basket may be used to good advantage, placing it with the fish in the kettle of boiling water. Large fish are cut in thick slices for boiling. Pieces of fish for boiling should be tied in a piece of cheesecloth to prevent scum from adhering to the fish.

To Broil Fish. Cod, haddock mackerel, blue fish, white fish, trout, etc., are split down the back and broiled whole, removing the head and tail. Larger fish are cut in slices. Fish should be placed on a buttered wire broiler, securely clamped, salted and seasoned. Broil flesh side first, turning the broiler often, and cook until a nice brown. Turn broiler and broil the skin side just long enough to make the skin brown and crisp. To remove from the broiler, loosen the fish on one side, turn and loosen the other side, place a hot platter over the fish and invert platter and broiler together.

To Bake Fish. Clean and bake on a greased fish sheet placed in a dripping pan. If a fish sheet is not available, place strips of cotton cloth under the fish, by which to lift from the pan.

To Fry Fish. Sprinkle with salt, dip in flour or crumbs, egg and crumbs again and plunge into hot, deep fat. To saute fish, prepare as for frying and place in frying pan with a small amount of fat.

Baked Halibut with Tomato Sauce. Cook together for twenty minutes, two cups of tomatoes, one cup water, one slice of onion, one-half tablespoon sugar. Melt three tablespoons of butter, add three tablespoons of flour and stir into the hot tomato mixture. Add three-fourths teaspoon of salt and one-eighth teaspoon of butter. Cook ten minutes and strain. Place two-pound slice of halibut in a baking pan, pour around one-half of the tomato sauce and bake thirty-five minutes, basting often. Remove to hot platter and pour around the remaining sauce.

Baked Blue Fish (Rector). Wash, dry and season with salt a blue fish for stuffing. Make a stuffing of two cups of bread crumbs, one-eighth teaspoon of summer savory, one-half teaspoon whole sage, one-fourth cup chopped onion and salt and pepper to taste. Mix ingredients well and moisten with three tablespoons of melted butter and add just enough water to make the stuffing moist but not wet. Fill the fish with stuffing and sew the edges together. Lay the fish in a greased baking pan, dredge lightly with flour, salt and pepper and place three or four slices of salt pork in the pan. Bake in a moderately hot oven (375 degrees) allowing fifteen minutes to the pound. Baste every ten minutes with the salt pork drippings. Serve with Creole sauce.

Creole Sauce (Rector). One and one-half cups canned tomatoes, one green pepper, thinly sliced; one medium onion, thinly sliced; one-half cup Brown sauce; one-half cup mushrooms, thinly sliced; one tablespoon butter; one tablespoon flour. Cook tomatoes, green pepper,



onion and mushrooms together ten minutes. Add Brown sauce and cook two minutes longer. Thicken with the butter and flour which has been creamed.



February Means Midseason Frocks Which May Tell of the Breath of Spring

THIS smart dinner gown of peach satin has petals outlining the uneven hem line. Its fitted bodice is softly crushed to shape the figure. Silver slippers are attractive with this.

Current Railroad Topics

(Continued from page 19)

sonable charge and one that should be continued.

That the unsatisfactory earnings of the railroads are largely due to the subsidizing of competing transportation agencies cannot be successfully denied. By the investment of public funds in waterways and highways these agencies have been able materially to reduce the traffic of the railroads, both freight and passenger, whereas the railroads are not subsidized to the amount of a single dollar, but contribute materially, through their constantly increasing tax payments, to the funds expended by the government in aid of their competitors. It is fair to ask whether or not this condition can go on indefinitely without great injury to the railroads, which are today, as they always have been, our most dependable and necessary transportation agency.

This is a matter in which the general public is more directly interested than are the railroads. As before stated,



And for the Milwaukee girl who enjoys sports on Saturday afternoons after working hours, this red leather sports jacket and knife pleated wool skirt are just the thing. The hat is a black vagabond felt which becomes the youthful face. Patent leather pumps are often worn with such an outfit when one cannot wear the flat-heeled sports oxfords comfortably.

(Costumes from the Davis Company, Chicago.)

the Western railroads are losing money from their passenger service. The people cannot afford to have the present passenger service impaired. It is as essential to them as is the freight service. A railroad must furnish both, and we have become so accustomed to superior service in each line that we will not be content to see either discontinued or even permitted to deteriorate.

It is well understood that the loss from passenger operation must be paid from the revenues of the freight service. There is a constant demand for lower freight rates, and certainly the public would not consent to pay higher freight rates in order to maintain a superior passenger service, and, yet, this is what is likely to be necessary if the present trend in passenger service be continued. It will not do to say that passenger service is so expensive today because of the operation of luxurious trains between great commercial centers. In reality these are the only trains that come anywhere near paying their way. It is the local passenger train that has ceased to be profitable, but it must be continued in response to public demand.

The railroads will continue their ef-

forts to provide a uniformly satisfactory service, both freight and passenger, but have reason to hope that, as the public comes to understand the real facts respecting their operations, there will be a widespread demand that they be given equal opportunity, under the law, to earn a reasonable return upon the immense sum they have invested in their properties.

River Division

Margaret Maher

"IF WINTER COMES"—why do they use that for a title for books, songs, etc? It should be if winter never comes. There is so much of winter here in Minnesota that if it never comes again it will be soon enough to satisfy most of the natives around here. Weather at 40 below is certainly something to talk about—sort of notorious.

It seems that each and everyone, at the beginning of a new year, casts a retrospective glance on the closing year, whether it be to take a survey of their own affairs or affairs in general. Quite naturally each one of us are interested in the Milwaukee railroad, and the splendid article that appeared in the January issue of the Magazine, written by Vice-President Mr. Gillick, gave a vivid picture of the 1928 record.

The supply train, which was on the Division the forepart of January, stopped at the various places and distributed the supplies to the respective departments. Storekeeper D. B. Rivers accompanied the train.

General Manager O. N. Harstad, General Superintendent C. S. Christopher, Assistant Superintendent Skews and Mr. Fisher stopped at Wabasha for a few minutes en route to Minneapolis. Everyone is always glad to see as he was formerly on the River Division.

Owing to the fact that the Pontoon Bridge could not be closed for a few days, the Chippewa Valley train went to Winona and via the "Q" to Trevino and thence to Eau Claire. In making the trip one day an engineer from the Burlington road was viewing the engine and he looked upon it with a satisfied smile. Then commenting, he said, "I would just like to steal that engine. It's a dandy. If that's the kind the Milwaukee furnishes, their power is O. K." This was engine 2376, G 6 class of power, and the engineer in charge had better watch his engine.

M. C. B. Inspectors Mr. Tal Hughes and Mr. Campbell were at stations on the Division during the month and stopped at Wabasha.

All are glad to know that Machinist Will Shepherd has sufficiently recovered from his recent illness and has returned to work as machinist at the Wabasha Roundhouse. Mr. Shepherd had been off since last April.

Engineer Conroy has been off sick and wrestling with King Flu like many of his co-workers.

M. C. B. Inspector H. R. Miller was at Wabasha December 28, and from there to Winona to make inspection.

Tom Klas, chief clerk for chief carpenter and roadmaster, spent a few days in Minneapolis attending the annual convention of the Masons.

An interesting freight claim prevention meeting was held at Wabasha during the past month, with Assistant Superintendent M. T. Skewes presiding. Most interesting suggestions were offered, and no doubt the results of the meeting will be observed.

Federal Inspector Mr. Ernst was at Wabasha January 14 and made an inspection. Mr. Ernst is always a welcome caller, and we are glad to have him come.

SPECIAL COMMENDATION

THE following named have been specially commended for meritorious acts performed while in the regular performance of their duties:

H. & D. Division Brakeman D. S. Sweeney, on December 26, found some broken parts of a broken rim of car wheel near switch west of Main Street, Montevideo Yard, and promptly reported same. Inspection of trains was made and the car from which the rim had broken was located.

Mr. Paul Mooney, Lyndon, Wisconsin, on November 4, discovered about six inches of rail broken out, and at once notified the agent at his home. It is through such interest and thoughtfulness on the part of others besides our own employes which makes for safe railroad operation. His good act is greatly appreciated.

Section Foreman Frank Tripoli, Chicago Terminals, on December 11, while Chicago Transfer Engine 8032 was passing Pacific Junction, noticed dragging brake beam on car, and took action to stop the transfer, thereby averting a possibly serious derailment.

Illinois Division Brakeman H. Carenduff, on December 11, discovered a broken arch bar on car in Extra 8302, while at Davis Junction.

Illinois Division Brakeman D. D. Grabill, while working in Spaulding Yard November 12, discovered a car with 26 inches of flange broken off wheel. He promptly reported this condition and car was set out.

C. & M. Division Brakeman Al Krause, on December 6, discovered a broken rail on the joint tracks between Western Avenue and Sheldon Street, and by prompt action in reporting same avoided a possible derailment.

Chicago Terminals Conductor J. H. Aiken, on December 1, while in charge of engine moving between Oak and Hobbie Streets, on No. 2 main, discovered a piece of rail gone, and took action, resulting in immediate repairs.

C. & M. Division Brakeman A. Krause, while backing from Western Avenue to Union Station, with 133's backup, on December 5, discovered a very bad broken rail at Sheldon and Ada Streets. He immediately stopped the train and notified the switchtender, so that all following trains could be protected.

Pump Repairer Henry Carter, B. & B. Foreman I. W. Schultz, and Engineer Ted Bonham, Madison Division, on November 26, rendered valuable assistance to Agent Coleman at Wauzeka, in stopping a leak in tank car of gasoline for Richland Center. Car had been set out at Wauzeka because of the leak, and by the united efforts of the above named, the valve was shut off and a part of the contents of the car were salvaged.

Terre Haute Division Conductor J. C. Currie, on No. 74, November 26, discovered a broken rail on southbound track at Newell, and at once notified the section foreman.

I. & D. Division Conductor J. F. Corcoran and Brakeman Henry Smith, on Stock Extra, November 17, noted an unusual sound on car of hogs picked up from the M. & St. L. Brakeman Smith stopped the train and a hot box was found. Box was repacked and as the train was pulling by Conductor Corcoran, he noted another unusual sound and again stopped for investigation. Another hot box was found, and upon looking over all of the boxes on car, it developed that practically all of the packing had been removed from all of the boxes. By

attention to the details of their work derails and delays are thus avoided.

I. & D. Division Engineer Fergus Bohlen and Fireman Fred Nelson, on No. 4, November 29, stopped their train within a few feet of an aged couple in an automobile who had killed their engine on the crossing west of Charles City.

Machinist Osmand Hawthorne, Chicago, on November 17, at 12:55 a. m., discovered a fire in the east end of Galewood Yard. By prompt action the fire was put out with very little damage.

Section Foreman L. C. Benson, Chula, Missouri, discovered a long rod projecting from under a cinder car at 9:30 a. m., November 22, and took immediate action to have the train stopped.

On Illinois Division Train No. 4 November 20, after passing Roselle, Engineer John Thompson thought he felt a broken rail. After thorough inspection at highway crossing, Conductor H. A. Wilson found a brake shoe embedded in the planking of the crossing, with part of it over the north rail of the eastward track.

Chicago Terminals Conductor Herman Wulff, on November 26, discovered a car of gasoline leaking near Clybourn Avenue, and by securing another valve cap off a nearby empty and applying same, stopped the leakage, thereby considerably reducing a claim payment and averting a possibly serious accident.

Engine Foreman J. D. Finn, Chicago Terminals, on November 26, discovered a defective wheel on a car in train, and through careful handling averted a possible derailment.

Coast Division Conductor W. S. Johnson, on December 21, train No. 15, handled an extra coach for students from Ellensburg to Seattle. It was found on leaving Othello that the car had not been supplied with ice and drinking water. Conductor Johnson found enough extra ice in the express car and arranged with the porter of the tourist car to take care of the work, so that the car was ready for service on arrival at Ellensburg, thus, without doubt, avoiding some complaints.

On the night of December 19, Operator R. L. McNertney, Hornick, Iowa, noticed a brake beam dragging under car in Extra 8177, East, while train was passing his station. By prompt action he succeeded in bringing the train to a stop at the station. Inspection disclosed that the brake rigging was dragging, car was off center, and wheels were rubbing car sills. This prompt action prevented a serious and costly accident.

R. & S. W. Division Conductor Wm. Muckerheide, Brakemen D. Mercer and J. Badawka, Engineer John Heiderick and Fireman R. Smerz, for taking prompt action when a broken rail was discovered west of Davis, Ill., December 14. Train was stopped and the track examined and protected with torpedoes and fuses, and an immediate report made at Davis, so that all trains could be held until repairs were made.

H. & D. Engineer Wm. Aggam, on December 4, was able, by swift thought and action, to prevent injuring a woman crossing the tracks at Woonsocket and not paying attention to the approach of a train.

On December 12, Section Foreman Alfred Johnson, Milan, while inspecting No. 21 as it was pulling by, observed a brake beam dragging on car in train, signaled the train crew

and later assisted in removing the beam.

Section Foreman E. M. Bayliss, while patrolling the track, discovered a broken rail two miles west of Persia. He took a rail out of the passing siding at Persia and went out about the time No. 3 left Portsmouth, changed the rail and delayed No. 3 only nine minutes. A good job.

Harold A. Strayer, office of Division Freight Agent, Chicago, was instrumental in the sale of a ticket, Chicago to Seattle. Harold made a personal call on the gentleman at his hotel in Chicago, explained the advantages of The Milwaukee route, and made the sale on the spot. Good work, Harold.

Roy Brokaw, an Iowa Division brakeman, was a passenger on the Pacific Limited one night during a blizzard when the fireman asked for a helper to pull down coal, account the coal covered with ice and snow in the tank. Roy heard of the call and borrowed some work clothes of a trainman deadheading and volunteered for the job to avoid a delay waiting for a section man to be called. Roy showed the real Milwaukee spirit of co-operation.

Iowa Division Conductor J. M. Reel, on the way freight, noticed pig iron falling from a car in a passing train and signaled the train crew to stop. Investigation developed that the end sills of the car had broken away, allowing the load to be scattered. The iron was all picked up and reloaded into the car, which was repaired and moved without loss, and with but a short delay. The iron was in such size pigs that one could easily have derailed a car.

Engineer R. S. High, Northern Montana Division, secured two full-fare and two half-fare passengers from Lewistown, Montana, to Chicago and return, via our line. This is splendid co-operation and we wish Mr. High continued success as a salesman.

Those of Us Who Do

G. P. F.

KENNETH KENNEDY, son of Matt Kennedy, boiler foreman at Green Bay, secured ten passengers Green Bay to Chicago and return for the excursion December 9.

Floyd Rowan, engineer in Chicago Terminal, is credited with securing one passenger from Chicago to Minneapolis.

Ray McGrath, yard clerk at Milwaukee, was successful in securing our long haul routing on a big carload going to a California point.

La Crosse Division Conductor Bert Carleton was instrumental in getting the routing for our line of about thirty carloads of fire brick.

Mr. R. E. Tathwell, chief clerk in the Davenport Freight Station, recently secured routing orders on the business of three different Davenport concerns coming from Bellevue, Ill., Minneapolis, Chicago, Milwaukee and points east of Chicago.

Yard Clerk Frank Wallace, at Milwaukee, continues his activities. Mr. Wallace now turns in a carload shipment from Minneapolis to Milwaukee.

Conductor R. H. Kearney, on the Dubuque Division, had a short-haul passenger on December 6. Talking with the party, Conductor Kearney found he was going to St. Joe, Mo., and was successful in selling a ticket from Marquette to St. Joe, via Omaha.

Train Dispatcher Vachreau, at Wausau, secured the routing on passenger and freight business from Green Bay to Portland that gave us

a total revenue of between \$900 and \$1,000.

Yard Foreman James Woonas, at Mason City, assisted in the sale of two full and one half-fare passengers from Mason City to New York, over our line as far as Chicago. Mr. Woonas also secured three passengers for Chicago in the month of December.

Conductor George Andrews on the Illinois Division was instrumental in securing two California passengers from Byron, Ill. This was nice work.

Yard Conductor F. Bauerfield at St. Paul turns in another passenger, St. Paul to Chicago. This is the seventh passenger Mr. Bauerfield secured in the year of 1928.

Ed Hardina, yard clerk at Reed Street Yard, Milwaukee, secured Terre Haute Division routing on a carload shipment to an eastern point.

J. P. Dickey, chief rate clerk at Galewood, continues his good work in diverting business. In the month of November he was credited with a total of 15 L. C. L. shipments aggregating a total weight of 59,895 pounds. In the month of December he was credited with a total of 13 L. C. L. shipments; total weight 26,045 pounds.

John Connolley, rate clerk at Galewood, secured diversions on six L. C. L. shipments, total weight 33,718 pounds, in the month of November.

The Passenger Department commends the following for turning in passenger business via our line:

Mr. Leo Scheewe.....	Operator.....	Great Falls, Mont.
Mr. A. Michelsick.....	Switchman.....	Great Falls, Mont.
Mr. W. S. Parrein.....	Sleeping Car Porter.....	Chicago, Ill.
Mr. F. E. Weise.....	Chief Clerk, Engineering Dept.....	Chicago, Ill.
Miss Mary Howard.....	Clerk.....	Beloit, Wis.
Miss Mary McDonald.....	Clerk.....	Beloit, Wis.
Mr. Felix Rane.....	Assistant Accountant.....	Beloit, Wis.
Mrs. W. McIntyre.....	Wife of Cond'r, R. & S. W. Div.....	Beloit, Wis.
Mr. James Banett.....	Brakeman.....	Beloit, Wis.
Mr. A. L. Jeffers.....	Conductor, Superior Division.....	Green Bay, Wis.
Mr. Howard Zellmer.....	Clerk.....	La Crosse, Wis.
Mr. J. J. O'Neill.....	Purchasing Dept.....	Chicago, Ill.
Mr. John Platt.....	Yardmaster.....	Kansas City
Miss Gertrude Deeny.....	Clerk.....	Mason City
Mr. R. S. High.....	Engineer.....	Lewistown, Mont.

Mr. Ed Diebel, car clerk at Wausau, Wis., secured four passengers from Wausau to Chicago in the month of December. These passengers were lined up to move on a competing line, but through Mr. Diebel's solicitation they changed over to our line.

Yard Conductor Matthies, at Wausau, was successful in diverting to our line a regular movement of high-class freight business from Wausau to Chicago. Superintendent Hoehn tells us that Mr. Matthies is very active in the solicitation of business.

Receiving Clerks at Union Street, Chicago, in the month of December, 1928, secured diversions on business as follows:

R. Norcross—

- 1 consignment to Portland, Ore.
- 1 consignment to Newport, Minn.
- 2 consignments to Minneapolis, Minn.
- 1 consignment to Wisconsin Rapids, Wis.
- 1 consignment to Charles City, Iowa.
- 1 consignment to Kansas City, Mo.
- 1 consignment to Whittier, Calif.
- 1 consignment to Grosely, Colo.
- 1 consignment to St. Paul, Minn.
- 1 consignment to Chippewa Falls, Wis.
- 1 consignment to Terre Haute, Ind.
- 1 consignment to Spokane, Wash.

J. Harvatt—

- 2 consignments to Fargo, N. D.

G. Priebe—

- 1 consignment to San Antonio, Tex.
- 1 consignment to Spokane, Wash.

F. Black—

- 1 consignment to Beloit, Wis.
- 1 consignment to Portland, Ore.

R. Detuno—

- 1 consignment to Dubuque, Iowa.
- 1 consignment to Ishpeming, Mich.

L. Murphy—

- 1 consignment to Galveston, Tex.
- 1 consignment to Dallas, Tex.
- 1 consignment to Wichita Falls, Tex.
- 1 consignment to Austin, Minn.

J. Wagner—

- 2 consignments to Los Angeles, Calif.
- 1 consignment to San Francisco, Calif.
- 1 consignment to Minneapolis, Minn.
- 1 consignment to Green Bay, Wis.
- 1 consignment to Appleton, Wis.

F. Wendland—

- 1 consignment to Pittsburgh, Pa.
- 1 consignment to Rochester, N. Y.
- 1 consignment to Louisville, Ky.
- 1 consignment to Caldwell, Idaho.
- 1 consignment to Houston, Tex.
- 1 consignment to Waverly, Mass.
- 1 consignment to Newark, N. J.
- 1 consignment to Charlotte, N. C.
- 1 consignment to Richmond, Va.
- 1 consignment to Carrollton, Ky.
- 1 consignment to Douglas, Ga.
- 1 consignment to Ariston, Ala.
- 1 consignment to Eufaula, Okla.

Dubuque Shops Jingles (Oosie)

Hickory Dickory Dock,
Take a look at the clock.
It's a brand new year
And we have no fear,
Hickory Dickory Dock.

We are glad to see Machinist Richard Conley back "on the job" again after being confined to his "home" several weeks, due to an injury sustained to his limb.

John Lahr, machinist helper at Dubuque Shops, passed away at his home in Dubuque. Sympathy to his family.

He's gonna try it again—

(Ain't he the brave young chap?)

Elmer Beason's to be a benedict,
And will travel all over the map.

There's them that say he's crazy,

And them that say he's sane,

But regardless of what they preach to him,
A fine companion he'll gain.

Concrete floors are being installed throughout the entire shop—this looks mighty fine for Dubuque Shops and the boys are full of optimism as a result.

Sur'n it's gossip here we do relate—
(Don't tell it to a soul.)

But rumor has it friend Bob S.

Has reached his final goal.

He takes a trip quite often,

(In fact just once a week.)

And tho' he says it's butter 'n' eggs,

It's company he doth seek.

DELICACIES FOR THE TABLE

Specialties

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

E. A. AARON & BROS.
CHICAGO, ILLINOIS



TRAVELERS select the Great Northern for its wonderful location in Chicago's "loop". They return because the large comfortable rooms, homelike environment, attentive service, excellent food and moderate charges make it an ideal hotel.

[400 Newly Furnished Rooms,
\$2.50 a day and up. Sample
Rooms \$4.00, \$5.00, \$6.00, \$7.00
and \$8.00.]

Walter Craighead, Manager

DEARBORN STREET FROM JACKSON
TO QUINCY

New Garage One-Half Block

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

KEARNEY & KEARNEY
KLINE BLOCK

Along the

"MILWAUKEE"

in Montana you will find
stores that help you save
on your apparel wants.

THEY ARE

VAUGHN & RAGSDALE
CHAIN STORES

MILES CITY

MONTANA

ON THE STEEL TRAIL

Dubuque Division

E. L. S.

CONGRATULATIONS to Wm (Bill) Nelson on his promotion to assistant to Mr. G. Tornes, general supervisor of bridges and buildings, Chicago. This took effect January 1, Mr. Nelson has been in the Engineering Department at Dubuque for quite a number of years and has many friends on this division. Dislike to see you go, Bill, but know you will like your new work.

On December 31 occurred the death of James Galvan of the B. & B. Department. Mr. Galvan is known to many of his friends as James Connors—Connors being his stepfather's name. Mr. Galvan's seniority dated back to July, 1880.

Our division was visited by a heavy snow storm January 5 and 6, and the snow is especially high on the Cascade Line. Trains on that line were tied up at Bernard January 5, and there was no regular train service there again until January 8. Trainmaster Rowley is surely seeing plenty "white" these days.

The flu epidemic on this division was quite serious for quite a while, especially at Marquette. Yardmaster Beckwith and family, also Night Yardmaster L. G. Connell and family, surely had their share of it, and at one time during latter part of December, about 8 switchmen laid off on account of it. However, at this writing conditions are about normal and brought about no real serious results.

Sympathy is extended to Switchman Merlin Geisheker and wife on the loss of their baby daughter, Celeste M., who died December 29. The baby was less than a week old.

Baggage man Ed Grimme, Dubuque, was on the sick list for a few days during January. Hope to see your smiling face about us soon, "Kelly."

Conductor L. E. Dunham donned a nice uniform and cap and became a passenger conductor during the Christmas holidays. We all thought you looked first rate, L. E. D., and maybe you will help out again some time.

Conductor J. M. Cassidy relieved R. H. Kearney fore part of January, while Mr. Kearney was at Des Moines on business for the O. R. C. V. K. Clark also laid off for similar work to be done at Des Moines.

Ed Lee is the new local chairman for the of R. T., in place of Albert Howe who held office for quite a number of years.

James L. Casey, yard brakeman at Marquette, has taken another three months' leave of absence to continue his studies at Milwaukee.

Chief Clerk Kinney, wife and daughter, Marion, visited Mrs. Kinney's folks at Ableman, Wis., during Christmas holidays.

Friends of Mr. G. A. Scott on this division were surely shocked and grieved to learn of his death, which occurred at Sioux City during December. Mr. Scott was a dispatcher on our division at one time and was well liked by all who knew him here. Sympathy is extended to Mrs. Scott in her bereavement.

Sympathy is extended to Agent H. A. McKinney and wife, Lansing, on the death of their 8-year-old daughter, who died December 31.

Operator Joe Kretz, 2nd trick operator, Spechts Ferry, is on the sick list. Extra Operator M. J. Sokol relieved.

Operator D. L. Hickey, working 2nd trick at Dubuque Shops, was on sick list for four or five days fore part of January, relieved by F. W. Gassman. Agent Bitton at Gordons Ferry, was sick for ten days latter part of December, and was relieved by Operator Gerling during his absence. Sam McClave, 1st trick operator at Bellevue, was also off on account of sickness for a few days.

Engineer Frank McKinney, who has been on 33 and 4 for some time, has taken runs on 30 and 9, starting January 8. This relieves Engineer E. A. Nicks, who will work on the Cascade Lines, runs 81 and 84.

During the holidays, on account of heavy business and handling extra equipment, it was necessary to put steam trains on 30 and 9, 33 and 38 for a period of about three weeks.

A. N. Hembling, who worked as relief agent at West Union, and operator at several places on the division for the past four or five months, resigned on December 17, and is working for some railroad in Michigan.

H. J. Hansel, acting as traveling auditor for several months, went back to his position as agent at West Union, fore part of December.

District Master Car Builder W. Snell of Chicago, was a Dubuque visitor recently.

La Crosse and Northern Division

Items

Eileen

WELL, and doesn't it make you want to skip school and follow the path to the old skating pond? Or go for a long jaunt in the old one-horse sleigh? Sort of affects us that way—I mean the snow, of course. Nearly three feet of it—not the first, but the biggest storm of the season (so far).

We were very unfortunate in losing three of our La Crosse and Northern Division men during the holiday season. J. W. Hancock passed away at his home in Tomah, on December 29. Mr. Hancock has been in the service of the Milwaukee Road since 1867, having served as agent at Tomah and more recently as the assistant agent.

Earl Burns, who was employed as operator and also as relief agent at Horicon, was instantly killed when his car skidded and struck a pole. The accident occurred near Woodland, on December 29.

Engineer Walter Washburn had just completed the run from Portage to Madison, on January 1, when he was stricken with a cerebral hemorrhage, death following almost immediately.

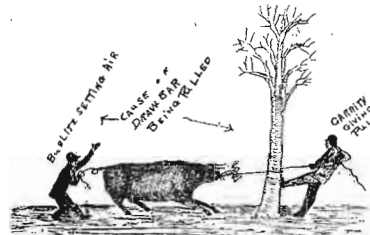
The passing of these men is particularly felt, coming as it did, at the Christmas season, and they have left hosts of friends who will mourn their loss.

This road as well as other roads experienced the heaviest holiday business on record. It goes to show that Santa Claus reigns supreme and will never relax. There is always a new generation to greet him. Christianity is here to stay, and do not, dear friends, tell a little child there is no Santa Claus.

Engineer James Carroll, the old vet, is off for the winter. This time he is taking his rest at the old homestead at Balsam Lake in the northwest part of this state. Jim usually spent his winters in Florida, but says there is no place like Balsam Lake.

Man is the only animal that can be skinned more than once.

Caught a Mississippi River black bass last summer—one of the small mouth species. The head of this fish was four inches long, his tail was as long as his head and half his body and his body as long as his head and tail. Am nearly loco trying to figure out how long he was. Will somebody kindly tell me? Don't all speak at once. Signed, Bill S.



Bublitz and the Bull

YOU all have heard the story 'bout the but-tons and the wool.

But bet you've never heard the one 'bout Bublitz and the Bull.

The New Year bells were ringing

The news right up to date,

While Emil Bublitz, the G. Y. M.,

Was switching Sixty-eight.

At last the train was ready—the hogger gave a pull,

And dragged the end out of a car, Which freed a great big bull.

Now Bublitz grabbed him by the tail,

And twisted it for fair,

Old Emil thought a twist or two

Would surely set the air.

But Mr. Bull refused to stop,

Tore wildly down the track,

While Bublitz signaled "Broke in Two,"

And mounted on his back.

The trip ended abruptly

As they rounded the east bend.

Too much Bull, cried Emil,

As to earth he did descend.

He grabbed the bell rope from the cab,

And swung it in his teeth,

Emil lassoed Bull and all,

Like a Mexican athlete.

The Bull was towed back to his car,

It was an awful pull,

But Emil proved to everyone,

That he could throw the Bull.

And now, let me tell you of his meteoric rise to fame. It's celebrated in song and story and this is the way that I heard it:

A bunch of the boys were whooping it up in Portage Yard that night, New Year's eve, and a car containing a very active overstuffed bull was damaged so such an extent that Mr. Bull found himself on the right-of-way, dead-head astray. Now, when Bowser and Walter found that this condition existed, they, with the aid of the bell cord from the switch engine and sundry clubs and coal picks, prevailed upon the gentleman cow to allow himself to be tied outside.

Mr. Bull, after thinking over the event from all angles, came to the conclusion that he had been treated in a most ungentlemanly manner, and in his own fashion proceeded to "make whoopee." Emil, after frantically telephoning,

and threatening, and cajoling, even at times resorting to profanity, unable to reason with Taurus and unable to locate a matador, or a toreador who could talk the language, was nearly in despair. "Now," quoth Emil, "In all my years, never have I seen the time when switchmen were so reluctant to—well, ah—wrestle the bull, if you know what I mean. I only wish T. B. was here because he is very proficient in this art."

After a time calm prevailed and Emil, having exhausted the lists of possible gladiators, finally called upon Jim Garrity and in the closing scene of the opera we find Emil a little upstage, dancing a fandango, while humming the Toreador Song from Carmen, while Jim with fullness of heart at 2 A. M.—well, ah—tossed the bull.

Art E. McPherson, the popular M. & P. Line wayfreight conductor of the La Crosse Division, has been a close observer of Safety First literature and naturally did not overlook this important feature when he spent a night in Portage at the Oneida Hotel recently. Placing his bank roll carefully under the pillow, Arthur slumbered peacefully on, and spryly sauntered into the lobby in the morning, pepped up for the day's activities. It was some time later when the fair Arthur really awakened, for the chambermaid, with a few kind words of city advice, presented the astonished Arthur with his bank roll. "Gosh all hemlocks," murmured Arthur, with a serious attitude, "I've been all over the M. P., but guess I'm still a rube."

Conductor J. J. Welch is to be commended for his handling of train 63 which met with accident east of Ixonia on the morning of December 16. An end gate broke off a car and broke an angle cock on the following car, unloading channel irons on the track ahead of No. 4. Due to Mr. Welch's prompt action No. 4 was stopped before any accident occurred. Another man in line for commendation is Conductor Frank Baek, who discovered a broken truckside on a car in No. 63 and had the car stopped and the car set out at Portage. Had Mr. Baek not found this broken truckside, we would probably have had a bad accident.

Some cattle which a farmer was driving across the highway became confused and started down our track, coming dangerously near the big locomotive manned by Northern Division Engineer John Rhine and fireman. Always on the alert for the unexpected, Mr. Rhine quickly brought the train to a stop before any of the animals were injured. To show his appreciation of their action, the owner of the stock graciously presented Mr. Rhine and his fireman with a fine big turkey.

Arbitrary

Scoop starts work at 8 o'clock,
ARBITRARY.

Starts to fuss and watch the clock,
ARBITRARY.

If perchance you have a PINK,
You'll find Scoop just below the sink,
ARBITRARY.

But when Sam shouts "31,"
You'll see old Scoop get up and run,
ARBITRARY.

Of times you'll see him wasting VIM,
Checking up on Sunny Jim,
ARBITRARY.

Once when Jim was gone a day,
Scoop got sick and stayed away,
ARBITRARY.

A. M. K. missed Scoop, they say,
The vacancy cost PLUMBERS' PAY,
So you see Scoop's back to stay,
ARBITRARY.

West H. & D. Division "Doc"

H. C. BLAKE has been appointed division engineer, with headquarters at Aberdeen. He and his force have moved into the former "Conductor's Room," the conductors transferring to Room 14, Chief Carpenter McCarthy gracefully sharing offices with the roadmasters to accommodate our new acquisition.

Ray Dodds, now of Madison, Wis., formerly chief dispatcher at Aberdeen, has been spending part of his vacation visiting old friends in Aberdeen.

F. T. Buechler, superintendent at Sioux City, formerly chief dispatcher at Aberdeen and Montevideo, has been visiting friends in this vicinity.

Engines are running through between Aberdeen and Miles City on Nos. 263 and 264. Earl says no trouble about H. & D. engines making a successful round trip, but—of course he referred to the condition of the engines as they left Aberdeen. They don't seem to have the same pep starting their trip back east.

All division officers attended the District Claim Prevention Meeting at Minneapolis, November 27.

The manifest system of reporting movement of cars over the railroad was inaugurated on this division December 5. It seems to be working fine. Anyway, it was an awful relief to not be receiving a sheaf of car tracers from Chicago and other points every day.

Four-wheel trucks, those low kind with the end gates and a swivel action, have been installed at Aberdeen freight house. They like them pretty well over there. Saves lots of light damage to freight, besides facilitating the handling generally.

Superintendent Nee conducted the Safety First meeting in the Women's Club room at Montevideo, December 19, with an attendance of 102 employees, including all of the section foremen between St. Louis Park and Twin Brooks. Everyone is watching their step to establish a record for the least number of ac-



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cidents, and besides no one relishes standard investigations of accidents or anything else.

John F. Loftus has been appointed roadmaster on the Fargo and Sisseton Lines. He comes from Superintendent Flanigan's territory. If he isn't posted on H. & D. territory he hasn't been making the most of his opportunities. The territory of Roadmasters Larson and Phelan has been rearranged to cover that vacated through the death of Roadmaster Ole Ronning.

The pheasant hunting season has closed and Earl is taking a much needed vacation for a few days.

Ralph says now that the new batteries have been received for Car 5806, he will be able to get in a full day. The oil lamps would only hold out until about midnight.

Superintendent Nee addressed the Aberdeen Rotarians at their noon-day luncheon, Monday, November 26. We are endeavoring to create a better understanding between the public and the railroad.

It has been very mild weather for the beginning of winter, but it must be at an end and winter coming on in earnest, for Passenger Conductor J. K. Tompkins has taken leave of absence and gone to his home in Santa Ana, Calif. He said he was going to Indianapolis from here, buying a new Marmon and driving through. He reports a very enjoyable trip.

Passenger Conductor E. H. Fargo also has left for his home in Santa Cruz, Calif., for the winter.

Passenger Conductor W. R. Foster is leaving for his home in Sumner, Wash., sometime this month.

Now that the season for pheasants is over and the ducks have all gone south, we wonder how Jimmie Ryan spends all his spare time, but after taking into consideration Jim's finer points and his one big "Weakness Now," we cease to wonder.

Montevideo has been bragging about their big attendance at their Safety First meeting in December, which was the largest ever held on the division. Wonder how this looks to them—meeting held at Aberdeen, S. D., December 17, attendance 603, all shops, crafts and offices represented.

The flu is making itself severely felt by H. & D. force during December, the last crawling under the covers being P. H. N., himself.

Chief Clerk Reichert has been blessed with a new arrival in his family—a baby girl. Congratulations, Vic.

By the time the next issue makes its appearance we will have with us a new year. The last has not been so worse, take it all around. If the next is as good it will be well. But we all hope of course, it will be better. Now that there will be no change in the established content of one-half of one per cent for at least another four years—maybe—there will be no worry about that. What we want next year is a good crop, good fishing, good hunting, and 51% or a controlling interest of all that prosperity we heard so much about prior to November 6.

Our record Safety First meeting held in Aberdeen, December 17, made quite a hit, as is evidenced by Passenger Brakeman D. W. Spink, who sent in the following:

"Now come along, all ye scribes, poets, composers, and whatnots, let's have a song or two, or mayhap some musically inclined tallow-pot can set this to music."

The following verses sent to division headquarters by D. W. Spink, passenger brakeman, after record Safety First meeting was held at Aberdeen, S. D., December 17, when 603 officers and employees attended same.

Safety First

The engineers all whistle
For each crossing they go by;

And the firemen wearing goggles
For protection of their eyes;
The brakemen all cross over
After they have thrown the switch,
And there isn't any old material
Lying in the ditch.

The flagman has his signals,
And he knows Rule 99.
The conductor has his orders
And his train is right on time.
When you see the section men
Out working with the jack,
You will always find they have it
On the outside of the track.

When they are unloading ties
They often will repeat,
"We will have to can the man
That drops one on his feet."
When there's any work to do,
The car comes off the track,
For no one wants to be the man
That has to hold the sack.

Boland sees them every day
And says, "Now boys, remember!
There's only 12 more days to go,
No accidents in December."
The trainmen all are smiling
As they go along the way,
And the only thing they talk about
Is SAFETY and back pay.

Whalen's feeling happy,
Mattice is like a child,
And no one need be told the way
The superintendent smiled.
So we held the largest meeting,
And they fed us bread and wurst,
And that's another reason why
WE PRACTICE SAFETY FIRST.

Kansas City Division

K. M. G.

MRS. H. F. GIBSON, wife of superintendent, is a patient in the Worrell Hospital, Rochester, Minn. Mrs. Gibson was operated on, on December 27, and shortly after contracted the flu. We are all very glad to learn that she is recovering and hope she will soon be able to return to her home.

Roadmaster Weiland, Mrs. Weiland and Peter, Jr., spent the Christmas holidays with relatives in Bridgewater, S. D.

Joe Brown, son of Conductor J. N. Brown, who is a student at the Iowa State University at Iowa City, spent the Christmas vacation in Ottumwa at the home of his parents.

Madeline Reynolds, daughter of Conductor Mike Reynolds, while visiting at the home of her parents during the holiday season, became suddenly ill with appendicitis and was operated on at the Ottumwa Hospital. Her condition is much improved and she expects to return to Lexington, Kentucky, within a few weeks. Miss Reynolds is an art student at the State University at Lexington.

P. H. Fluck, agent at North English, is away for the winter months and is being relieved by L. G. L. Lennox.

Dispatcher Jno. A. Sanford had his mid-winter vacation, being off duty from December 24 until January 1, during which time he made a visit to Newtown, Missouri, to look up some of the old-timers. John Alvin spent his boyhood days in Newtown and has many friends there.

The mother of Mrs. G. C. Sheridan passed away at her home in Minneapolis on December 20. Funeral services and burial were held at her old home, Lansing, Iowa, on December 22. Mrs. Sheridan has the sympathy of her many friends on the Kansas City Division in the loss of her mother.

Trainmaster W. C. Givens and family spent Christmas with relatives and friends in Sioux City, Iowa. W. C. G. says he knows there is no Santa Claus now because he didn't get the new hat, even after he had been ever so good.

Noble Wilson, operator at Washington, Iowa, has been granted an indefinite leave of absence. The position previously held by Mr. Wilson has been assigned to F. A. Roberts.

Agent J. W. Calvert, Ottumwa, spent the Christmas holidays with his son at Lucerne, Missouri.

The marriage of Marguerite Kissinger, daughter of Engineer Kissinger, to Hugh Brown Evans, son of Chief Carpenter Evans, took place at the home of Mr. and Mrs. Kissinger on Monday, December 31, at eleven o'clock in the morning. Only the immediate members of the two families were present at the service, which was read by Rev. J. M. Walsh, dean of St. Mary's Church, in the living room of the Kissinger home, the couple standing at an altar improvised with greenery and baskets of bronze and yellow chrysanthemums. A luncheon was later served to the bridal couple and guests. Mr. Evans is connected with The Hamlin Supply Company, as traveling auditor, with headquarters in Pueblo, Colo., where he and his bride will make their home.

O. N. Harstad, general manager, and W. V. Wilson, comptroller, were business visitors in Ottumwa on January 10.

Traveling Freight Inspector George Fall was in Ottumwa on January 10 to attend the Claim Prevention Meeting held at Women's Club Building.

One of Traveling Engineer H. R. H.'s New Year resolutions, "To ride alone hereafter." Also resolved that with the keen new pencil someone sent to him as a Christmas gift he is going to write a few items of interest each month for the Milwaukee Magazine.

Ben F. Webb, for many years section foreman at Sigourney, Iowa, and of recent years crossing flagman at Cedar Rapids, passed away at Cedar Rapids on January 12. His body was taken to Sigourney and funeral services held there on January 14.

Engineer Herbert Cogswell and Mrs. Cogswell were called to Maquoketa, Iowa, on January 6, on account of the death of Ted Eager, who formerly lived in Ottumwa. His father was owner and manager for many years of the Wardrobe Cleaning Establishment.

New supply car, operating on Kansas City Division, started out of Cedar Rapids on Monday morning, January 7, peddling shims to section foremen, stationery to agents, in fact distributing everything from pins to automobiles.

Bill Smith, second trick store helper at West Yard, is off on a three months' leave of absence. His position is being filled by Wm. Bussing.

On Wednesday, January 9, occurred the death of James H. Riley at the St. Joseph's Hospital. He had been employed with the C. M. St. P. & P. Railroad since 1887, serving the largest part of that time as an engineer. He was a member of the Brotherhood of Railway Engineers No. 538 of Ottumwa. The funeral services were held from St. Mary's Church at 8:30 a. m. on Saturday, January 12, and burial made in Calvary Cemetery.

Chief Clerk John W. Sowder, Mrs. Sowder and daughter Norma are vacationing in Chicago, Excelsior Springs and Kansas City, Mo.

"Out Where the West Begins" Trans-Missouri Division

D. H. A.

THE Community Christmas tree on Main Street, sponsored by the Milwaukee Woman's Club of Moberge, was more beautiful than ever this year. The tree was 50 feet

high and was festooned with colored lights and lovely decorations.

A program was given on Christmas Eve at 4:30 P. M. Christmas carols were sung and music was furnished by the Mobridge High School Orchestra. A short talk was given by Rev. Fr. O'Connor, then Santa Claus appeared and distributed the 1,200 stockings filled with candy and nuts for the children. This is a beautiful custom and is thoroughly enjoyed by the Mobridge people as well as visitors from the surrounding country, people coming for miles to be present at this Christmas program. We hope to make this an annual affair.

We notice in the January number of the Milwaukee Magazine a new correspondent, R. K. B., from the west end of the Trans-Missouri Division. Since the consolidation of the Trans-Missouri and the Musselshell Divisions, the Trans-Missouri now extends from Mobridge to Harlowton, Montana, and that is considerable territory for one correspondent to cover, so we are very thankful for this help and we are glad to welcome you to our midst, R. K. B.

Mr. and Mrs. Wm. Vanderly have gone to Chico, California, for the winter months. His position as night baggageman is being filled by Jake Rinehart.

Superintendent and Mrs. H. M. Gillick of Miles City, spent a few days at Mobridge on business.

Miss Leah Middleton spent her Christmas vacation with her parents here and Leslie is happy again. Santa Claus was very good to her and brought her a lovely new "sparkler," so congratulations are in order. She has returned to Seattle to resume her studies there.

Mr. E. E. McChesney of McLaughlin, father of Brakeman McChesney, passed away last month. His home caught on fire while he was asleep and he was suffocated by the smoke before the fire was discovered.

Agnes Vaughn, nurse at the Mobridge hospital, has been critically ill with plural pneumonia. We are glad to state that she is now on the road to recovery.

Among our young people who spent their holiday vacations at home are the following: Claire Riffle, Kirk Sandals and Charles Clinker from the university at Vermillion, S. D.; Ada Townsend from Collegeview, Neb.; Melville Rollins and Harry Burton from the Montana College at Bozeman, Montana; Robert Catey and Bruce Dewey from the Dakota Wesleyan University at Mitchell, S. D.

Mr. R. S. Lewis, accompanied by Mr. and Mrs. Chester Helmey and children, spent Christmas at the home of his daughter, Mrs. Horace Cook, and his son Rollo Lewis of Bozeman, Mont.

By now Larry Hourigan is enjoying the balmy breezes of southern California. He left here last Monday and will visit three weeks with his wife who is spending the winter in Los Angeles. We are glad to know that Grace is very much improved in health.

Brakeman W. J. Dyer left last week for Bismarck, N. D., to assume his duties as representative from the 39th district.

"Hook" Revord spent Christmas with his mother at St. Paul, Minn.

A son was born to Mr. and Mrs. Steve Bailey on January 6. Congratulations.

We are glad to have in our midst again, Conductor Wm. James and family of Miles City. Mr. James is now running on the North Line. Miss James is being employed at the Northern Power & Light office here.

We regret to state that Mrs. Paul Byington is seriously ill with complications following an attack of the flu. At this writing she is somewhat improved and her many friends hope for a speedy recovery.

Mr. and Mrs. Emil Johnson and son, Dick, spent their Christmas vacation at Minneapolis and Chippewa Falls, Wis.

An effort is being made to solve the water problem at Faith, S. D. The Norbeck Company has contracted with the Milwaukee Railroad Company to drill a well at that point. They plan to drill an eight-inch hole; around this hole a number of smaller holes will be drilled and shots of dynamite exploded in each one of them. By this method it is hoped that a large reservoir will be formed to increase the water supply.

Mr. and Mrs. W. B. Donahue have returned from Rochester, Minn., where Mrs. Donahue underwent an operation.

Traveling Passenger Agent R. W. Myles and wife of Chicago, spent a day at Mobridge looking after business matters.

The Milwaukee Railway has installed a new pumping equipment at their pumping station at Pontis, S. D.

Mr. and Mrs. John Price and daughter Patricia, of Miles City, spent Christmas with Mrs. Price's parents here, Mr. and Mrs. Winn Perry. From here they went to Minneapolis to visit Mr. Price's parents.

Mr. and Mrs. Howard Clark, of St. Paul spent the holidays with relatives and friends here.

Mr. and Mrs. E. E. Tennyhill enjoyed a visit from their son Robert, who is now a member of the All Nations Dance Orchestra. They are now filling dance engagements in this territory.

Snus Carlson, George Hilton and Harold Fuller, of the Superintendent's Office at Miles City, spent Christmas at their parental homes here.

Traveling Auditor F. L. Otto passed through our city en route to Faith and points on the South Line.

We are sorry indeed to hear of the illness of Conductor "Heine" Wyman and we hope by now that he has fully recovered.

Mr. and Mrs. E. A. Zimmerman spent the holidays with relatives and friends at Milwaukee.

Mr. Norman Anderson underwent an operation at the Mobridge hospital last week. He is convalescing nicely.

If there is a lack of news this month, it is perhaps due to the fact that there was too much Christmas festivities and too much flu. Almost every one of us have had a touch of colds and the flu, but we hope the crest of the epidemic is past and that next month we will all be feeling tip-top. Here's for more business and a bigger and better 1929 for the good old Chicago, Milwaukee, St. Paul & Pacific Railroad.

S. M. Division (West)

B. W. Bast

STOP! LOOK! LISTEN!

HEARED the toot, but tried to scoot

And beat the Choo-choo to it.

The poor galoot now twangs a lute—

Take heed and don't you do it.

The trainmen were a happy bunch around here just before Christmas, as they received their back pay check and said same would come in very nice at this time just before the holidays.

Section foreman of the Madison Yards, V. Lucas, left for points east, and will return in a few days.

Mrs. Thomas McGee went to Chicago, Ill., to visit with her son.

Some of us are wondering if Neardahl & Cox have disposed of their corn crop this year and the amount realized. We hope they received at least received a small profit on same.

The gas-electric motor running between Sioux City and Bristol, S. D., was taken off and replaced by steam in order to handle the increase in business during the holidays.

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Dayton, Ohio

VARNISH - ENAMEL - LACQUER

William Hamilton, our old-time freight house trucker, arrived from the south after spending some time in Oklahoma. Bill has not been in the best of health lately and is on leave of absence.

Agent Gregerson's mother suffered a stroke on December 28, passing away the following day. Burial was at Albert Lea, Minn., on January 2. The sympathy of the Division is extended to him.

Agent "Lud" Olson, of Oldham, is drinking soup now, having had all of his teeth extracted.

Yardmaster Mathison's mother passed away on January 11, and the sympathy of all is extended to him in his hour of sorrow.

From the Crossroads of the World

Roberta Bair

THE first of the year found us losing our superintendent. Our Mr. A. J. Elder was transferred to the Iowa Division, with headquarters at Marion, Iowa, and Mr. L. F. Donald, assistant superintendent of Chicago Terminals, who formerly was our assistant superintendent, came to us as superintendent.

Along with holiday festivities we gave a farewell banquet to Mr. Elder, December 27, at the Elk's club rooms. Some 46 officers and employes were present, and Mr. Bert Beasley, company attorney of Indianapolis, officiated as toastmaster. During the course of the evening Mr. Beasley called on the different officers who responded with short talks. As a token and appreciation of our association with Mr. Elder, who was with us just 1 year and 8 months, he was presented with a beautiful diamond ring. We feel that we had just learned to really know him, and his going is greatly regretted by all. We sincerely wish him continued success in his new position.

We welcome Mr. Donald as our new superintendent and will strive under his leadership to place our division among the best.

January 15 we completed building one mile of track, opening up the old Tower Hill lead from Midland to the new Binkley mine. This lead, has been closed some 15 years. We expect to get a good tonnage from the new stripping operation.

The office force of the superintendent is leading the league in bowling, having copped twenty-four and lost six. They are being pushed very strong for the lead by the Car Department of Hulman Street. The office team is composed of Colwell, Huberti, Schall, Walters and Stewart. Walters and Huberti are high men on the team although Schall is very steady and consistent in a pinch, but when they need a few pins Colwell always shines. This team consists of a quintet of stars and challenges any Milwaukee team on any division. This team is the talk of the town and called the Ten Pin Kings. They should land well up in the A. B. C. tournament.

We extend our sincere sympathy to both our Chief Train Dispatcher Mr. H. A. Smith, and to our agent at Bedford, Mr. H. D. King, in the loss of their fathers during the month.

Miss Muree Clement, fiancée of our Tonnage Clerk Howard Stewart, has returned to her studies at Ohio State College at Columbus, Ohio. Suppose Howard will frequently spend the week-end at Columbus now.

It is understood that Division Accountant Amour is waiting for the new Oldsmobiles to come out, anticipating a spring trade. He tried to make a deal with Grossman Bros. but couldn't get together as Lou had dispensed with his speedometer and is using a hand-painted calendar to check his time and mileage. Also understand his mechanic, Mr. Blaikie has ridiculed him because there is no heater in the back seat. However, there are porcelain hand-

grips on the seat back for the convenience of Lou when Mrs. Amour is driving.

We are very glad to report that Mrs. E. L. Kenney, who was seriously injured in an automobile accident near Kokomo, Indiana, just before Christmas, is getting along as well as could be expected. Mrs. Kenney was brought to St. Anthony's hospital, Terre Haute, and the last report was that she would be able to be removed to her home in a couple of weeks. We are expecting a complete recovery for Mrs. Kenney.

West Clinton

We sent out an SOS for a weight on a car of coal and in a short time received the weight from our former Train Master L. L. Beckwith out in Marquette, Iowa. Thanks.

Homer McBride had to be off several days on account of the flu, but his dealings with stubborn brakemen came in handy, and he is again back on the lead as good as ever.

Charley Weekly came back from Bedford with a new dog, but we couldn't tell whether it is a Newfoundland or what. He says it is a bird dog. O. K.

Dale Gorr, a former brakeman here, but now on the I. C., at Palestine, was here for a short visit last month.

At this writing our second trick operator, Doc Johnson, is laying off on account of sickness, and H. A. Edwards is relieving him. Mr. Edwards was formerly agent at St. Bernice. We were again glad to have him with us and he brought several pennies with him.

M. H. McCandless, our agent, was off duty for a few days the first of January, on account of a very bad cold, but he was soon back at his desk.

Miss Rideout, stenographer at the roundhouse, lost several days on account of sickness the first of January.

H. C. Spaulding and two sons are back from a trip to Texas. We understand he went down to sell his hogs and thought sure he would bring home the "bacon."

Just learned that our office cat has left and gone over to the hotel to stay. Well, we can't blame her, as she will get plenty to eat over there.

L. S. Lewis, one of our clerks, is back at work again and we hope it won't be very long until he will be on permanently.

Others who have been on the sick list, but are back at work are: John Nelson, John Hoyt, and John Kelsey. We might also add here that every one hopes for the speedy recovery of Mrs. John Nelson and Mrs. R. Foltz.

Some of our "thoughts" as we read them—All of Us: "Had the 'flu' yet?"

Jim Myers: "I don't see why more people don't burn Talleydale coal."

George L.: "Why don't more of these hunters realize that I enjoy a quail sandwich?"

Mickey: "I hope to get 100 eggs a day."

Roy Emerson: "I hope that yard office bunch ROASTS."

Iowa (Middle and West)

Ruby Eckman

THE establishment of the New Safety Department on the Milwaukee, of which M. J. Flanagan, former superintendent of the Iowa Division, is the head, has resulted in the appointment of V. Hansen, for the last few years chief carpenter at Perry, to the position of district safety inspector. The appointment met the approval of friends of Mr. Hansen, who extend their congratulations on the new position.

Clyde Hamilton, line man for the Milwaukee at Webster, S. D., was visiting friends on the Iowa Division during January.

Harvey Johnson, who has been working on one of the steam ditchers for some time, came home to spend the weeks while the outfits were tied up and brought a young lady with him

whom he took pleasure in introducing as Mrs. Johnson. Harvey stole a march on his friends and was married on August 18, at Minneapolis, to Miss Elsie Henderson, of Des Moines. Friends of the young people extend their congratulations.

A new cause for signals being at danger was reported from Herndon along the fore part of January. A severe blizzard made the roads around Herndon impassable, so a South Dakota tourist who wanted to get out of town with his car thought he would use the Milwaukee tracks for a highway. He only went a short distance before he was forced to leave the tracks, but he traveled far enough to do about \$100.00 worth of damage to signal equipment.

Engineer J. M. Foster, one of the Veterans on the Iowa Division, died at his home in Perry, January 14, following an illness which had prevented him from working for a couple years. Burial was made in Perry. The family made their home in Savanna for a number of years, Mr. Foster having worked on the East Iowa Division.

The handling of the ice crop on the Iowa Division started the second week in January. Ice for the houses at Perry and Council Bluffs comes from Okoboji, while the Atkins house will be filled from the harvest made at Tama.

Operator D. J. Crowe, of the Perry dispatcher's office force, was called to Chicago the fore part of January on account of the death of his sister.

Andrew Anderson, for forty years an employee in the Bridge and Building Department of the Milwaukee, died at the family home in Perry, January 6, following an illness which had extended over a period of several months. Mr. Anderson retired from active work about three years ago, after having put in forty years of faithful service. Engineer Charles Swift's wife, of Perry, is one of the surviving daughters.

There is a story which is frequently told which ends with the phrase, "One of our boys made it." This applies to Perry now, since the appointment of A. J. Elder to the position of superintendent of the Iowa Division. The appointment was made when M. J. Flanagan was promoted to the position in charge of the Safety Department. Mr. Elder is a Perry boy, of whom all are justly proud. He learned telegraphy on the Iowa Division, and got his first job when he was hardly big enough to reach the telegraph instruments and hasn't been idle since that time. His first work as a train dispatcher was in the Perry office, and it was very welcome news to his friends at Perry and all over the Iowa Division that he was coming back as the ranking officer on the Division. A. J.'s mother lives at Perry and his friends in Perry have always kept in pretty close touch with him during his numerous visits here to see his mother.

December sixteenth was the twentieth wedding anniversary of Conductor Charles Craig and wife. They had expected to pass the day in their usual quiet manner, but some of their friends decided otherwise, so took some well-filled baskets and hid themselves to the Craig home to celebrate the occasion.

Perry friends of Engineer Bert Weldon were grieved to learn of his death, which occurred at his home in Savanna, the latter part of December, following a short illness.

The sympathy of friends on the Division was extended to Engineer Edward Mullen on account of the death of his wife, which occurred at the family home south of Perry, December 24. Mrs. Mullen was an interested member of the Perry Chapter of the Milwaukee Women's Club, although her health has been such for some time that she could not take an active part in the work.

Mrs. Richard Shover, wife of one of the Iowa Division line maintainers, was called to Tomah,

Wis., the latter part of December, by the death of her grandmother.

The December Safety First Meeting at Perry brought out an unusually big attendance. It was the last meeting which Mr. M. J. Flanigan conducted while superintendent of the Iowa Division and the men at Perry saw to it that the Women's club house was filled to capacity.

Victor Hansen, district safety inspector in the territory which includes the Iowa, Des Moines, Dubuque and Soo City Divisions, closed the year of 1928 as Chief Carpenter of the West Iowa and Des Moines Divisions with a perfect record, so far as personal injuries were concerned. As a courtesy to his foremen and an expression of his appreciation of their co-operation along that line, Mr. Hansen invited them all to Perry to a dinner party and social evening. The average working list during the year in the department was seventy-five and the men in the department were justly proud of the record they made.

Texas, for the Christmas holidays, was the goal of Conductor A. J. Fuller and wife, who went to San Antonio to visit their daughter and her family. Engineer Ralph Shaw and family, who went to the same city to visit former Perry friends, and Irene Dillon of the assistant superintendent's office, who went to Houston to visit her sister. All returned to Iowa to find the temperature hovering down around the zero mark which was in striking contrast to the weather they enjoyed in the southland. Mrs. Dillon was accompanied by her niece, Elizabeth Wanson.

Four "50-year" service buttons have appeared at Perry since the payment of the 1929 dues to the Veteran Employees Association. A. E. Brooks, who is in train service, represents that department, while Engineers A. W. Morgan, B. H. Moore and Henry Nichols, three passenger engineers, wear the badges to show that they have been faithful servants of the Milwaukee Company for over half a century.

The news of the death of Conductor Ben Buckley's wife was learned with regret by the many friends of the family in Perry.

Lee Varnadore, of the Perry roundhouse force, took a lay-off in December, and with Mrs. Varnadore, made a trip to Bedford, Ind., to see General Roundhouse Foreman Fred Dollarhide and family. The Dollarhides have two new daughters since their removal from Perry, and just before the arrival of the Perry folks they received a daughter-in-law in their home, their eldest son Blaine having married a few days' previous. Lee, who is quite a hunter, timed the trip so that they would be there during the open season for quail and enjoyed bagging his limit in birds.

The Iowa Division handled five cars of cigaretttes from Petersburg, Virginia, to Shanghai, China, December 16. This is the largest single shipment of the kind recorded on the division as traveling the distance the cars would.

Machinist Harry Hawk's wife was at the hospital at Iowa City in December, for an operation for a double goitre, which has been bothering her for some time. She stood the operation nicely and returned home in a few weeks.

A double wedding in which two Perry railroadmen participated took place at Titonka, December 26, when Everett Avans, acting chief carpenter, was married to Arletta Bristle, and Charles Williams of the Signal Department was married to Miss Grace Hambleton. The young folks were all from Perry, but drove to Titonka to be married by a former pastor of one of the young ladies.

Following a few days' wedding trip to Nebraska the young people returned to Perry and both couples have gone to housekeeping. They have the best wishes of a host of friends.

Conductor O. R. Taylor had a peculiar ex-

perience at Pickering recently. After doing some work there the rear brakeman went over on the engine to be handy to assist the head man in doing work there. In pulling out of Pickering, Conductor Taylor felt the brakes sticking on a car near the rear of the train, so he got off to bleed the car. While walking alongside it, he stumbled and fell, and as he was very close to the train felt it best to lie still till the train had pulled by him rather than take a chance of getting struck by an oil box or other equipment on a car. His lantern had fallen from his grasp, and by the time he had picked himself and his lantern up and lighted the lantern he was unable to get a signal to the head end, so had to walk the 2.6 miles to Ferguson. He started out and got there by the time his engine crew and brakemen had their work done, so they hadn't missed him.

Mrs. E. E. Heath, who has made her home for some time with her daughter, Mrs. Lon Morgan, died January 12, and the remains, accompanied by Mr. and Mrs. Morgan and other relatives, were taken to Sisseton, S. D., for burial.

Refrigerator Blues

The Wallflower

HONORABLE MENTION

With Big Honest Abe—D. S. Westover (doesn't he just remind you of the tall rail-splitter, even though he does not possess a beard), as our new chief P. F. I. Lines West; with Harley Everson, the little fighter who will see any job to a finish, our new chief P. F. I. Lines East; and Big Bob Weber, the new punch and pep of the Refrigerator Service Department, we know we're going to be able to say, "The Milwaukee Perishable Freight is Passing by on Schedule!"

With Tony, Ray and Claude given promotion to add zest to their work, not forgetting to mention the noticeable good work of the rest of our co-workers of the Refrigerator Service Department, won't our turnover (as we'll call our results) be great from now on?

FAREWELL TO THEE,

E. J. Doyle and W. J. "Bill" Hagedorn. Rather, we wish to say "Au Revoir and our best wishes to fare well in your new field of work. With the clean-cut record of honest endeavor you've left with our road, there is no doubt but that you boys will succeed."

THREE COMIC VALENTINES

ROSIE offers this one under the heading "How Annoying." "Every time I blow the horn on my new car it's because I want the people to get out of my way, but when I blow it all the boys RUSH to the curb, darn 'em."

Here's Ray's:

"Glenview Advertising"

Pants pressed in the rear.

Shoes shined inside.

Honey, drive in.

Goodman & Black—Cheap Skates.

And here's Harley's—"The Sure Steam Heat Process." "When the temperature starts its downward slide in any degrees below zero and you happen to be stranded on the road and in search of a warm bed, crawl in a meat freighter and tell the hogs to move over."

East H. & D. Division

Maude Hamlin

WELL, have you all started the New Year right, and made a few good resolutions? Up to date the following have got in line with their good intentions:

Red Middlebrook—to not get left at stations any more no matter how fast they're going.

Scotty Brown—to build fires in stock coaches.

F. S. King—to talk radio at every possible chance.

Julian Sauvegeau—to work at least 16 hours a day.

Leo Penn—to charge WCW double after 10 a. m.

W. C. Westfall—to change boarding places if he does.

R. E. S.—to be satisfied with his own clothes in future.

F. H. Natzel—to keep away from trainmaster when he is in a "trading" mood.

Mr. Hills—to soak up more heat in his corner.

Yc Scribe—to throw the stove out some nice day.

Percy Bradley—to put the Studebaker away for the winter.

The Safety First Meeting held at Montevideo on January 14 in the Women's Club House was very well attended.

Seems the "boys" have learned just how well the Women's Club is doing along welfare lines, so about one hundred of them decided to "join up" with the club, and the result was a nice little increase for the Montevideo Women's Club as to membership. Boys, you will never regret it, and you may be the means of helping some one who needs help badly, so pass the good word along, and let us have the H. & D. Division 100 per cent as far as the men are concerned. Let's go!!!

Conductor J. E. Fifield had a little scare from fire here awhile back caused by an overheated chimney. Quite a lot of damage was done, and the Fifield family moved bag and baggage to Conductor Young's domicile, Mrs. Young being a sister of Mrs. Fifield. Earl says those insurance adjusters are slower than the itch—or worse than WCW when spotting a car for company loading, when he is pretty busy.

Melvin Rear returned to Montevideo after being out in Sunny California for the past six months or more. He took part in a little party at the Superintendent's Office here at Monte, when about ten of the fellows told how much they knew or didn't know, about standard rules, air, etc. Mr. Sizer, Mr. Hills and Mr. Schmitz conducted the class.

Len Nelson, who has been at the Sanatorium at Granite Falls for some time past, is reported improving nicely. In fact we saw him the other day and he certainly was looking just fine. Ben Bishop, Abe Stuber and Perc Bradley took a little jaunt down to Granite Falls the other day to see Len, and he returned with them, he was feeling so good. We'll be glad to see you back on your job again soon, Len.

Conductor Eveland and wife departed for Florida to spend a couple of months getting away from this below zero weather we have been experiencing lately.

But Art Sandy changed his mind about going to California this winter; claims there is too much flu out there to suit him.

Engineer James O'Reilly took a job as a worker in the Steel Machinery Co.'s plant in Minneapolis for the winter. Beats bucking snow, says Jim, and trying to be "on time" in spite of the severe weather conditions.

Did you know that Conductor F. S. King was a real radio artist now? Most any time he can get anyone to listen to him, he is talking "radio" to beat the band. His brakemen are getting so they won't associate with him any more on account of his broadcasting.

It is a well known fact by this time that our popular agent at Cogwell, N. Dak. (L. T. Wolf by name) was recently united in marriage to Miss Margaret Cusick, who is the daughter of section foreman, Tom Cusick, at Gogswell. Never thought Louie would turn out to be a Benedict, as that has been his boast for years, but you never can tell a thing about a man when he finds the right party. And no doubt Louie is marking time pretty well in the role of a

married men. Congratulations and our best wishes.

Ye scribe is enjoying a visit from son Dean, of Reedpoint, Montana, who arrived January 8 for a several weeks' stay.

Roadmaster Natzel is now the envied owner of a beautiful Oakland sedan, which causes no little comment from the passengers on 15 and 16, when it is parked by the office.

Quite a little work to keep the platforms and switches clean lately—had snow several different times. Up to date, however, we certainly cannot kick on this issue, as we have been fortunate along that line this winter.

It's getting so now that you can't tell by the looks of 'em just who they are. Was a time I could tell it was Mr. Sizer by the clothes he wore, sort of used to seeing him wear that sheep-lined coat of his, but now that is all changed and it has a different license number on it altogether, and R. E. S. is minus \$10 and ahead a rat-lined coat, if you please. Mr. Natzel has told R. E. S. to keep away from him until the winter is over, or he will have all the rest of his winter togs traded off of him.

Several section foremen are sick with the flu, and we have had to get relief foremen for the time being. Sections 24, 25 and 36 at the present time are being run by relief foremen.

The Supply train passed through here on January 10, and left us our share of supplies and stationery, for which we were very thankful. Several supervising officers went along with the train over their particular territory.

Well, it must be nearly time for that January thaw now, so will get this out to the Editor before these notes run together and can't be read.

We all enjoyed the social evening put on by the Women's Club on the evening of January 4. It was the annual installation of officers of the club and was turned into a dance afterwards. A nice time was had by all those present, although there wasn't a very large crowd, owing to the very severe weather.

Chicago Terminals

Guy E. Sampson

TO start off the New Year our Assistant Superintendent Mr. L. F. Donald was promoted to the position of Superintendent of the C. T. H. & S. E. Division, with headquarters at Terre Haute, Ind., while Mr. C. E. Elliott was made Assistant Superintendent and took up the duties of his new office the first of the year. His family were moved from Portage, Wis., to Bensenville, where they will reside. Mr. Donald had made a wonderful record in his operation of the terminals and all employees are now joining hands to assist our new official to keep up that record.

On Saturday evening, January 5, several couples gathered at the home of Mr. and Mrs. Elliott and enjoyed an evening of cards, lunch, piano and vocal music. All left about midnight, wishing the Elliotts a very warm welcome to our midst.

On Saturday evening, January 12, a bunch of employees' families gathered at the home of Mr. and Mrs. Herwin, trainmaster, and enjoyed a jolly evening. To make the event a real surprise the Herwins had been invited by Yardmaster J. Capoot and wife to accompany them to a show at Elmhurst to leave about 8 p. m. At the appointed time, instead of the Capoots' driving up for the Herwin family, ten couples arrived at the door and demanded admittance. Cards, dancing, music and lunch took up the entire evening.

Born this month to Mr. and Mrs. George Cooper, a baby boy. Now Machinist Foreman George Cooper, Sr., as well as Illinois Division Conductor Wm. Harney, are both granddads. And a proud pair they are too. Oh, yes, the grandmas are just as happy.

Mr. Frank Reed, who was reported confined to his home last month, is reported very much improved and able to get around the house with the aid of a cane.

Wm. Klevan, who is employed at the Bensenville roundhouse, spent a few days last month at the home of his parents at Milan, Minn. And when "Billy" came back we soon received some of that Minnesota zero weather, but he claims he did not bring it with him.

Engineer Harvey Craigmile was called to Milwaukee one day last month on account of the serious illness of his brother. His brother began to improve, but suffered a relapse a few days later, and died. The sympathy of all employees is extended to the bereaved ones.

Mr. Elmer Harkness, an employee in Mr. Cameron's department, started off the New Year in a way that his many friends are sure will be enjoyable as well as beneficial to his future. On January 1st he and Miss Hilda Balagerhoff were married at the bride's home in Bensenville. All join in wishing them a happy life.

Mr. G. P. Motz, who has been employed as boilermaker in the terminals for the last seventeen years and who resides at Bensenville received a registered letter a few days before Christmas from Kansas City. The letter stated that a Milwaukee engineer had mentioned the fact to the writer that G. P. Motz was employed at Bensenville, and as the writer had a brother by that name whom he had not seen since the two attended a family reunion at Moline, 25 years ago, he wondered if by chance the man at Bensenville could be his long lost brother. And that is the reason G. P. hastened to Kansas City to spend Christmas, for the two men were brothers. To make the occasion still happier, on Christmas Eve the granddaughter of James O. Motz was married and her grand-uncle was in attendance. Mr. and Mrs. G. P. Motz expect to go down to Kansas City in the spring and finish the visit the two brothers did not find time to complete.

The G. E. Sampson family spent their Christmas vacation at Wauzeka, Wisconsin, where Mrs. Sampson's father is an invalid.

Switchman Don Smethurst and wife recently took an active part in a home talent play at Itaska, where they reside, and now the younger men on the list are wondering if Don will take to a stage career and make them one man older on the list. We hardly think so, for we all know, "Once a rail, always a rail."

Mr. E. T. Speck, a freight conductor on the Illinois Division, is doing some house building in Bensenville as a side-line and bids fair to become a man long to be remembered as one of the first to assist in developing this fast growing suburb. He and a great many other Milwaukee employees are contemplating building homes there and moving their families there this spring.

Clarence Waldron and wife spent New Year's at Minneapolis with his parents. Harry Beeson did the relief work in the train director's office in place of Waldron during his absence, as Train Director Burke was absent, December 31 and January 1.

Mrs. Warren Lee and son, DuFey, spent the holiday vacation at Mason City, Iowa.

The son of Car Clerk Sorrenson, who was critically ill for several weeks, is fast recovering from that illness.

Mrs. Harvey Craigmile is still at the home of her aged parents in Ohio. Both old people have been very poorly all winter and insist on the presence of their daughter in their declining days.

Another death in our midst last month. Switchman Joe Sacks while working on the north hump crew was missed and a search discovered his body lying between the tracks where he had been riding on a cut of cars be-

ing pulled out to switch. He had in some way fallen from the slowly moving cars and had been instantly killed. He was unmarried, aged about 58 years, and had several brothers and sisters in the east, from where he came here. The sympathy of all is extended to his relatives.

Mr. James Coward enjoyed a lengthy visit from his daughter, Mrs. Clarence Wilson of Memphis, Tenn. Mr. and Mrs. Wilson came up to Chicago the latter part of November, and while Clarence had to return to his position at the end of a week, his wife remained with her father and other relatives until after the holidays.

The sympathy of all is extended to Illinois Division Fireman Mr. Ferris, over the death of his wife, who passed away Saturday, January 12, leaving him with three small children, the youngest only a few hours old. The remains were taken to Savanna, Sunday, where they were later laid to rest.

Many changes have taken place in the Safety First ranks and we should see a plenty about it in this month's Magazine. Conductor "Curly" Smith and Engineer Thompson, both of the Illinois Division, have found reserved seats on the board of Safety workers, and with more men in the field and the new rules pertaining to safe practices and safe conditions going into effect, we should be able to make a great showing this year in the decrease in accidents all over our railroad. With more men in the field, more meetings should be held and more employees given the opportunity to "Get Interested" in the great work that will mean more to themselves and their co-workers than any amount that could be enumerated in dollars and cents, for who can figure what the real price of suffering and anguish caused by injury would amount to in cash? Money at that time has no intrinsic value, only that it provides food, clothing and shelter for the family, but cannot begin to pay for the pain and agony of the injured. In reality, men should not have to be forced by drastic rules to take an interest in anything that means as much to them as SAFETY FIRST does, and still many have neglected to take the necessary interest that would bring about the results. A different method is now being put in force and we are in hopes every employee will see the handwriting on the wall and get interested.

"Electric Flashes from Deer Lodge and the West Rocky Mountain Division"

Willie

DUE to the many chores found to be done after being away on a Thanksgiving vacation, spent with "Pa and Ma," the notes for last month did not get away in time, so you will no doubt find some that are a little ancient but will put them in nevertheless.

One of the items that we all dislike to write is one of a death in the Milwaukee family. Jas. R. Rule, known to all on the road as Jim, died very suddenly of internal hemorrhage, November 28. Although Jim had not been in the best of health for the past year or so, he was still on duty on No. 17 and No. 18, coming in to Deer Lodge on No. 18 Monday night, expecting to go out on No. 17 Wednesday morning. Mr. Rule was born in Kewanee, Ill., March 12, 1870. He came to the Milwaukee Extension from the Des Moines Division, locating at St. Maries in the early construction days. In 1913 he moved to Deer Lodge with his wife and family of two boys and three girls, all of whom live in or close to Deer Lodge. Besides his immediate family, he is survived by his father and mother of Ottawa, Kansas, also three brothers and four sisters.

Jim will be greatly missed by all on the Old Missoula Division, and by many friends outside of the railroad circle.

The sympathy of the division is extended to the family in their bereavement. Funeral services were held in Deer Lodge, Sunday, December 2, interment in the Deer Lodge cemetery.

Bert Griswold, section foreman at Missoula for many years, died in California the last part of December. Mr. Griswold had been in poor health for the past two years, having gone to California about two months ago, seeking benefit in a change of climate. He is survived by his wife and three daughters and two sons. The body was taken to his old home in Tomah, Wis., for burial. The sympathy of the division is extended to the family.

Mr. and Mrs. W. R. Pugh are now grandpa and grandma. A baby girl was born to Mr. and Mrs. Clyde McGuire, November 30. Mrs. McGuire was formerly Lois Pugh, daughter of W. R. Pugh, blacksmith at Deer Lodge Shops. Mr. McGuire is also employed at the Deer Lodge Shops and is also one of the musicians in the Deer Lodge orchestra. Congratulations.

Now there are ever so many short holiday trips and visits to relatives, etc., so maybe I will not get them all in. Mrs. Wm. Stott is spending some time in California. W. C. Miller and wife are visiting Mr. Miller's brother in California. C. A. Millard has returned from a visit to Sioux City and other points east. W. B. Hollenbeck and wife are visiting in Chicago over the holidays. Geo. Davenport and wife spent Christmas with relatives in Minnesota. John Sandberg of the Blackfoot Log Run is spending a couple weeks in Spokane. Engineer E. E. Martin and family visited in Spokane over Christmas. D. J. Hagerty of Miles City visited with friends in Deer Lodge over Christmas. Mr. and Mrs. Jos. Greeton, of the Deer Lodge Shops, are visiting their son in Los Angeles.

Twin City Terminals Happenings

N. A. H.

THE longest way home is the sweetest way, according to lovers, but according to South Minneapolis Shops and roundhouse employees, we will have to reverse this motto—The longest way home is the safest way. Safety First is a live issue at Minneapolis, and all working in conjunction with one another towards making 1929 a record-breaker.

Roundhouse Foreman John Fleming at Wabasha has been on the sick list in the hospital. Understand Mr. Fleming is again back on duty and hope his health is with him for the rest of the winter and then some.

Margaret Maher, clerk at Wabasha, paid South Minneapolis a business visit.

The flu sure got 'em all this time. Mr. Blase has been laid up at his home, while many others, both in the shops and offices, have had their share.

Mr. Thos. Halloran's mother passed away at Glencoe, recently, and we all extend to "Tom" our deepest sympathy.

Mr. Fritz Waldeman, engineer on the Trans-Missouri Division, "Out Where the West Begins," called on the South Minneapolis office in company with his brother, who is also an engineer on the East H. & D. Division. Mr. Waldeman was called suddenly to Minneapolis, account of his father passing away. His father has been connected with the company for the past 60 years or more, having come to Minneapolis from Milwaukee, but in recent years retired. Mr. Waldeman's remains were taken to Milwaukee for burial.

"Have you a radio? No, I am just trying one out—have had a number on trial but can't find any that I really like." That is just one way of having a radio in your home and it is being worked out fine at Minneapolis.

Messrs. Bodenberger and Martinson were both callers at Minneapolis. Also, A. S. M. P., J. A. Anderson.

Mr. Tal Hughes has been laid up at his home in a serious condition for a number of weeks, but is again around daily performing his duties.

Mr. Kinney, Wheel Shop foreman, was once again transferred back to Milwaukee, due to the Wheel Shop at Minneapolis closing December 29.

I am not going to mention any names in telling this little tale out of school. Once upon a time, an official of the railroad stopped off at one of the railroad points and inquired why that whistle blew, and the clerk informed him that it was noon, and sort of gave the employes an idea as to the time of day, and when reminded that there were hardly any force to speak of on, he was told that the big gang came on at 7:00 P. M. Now, the question is, what has the noon whistle got to do with the big force coming on at 7:00 P. M.? Answer.

Mr. R. W. Anderson visited the South Minneapolis Shops recently.

Tacoma District Accounting Bureau

K. M. O. Broadcasting

GREETINGS! Well, the holidays are over and everyone is back to normal, so are the pay checks.

There is one thing about Christmas, you spend all your money, and also the holidays and both give you a great deal of pleasure.

The following were out of town for the holidays: Ruth Rundle went to Montana; Morton Eshelman to Vancouver, Wash. (?); Geraldine

Massachusetts Bonding and Insurance Company

is issuing the

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It is especially designed for

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and is the Most UP-TO-DATE Contract, Containing the BROAD-EST and MOST LIBERAL

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See our agents today or fill out coupon below and send to Supt. Railroad Dept. 0000, 14-20 Kilby Street, Boston, Massachusetts.

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In 1, 2, 3 and 5 pound cans. Never in bulk



Ground, Unground or Pulverized

Chase & Sanborn
The Importers

Armitage to Spokane and Burton Trout to Pasco; and all reported a good time.

Several of the girls received wrist watches for Xmas, but haven't observed any sparklers on the third finger of the left hand.

Messrs. Dahl, Smith and Opie were on the sick list during December, also Miss Amidon Lee Boyd is our steward for 1929, so his slogan is, "Pay Me."

Now that the viaduct is being rebuilt, the excuse for being late is, "Held account terminal delay."

We congratulate "Bill" Delaney and are anxious to see the bride. Thanks for the candy.

Olga's brother, Arthur Grothe of Marmarth, visited her during December.

Miss Glenna Gonyea was with us again for a few days. The "boys" say come again, but we all agree.

Now that Archie has left us, who do you suppose is the office sheik? None other than Lee Boyd. Lee hasn't a car, so he must have a good line.

The "flu" epidemic was back on Puget Sound again this winter and quite a number of the coast employes had a touch of it.

Millie was busy before Xmas selling tickets to a lutisk dinner and also cook books for the new church.

Assistant A. F. E. Wizard, "Cal" Snyder and "The Hudson Bay Trapper" (Walt Evans), were over east of the mountains hunting recently. Understand the only thing they got was more experience. There must not have been any game running loose that day because Cal and Walt are regular Daniel Boones when it comes to handling the shooting irons. Cal says there is more shooting in Chicago than they got on that trip.

The outdoor illuminated Xmas trees in the "City of Destiny" are wonderful and those who have cars and can "take them in" have a wonderful treat. There are prizes offered for the best decorated living trees.

Our new Y. W. C. A. building has just been completed. This building overlooks Puget Sound and also commands a splendid view of The Mountain. Tourists will do well to avail themselves of the comforts of this new home.

Last but not least, Mr. Opie's wife done went and bobbed her hair and looks like a school girl, so Frank had better watch his step.

Rail Rumbblings from St. Paul Allen

THE president of the Illinois Central offers a good suggestion when he preaches, "For a change, take your vacation during the winter months."

Our first stop was Memphis, down in Dixie, the city on a high hill overlooking the Mississippi River. It is a real metropolis with skyscrapers and more in the making.

A fine interstate bridge now spans the Mississippi at Memphis, across to the Arkansas shore, and no longer is it necessary for the tourist to ferry across.

It was between Memphis and New Orleans where I heard a very interesting talk between two well-known physicians as they puffed away on two very good Havana cigars on a south-bound Illinois Central flyer.

Doc: "It's true epidemics do not break out as a rule during the summer months, and he real reason is because then the people are getting the necessary sunshine and fresh air, the world's best medicine."

We are not closed up indoors in stuffy rooms as we are in winter, but are out in the sunshine and fresh air, and when we are indoors we have windows and doors open.

No germ can live if the sun's rays can get at it.

If a room is not ventilated we are inhaling air exhaled by another, and exhaled air is impure and germ laden in most cases.

If the folks would enjoy more sunshine and fresh air the world would be ahead millions of dollars which otherwise are spent for sickness and loss of time.

Those are just a few of the many interesting subjects spoken of by those two gentlemen, and I enjoyed the aroma of their cigars as much as I did their talk.

New Orleans we found to be a city out of the ordinary, it being a seventeenth and a twentieth-century city, all in one. It has the narrow streets we have seen, and its main thoroughfare, Canal Street, is only surpassed in width by Pennsylvania Avenue in Washington, D. C.

The city is below the level of the river. Its graves are above ground. The numerous palms, the old dwellings, its good French meals, its good French dripped coffee, its fine theaters and the hospitality of its people all help to make one's stay enjoyable.

The Gulf Coast east to Pensacola, Florida, is lined with pretty homes, fine hotels, golf links, hunting grounds, bathing beaches, good places for good fishing, pine trees, Spanish moss, palms and what have you.

We understand Harry Lutz of the commercial office, has found a radio at last to his liking. For the past several years he has been using radios on approval, not being satisfied with any of them until just recently. We trust you are not mistaken in this one, Harry.

Mr. Graven has just returned from Washington, D. C., where he visited his son, Doctor Philip Graven.

The flu has been playing havoc in our office. Some of the boys as well as the girls have been hit quite hard.

We hope summer is just around the bend.

Illinois Division M. J. S.

A VERY interesting and profitable meeting was held at the Masonic Temple, January 9, at Lanark, the occasion being the Sixth Annual Banquet of the Lanark Live Stock Shipping Association. Jim Poole, of Chicago, the Stock Yard's broadcaster over WLS, was the principal speaker. He gave one of his characteristic talks, which was enjoyed by the 240 guests present. Superintendent W. M. Thurber and Division Engineer R. G. Heck, of Savanna, were also present, and gave short talks. They report the meeting was one of the most successful ever held by the Association.

Conductor C. A. Altenbernon, the Savanna-Davenport run, has been off duty on account of sickness and was relieved by Conductor Geo. Andrews.

Sympathy is extended to Switchman Jas. Colyar on account of the death of his mother, Mrs. Caroline Colyar, of Warren, Ill. Funeral services were held at Warren, January 2, and attended by Switchman and Mrs. Colyar and Switchman and Mrs. Fred Orr, of Savanna.

Engineer J. P. Castle of Savanna was honored recently by being installed the High Priest of the Royal Arch Masons and Worthy Patron of the Order of Eastern Star, for the ensuing year at their recent Installation Ceremonies held at Savanna. Engineer Chas. Wright has acted as the Worthy Patron for the Savanna O. E. S. for the past five years.

A gloom of sadness was cast over the Kennedy home at Savanna on account of the sudden death of Miss Mary Kennedy December 30. She was sick only three days, death being due to influenza and pneumonia. Mary will be missed in railroad circles, having held positions at the Yard Office and Freight Office for a

number of years. She is survived by her foster parents, Switchman and Mrs. Daniel Kennedy, and foster brother, Switchman Jas. Kennedy, of Savanna yard. Her parents and a brother preceded her in death. Funeral services were held at Savanna with interment in the Savanna cemetery. Profoundest sympathy is extended.

Clarence Isgrig, former C. M. & G. clerk, at Savanna, returned to College Station, Texas, where he is attending school, after spending the holidays with his mother, Mrs. Emma Isgrig and brother Irvin at Savanna.

Baggageman H. B. Sage, of Savanna Depot, is suffering with an infected hand and necessary to be off duty.

Sympathy is extended to the immediate family and relatives on account of the death of Engine Hostler, Savanna Roundhouse, Joseph Shradeja, which occurred December 28, at Savanna Hospital, due to cancer.

A very good article appeared in the Prosperity edition of the Savanna newspaper on Milwaukee improvements during the year 1928, written by Agent A. J. Reinehr. It was stated that two major improvements had been made by the Milwaukee in the Savanna terminals; first, the erection of the Ice Manufacturing Plant and a modern icing station, in order to handle the increased volume of perishable freight moving through this terminal. Second, the building of a water treating plant in connection with the locomotive terminal and shops.

Donald Gregg and Chas Stiteley, sons of Engineer Harry Gregg and Caller Harry Stiteley, Savanna Roundhouse, returned to their studies at Marquette University, Milwaukee, and the University of Illinois, at Champaign, after spending the holidays at the home of their parents at Savanna.

Mrs. Anna Bahne, enginemen's timekeeper, left December 29 for Seattle, to spend three months with her daughters and sister. Miss Lillian Crowley is filling the position as timekeeper at the Superintendent's Office.

Miss Metta Unrau of Guthrie, Okla., spent the holidays at Dispatcher H. P. Buswell's home at Savanna. Mrs. Buswell and Miss Unrau are sisters.

Harry Krahn, Sr., of Columbus, Wis., father of Engineer Harry Krahn, died at his home December 20, following two strokes of paralysis. The funeral was held at Columbus and attended by Engineer Krahn and family, of Savanna. Sympathy is extended.

Deepest sympathy is extended Mr. and Mrs. Loyal Bouvia, Car Department, on account of the death of Mrs. Bouvia's father, Mr. Robert Gillogly, January 8, at his Savanna home, following a stroke of paralysis. Mrs. Gillogly's death (wife and mother) occurred just five weeks previous, and the heartfelt sympathy of Mrs. Bouvia's co-workers and friends goes out to her in this double loss so keenly realized.

January 10 was the birthday of C. M. & G. Accountant Joe Cassell, and a number of friends surprised him at his home. The hours were delightfully spent in playing bridge and a social evening. First honors to Mrs. Chas. Plattenberger and James Tigerman. Consolation to Mrs. James Tigerman and William Wires. Delicious refreshments were served and "Joe" was wished many happy returns of the day on the departure of the uninvited guests.

Friends learned with regret the death of the twin sons of Mr. and Mrs. J. S. Bruce, of Portland, Ore., born January 9, at Elgin, and passed away a few hours after birth. Mrs. Bruce was Miss Jennie Bailey, daughter of Engineer and Mrs. James Bailey, of Elgin. Sympathy is extended.

Several changes in the Engineering Department Office at Savanna have taken place. Instrumentman Maurice Kauffman received a promotion and goes to Dubuque. Rodman J. H. Skelton will fill the position of instrumentman

in Kauffman's place. Mr. Virgil Glassup, of Chicago, is a new instrumentman, and Herbert Williams, son of Iowa Division Engineer Frank Williams, of Savanna, new rodman filling vacancy made by Ellsworth Hoyt, who was promoted to Chicago Engineer Office.

Conductor L. J. Morris, of Elgin, visited over the holidays with his wife, who is receiving treatment at an Albuquerque, New Mexico, sanitarium. He reports that she is gradually improving, a fact that her friends are pleased to learn.

Congratulations are extended on the recent marriage of brakeman Fred Schneck to Miss Paul, of Davis Junction, Ill. Mr. and Mrs. Schneck are residing at Davis Junction.

Mr. and Mrs. Rudolph Hoffman returned to their home at Savanna from Galena, where they have spent the past month at the home of Mrs. Hoffman's mother. Rudy is convalescing nicely from his recent hernia operation, and will soon be able to return to his duties at the Savanna Freight Office.

Deepest sympathy is extended to Fireman Merle Ferris and family, of Bensenville, in their recent bereavement on account of the death of Mrs. Ferris, Sunday, January 13. An infant and two small children survive, with several relatives. The body of the deceased was brought to Savanna where funeral services were held and interment made in the Savanna cemetery.

Machinist Chas. Seitzburg, who has been confined to his home on account of illness, was able to return to his duties at the Savanna Roundhouse, Shops.

Miss Hazel Schmidt, daughter of Drill Pressman Mads Schmidt, Savanna Roundhouse, who has been a patient at the Washington Boulevard Hospital, at Chicago, for some time, undergoing a series of operations and treatments, was able to be removed to her home at Savanna recently, a fact gladly learned by her many friends who hope for continued improvement.

Mrs. Walter Dyer, wife of baggageman, at Savanna, returned from Chicago after spending several days at the E. W. Lollis home.

Conductor Raymond Carroll, who was operated on at the Savanna Hospital for appendicitis and on the road to recovery, was taken seriously sick with influenza and pneumonia. It is reported that he is resting easier at this writing.

Transit Clerk a Savanna Freight House, Merle Logue and Miss. Elfreda Wright of Moorhead, Iowa, were married Christmas day at the home of the bride's parents at Moorehead. The bride has been teaching school at Mapleton, Iowa. Best wishes for future happiness and prosperity are extended the happy couple from the Savanna Milwaukee friends.

Rail Mill Accountant Hans D. Jess and wife, spent New Year's at the home of Mrs. Jess' parents at Kenosha, Wis.

The position of transit clerk at the Savanna Freight House made vacant by the resignation of Merle Logue, has been filled by Virgil Tyler, former baggageman and ticket clerk, Savanna Depot. Mr. Tyler's position has been filled by LeRoy Goss of Savanna.

Word was received with deep regret by many Illinois Division friends, of the sudden death of Custodian at Almora, Mrs. Pearl Morris, 50 years of age, and her brother Floyd Weaver, 54 years. They were riding in Mrs. Morris' car when struck by a C. & N. W. passenger train at 3:25 p. m., Saturday, December 22, at Almora, and thrown quite a distance across the track. Mrs. Morris is survived by a son, Floyd Morris and a sister, Mrs. Wm. Ross of Elgin. She was the faithful custodian at Almora for many years and made many friends on the division. Mrs. Morris was a member of the Royal Neighbor Lodge

and the Order of Eastern Star, Bethel Chapter. Funeral services were held at Cary, Ill., December 24. Deepest sympathy is extended through the medium of the Employees Magazine.

Mr. and Mrs. J. L. Johnson, parents of Ye Scribe, left January 9 for the Rio Grande Valley of Texas, near the Mexican border, to spend the remainder of the winter at Brownsville, Texas.

Machinist Joe Kobb, who has been working the Savanna Rail Mill for the past three months, returned to Savanna Roundhouse for duty.

Engineer R. E. Hansen, who with his wife, has been visiting their daughter at Powers, Oregon, for several weeks, writes that he will be homeward bound about March 1, and expects to visit Grand Canyon at Arizona, on the return trip.

Rail Mill "Office Cat" being fed up these cold days. U auto C the M-ice out there!

Trainmen's Timekeeper, Savanna Superintendent's Office, T. N. Bahwell and Miss Vida Seeger of Ottumwa, Iowa, were married at Savanna, December 20. Following the ceremony a wedding dinner was served to the immediate relatives at the home of the groom at Savanna, and the happy newlyweds left on the C. B. & Q. train for a wedding trip to LaCrosse, Wis., and St. Paul, Minn. Miss Seeger's home is in Sabula, but has been in Ottumwa, Iowa, where she held a secretarial position. "Ted" is all smiles and instead of his "daily except Sunday—but two on Monday" letter schedule, he has the "Girl" with no letters to write.

A beautiful Walnut Gateleg table was the gift presented to the new bride and groom "Vida and Ted" from the Superintendent's Office bunch, with a host of good wishes tacked on. The cigars and candy arrived in due time, and were greatly enjoyed by the recipients, devouring it piece by piece and puff by puff, with a happy thought for the newlyweds.

Coast Division

C. C. C.

"JOHNNIE"

She came, she saw, she conquered
And then she went away
Leaving a trail of broken hearts,
And friends no longer gay.

Oh, why did "Johnnie" leave us
With her red hair and her "IT"
When first the news was published
The boys all threw a fit.

Oh, why did she forsake us
And leave us feeling blue,
Now Bill, and Tom, and Frank, and Gus
Are in an awful stew.

Each thought he was the best man
And had the inside track,
But Johnnie left the West land
They now all hold the sack.

I could write you quite a story
How the boys fell, left and right,
Along her path to glory;
The casualties were not light.

But now my story endeth,
Hearts she'll no longer rout,
She went back home for Christmas, and
The home town boy won out.

The above is called forth by the marriage of Miss "Johnnie" Fern Stipp, of the Superintendent's Office, General Office, Seattle and points east, to Mr. Charles T. Maltby of Kansas City, Mo. Johnnie went home on a Christmas vacation and the "home town" boy put it over. We wish to congratulate Mr. Maltby on his good luck, and wish the couple a long and

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.

For Sale—American brown water spaniel pups; males, solid color, \$15.00; white markings, \$10.00; females, \$7.50. Papers furnished. F. Byron Frazier, Williamsburg, Iowa.

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

happy life. We will all miss "Johnnie" and hope that she will have occasion to come west some time and renew old acquaintances.

Chief Clerk H. J. McMahon, with Mrs. McMahon and daughter Barbara, spent the Christmas holidays with relatives and many friends in Deer Lodge, Mont.

C. F. Negley, of the Superintendent's force, joined Mrs. Negley in San Francisco for the New Year's holiday. Mrs. Negley has made an extended trip east and south, and after spending some time in San Francisco and Los Angeles will return home.

Ben Lavin, formerly Section Foreman at Maytown, was the successful bidder for the position of Section Foreman, Seattle Yard, made vacant by the death of George Wilson.

J. R. Desmond and family spent their Christmas vacation in the vicinity of Spokane.

George J. Bircher, Coast Division Conductor, tendered his resignation from the service of the company on December 25 and will devote his entire time to farming on a farm which he has owned for some time in Oregon. "George" has been in the employ of this company since 1910. His many friends wish him success and happiness in his new venture.

Effective January 1, the T. C. relay office at Tacoma, which was established when the road was first built to the Coast, was discontinued. Jurisdiction of the Seattle relay office was extended to include the territory previously handled by the T. C. office, wires having been arranged to permit the handling of business by Seattle office direct.

Martin Notske has resigned his position of agent at Harlowton and returned to his former assignment of chief yard clerk, Seattle yard, due to inability to stand the severe winter weather in Montana. Mr. Notske's knowledge of terminal affairs and equipment distribution is a valuable asset and all of his old friends on the Coast Division are pleased to know that it will again be available at an important point, such as Seattle is.

The following employees are in St. Joseph's hospital, Tacoma, receiving treatment; Engineers J. E. Smullin and Charles Niemiller; Brakeman Ridgeway Dennison and Joe Smith from the Store Department.

The many friends of Mrs. Bessie Nelson will be glad to know she has returned to the Milwaukee family, and is now employed in the office of Mr. Elmer G. Fowler, chief, Seattle Personal Record Bureau.

Assistant Trainmaster J. S. Eccles has been appointed "Snow King," having charge of

snow equipment and crews during the balance of the winter, with headquarters at Cedar Falls.

Sympathy is being extended to Parks B. Van Dolah of the Division Engineer's Office, Tacoma, in the death of his father, on December 24.

Michael E. O'Connor, yard foreman, Tacoma yard for several years, passed away January 2, after an extended illness. The body was sent to Fond du Lac, Wis., his old home for burial.

Sympathy is being extended to the wife and children of Phil L. Laramie, Coast Division Brakeman, who died December 26, after an illness of several months.

Sympathy of many friends and employes goes to Engineer Arthur Moyles and Ralph Moyles, clerk at Cedar Falls, in the death of their mother, Mrs. Sophia Moyles, which occurred Sunday, January 6, at Tacoma.

Of direct benefit to our interests at Raymond is the announcement made last Thursday by Jacob Siler of the purchase of the Hanify Lumber Company mill at Raymond by the Siler interests, and immediate plans for the transformation of this plant into a thoroughly modern electrically operated hemlock and small log mill. They will cut 80,000 board feet of lumber in eight hours and will employ one hundred men. The Hanify mill has been closed down since early last spring, and will reopen when completed under the management of Mr. Siler and Mr. W. S. Cram. It is expected the plant will be in full operation by March 1, 1929.

The Tumwater Paper Mills of Olympia, will resume operations the first of next week, putting in a crew of eighty men for a full twenty-four hour operation; their capacity is thirty-five tons per day. This mill has been closed down since July 1, 1928.

Plans for the expenditure of half a million dollars for the acquiring of the interurban electric line between Chehalis and Centralia, and the extension of the line to reach the Eastern Railway & Lumber Company and Coal Creek Lumber Company plants, was announced this week by W. L. Brown, president of the C. C. & C. Railway. Steam power will replace electricity in the event this plan goes through, and formal application for a permit to carry out this plan will be made shortly to the Chehalis Commission. The Coal Creek Lumber Company are already making plans to increase their daily cut, and many other wood-working plants and lumber mills affected by this change have tentative plans for enlarge-a direct connection with Centralia mills, our ment when this project gets under way. With company will benefit by handling direct the shipments which are now only given us for the short haul from Minnesota Transfer and Council Bluffs.

There has been an epidemic of sickness among the employes at Everett, as well as at other points. However, everyone seems well on the road to recovery at the present time.

Charles Devlin of the Everett City Ticket Office, spent Christmas in Tacoma with his parents, superintendent and Mrs. F. E. Devlin.

John Louisell, log scaler, has been making superhuman efforts to catch a bear, but to date no success. Suggestions are requested.

Engineer Matt Zeyen and Car Foreman Al Keading had their nice shiny autos bumped and badly bruised during the recent frosty weather, but the other fellow was entirely to blame and paid the bills.

H. H. Tavenner, general agent, with a number of other Milwaukee representatives, attended the recent meeting of the Pacific Northwest Advisory Board meeting held in Portland, Oregon.

Fireman Talmadge has returned from an enjoyable vacation in sunny California.

Baggage man Tom Marshall was the recipient

of a lovely auto robe for Christmas and reports indicate that Tom bundles up so well that he cannot tell when his car has a flat tire. For further information interview Tom.

Ted Akerman, bridgeman, spent Christmas at Cle Elum. They say Ted suffered much from the cold weather as snow falls in Cle Elum most of the winter. Next time he will go prepared for real winter weather.

Agent H. J. Court and wife, of Carnation, have returned from an extended eastern and southern visit, which took them as far south as Macon, Ga. They report a very enjoyable time.

J. P. Burton, agent, Snoqualmie Falls, and family are spending some time in California. L. G. Pravitz is relieving Mr. Burton.

24 cars lumber and shingles moved out of Snoqualmie Falls December 26. Not bad for the day after Christmas.

Everett station earnings for 1928 shows 2,875 cars forest products forwarded with earnings of \$1,000,045.72, and earnings freight received of \$96,467.00, an increase of 525 cars over 1927. Here's hoping for a larger increase during 1929.

Conductor Jess Humphrey is relieving Conductor Fred Wilder on the Everett-Cedar Falls passenger run. Conductor Wilder having bid on a run out of Spokane.

Iowa (East) Division and Calmar Lines

J. T. Raymond

On December 16 occurred the death of Mrs. Bulkley, wife of Passenger Conductor Benjamin Bulkley, in a Cedar Rapids hospital, following an operation for appendicitis. Funeral services were held in the Presbyterian church on the 19th, and interment made in Oak Shade cemetery, at Marion. The Magazine extends sympathy to the bereaved family.

Passenger Brakeman R. C. Seager, and Switchman Earl T. Cone, were in Minneapolis the second week in January on committee work in connection with the B. of R. T.

Conductor F. B. Cornelius went to Milwaukee on January 15, on committee work in connection with the O. R. C.

Bruce Nichols is laying off on account of sickness. Wm. Grassfield is relieving on Nos. 90 and 97, between Monticello and Oxford Jct.

Conductor Ben Bulkley spent the week commencing January 7 in Des Moines as a member of the Legislative Committee of the O. R. C.

E. G. Drury, veteran of the Civil War, and one of the best known and highly respected railroad men of Eastern Iowa, was called by death 8 o'clock, Monday evening, December 17, of heart disease.

The deceased was born in Boston, Mass., September 3, 1840. His ancestors were among the first settlers in the Eastern states, his father's people having come to Massachusetts in 1640. At the age of 18 he joined the National Guard and served for two years before the beginning of the Civil War. His regiment was the First Massachusetts Infantry, the crack regiment of the state, and one that later on was famed for deeds and bravery during the Civil War. After the war Mr. Drury worked for several Western railroads as a switchman and track foreman; he served two years as roadmaster on the Iowa Eastern Division, going to Monticello, Iowa, as roadmaster of the Calmar Line in 1891, where he served actively until a few years ago.

Surviving him is a son, George, a U. S. Mail clerk, running between Davenport and Kansas City, and a daughter, Mrs. Raymond Rhodes, of Tabor, Iowa.

The funeral services were held at Monticello. The Masonic order attended in a body, as was also a detail from the local Legion Post. The

deceased was a charter member of El Kahir Shrine Temple of Cedar Rapids.

The Magazine extends deepest sympathy to the surviving members of the family in their bereavement.

A. J. Elder has been appointed superintendent of the Iowa Division. He is not a stranger on the Iowa Division, having begun his railroad career on this division as operator at Portsmouth, April 7, 1906, afterward working as operator at several other stations, being train dispatcher at Perry, chief dispatcher, Illinois Division at Savanna, trainmaster terminals at Milwaukee, assistant superintendent terminals, Minneapolis, superintendent S. C. & D. Division at Sioux City, superintendent of T. H. Division at Terre Haute.

The appointment of Mr. Elder is being well received and he is being given a warm welcome, with the assurance that he will have the full co-operation of everyone in getting the best possible results.

Mr. and Mrs. George Halsey, and daughter Maurine, visited with relatives at Des Moines, Christmas.

M. J. Flanigan has gone to Chicago to assume his new duties. The family will not change their residence from Marion until spring. Jerry is attending school at Marion and Robert is a student at Iowa State University.

Roy Worthington, recently of Terre Haute, has moved to Marion and succeeds Custer Greer as Captain of police of the Iowa Division. Mr. Greer has been transferred to Miles City, Mont.

M. J. Flanigan entertained New Year's Eve at a dinner party honoring Superintendent A. J. Elder. His guests were Mr. Elder's official family, including heads of departments at Perry and Marion.

Some of the victims of the flu who were laid up a while on that account were John Maloney, Sabula, and W. T. Bright, Elwood.

Locomotive Engineer Bert J. Wheldon passed away December 27, of pneumonia, at Savanna. He was born in Chicago, Ill., February 9, 1882. He is survived by his widow and two children, and his mother, Mrs. Lillian Wheldon, of Savanna.

The pallbearers were all engineers from this division. They were: F. B. Stafford, George Becker, Earl Grant, Harry Hummell, Frank De Witt and William Chase.

Burial was made in Savanna cemetery.

Mr. Wheldon has been in the service of the Milwaukee Company for nearly 28 years. He was a member of the Milwaukee Veteran Employers' Association, B. of L. E., and the Lodge of Mystic Workers.

He was a man of fine character and ability and was liked and highly respected by his fellow employes.

His passing away is deeply regretted by many friends on the Iowa Division on behalf of whom the Magazine extends deepest sympathy to the surviving members of the family in their bereavement.

A derailment, January 11, between Langworthy and Monticello, resulted in Engineer Roscoe F. Stevens suffering a fracture of the right leg below the knee, and Fireman Earl Daley a broken wrist and thumb.

Conductor George Showalter, of Savanna, who has been off duty for some time on account of sickness, is reported to be slowly improving. We hope to see him back on the job soon.

Operator Mac Stewart, of Oxford Junction, passed away quite suddenly December 19, about 11 p. m. He had worked his trick that day.

He had not been in good health for some time and last summer underwent a series of operations at Rochester, Minn. After these operations his health improved and he resumed work about two months before his death.

He was born at Logansville, Wis., July 23,

1862. The funeral services were held at his home at Oxford Junction, Sunday, December 23, with interment in the Mayflower cemetery at that place.

He is survived by his widow, one son and two daughters.

Mr. Stewart began work for the Company as telegraph operator in 1883, and had worked for the Company since then, with the exception of several years that he engaged in other business at Oxford Junction. He served faithfully, notwithstanding the fact that of late years he had been handicapped by eye trouble and other infirmities.

"Mac" had a wide acquaintance and many friends on the Milwaukee who deeply regret his death.

We extend sympathy of all to Mrs. Stewart and the other members of the family in their great loss.

Milwaukee Shops

H. W. G.

VETERAN MARTIN STARK, foreman of the platers, who has been in the hospital for two or three months, is up and around once more and about ready to resume his duties. We hope he will continue to get renewed strength.

Eighteen below for the morning of the 13th is the record for the winter so far, and for a number of years. We may get a splash of old-fashioned winter yet. The recent snow which is holding good, is good for the flu break-up.

Our veteran John M. Horan is proud of his 75-year service button which he received from Mr. Scandrett—and well he might be. As Mr. Gillick said, "Killilea did a good job in making the presentation speech." Photos were sent to the Magazine via J. T. G.

The Christmas tree in the depot lobby furnished by the Woman's Club, was a most pleasing affair that lasted for ten days. A photo of this was sent to the Magazine.

We again hear from our old friend George Gibbs, of New York, who is after more R. R. history data. We have the dough.

Hazel came on from the coast for the holidays and went back without coming down to see the old office force. Busy, I suppose, but don't miss us again.

The big rebuilt Mallet Locomotive 9504, is nearing completion and will be all dolled up for a photo in a few days as the 9300 series.

Lots of sickness here now. The grippe got a pretty good hold on the city.

Joe Roberts went to Los Angeles December 18, but we have not heard from him since.

I. & D. Items

M. G. B.

WE were grieved to hear of the death of one of our oldest engineers, George B. Freeman, who died January 2, 1929, at the home of his daughter, Mrs. R. I. Cobb, Mason City, Ia.

George B. Freeman was born in Belvidere, Boone County, Ill., February 19, 1851. He entered the service of the Milwaukee R. R. as an engineer in September, 1873, at Milwaukee, Wis., serving on the Chicago, Prairie du Chien, Iowa & Minnesota, Hastings and Minnesota and River Divisions, finally locating on the I. & D. Division in 1874, with headquarters at Mason City. Mr. G. W. Sanborn was superintendent of the I. & D. Division at that time.

During Mr. Freeman's 55 years of service with the Milwaukee Railroad, he has won and held the respect and confidence of his superior officers, the men who worked with him and under his direction and all those with whom he came in contact in a business and social way, and was esteemed as a valuable employee of this company.

Sympathy is extended to Dispatcher C. B. Higgins, on the death of his father, who lived at Chicago, the latter part of December.

Mr. W. F. Cody made a trip to Spring Green, Wis., on account of the serious illness of his mother.

The offices at Mason City have had a lot of sickness to report this month. Among those who were off account of sickness were: J. L. Burns, second operator; Grace Moran of the division passenger agent's office; Gus Casey, roundhouse foreman, and Dennis Kinsella, car inspector; also J. F. Kasak, car foreman.

Mr. and Mrs. Oscar Larson and daughter, Margaret, returned to Mason City from Whittier, Calif. They were called there the latter part of December on account of Mrs. Larson's brother, injured in an auto accident.

Bernard Buckland, box packer at Mason City, has been ill from heart trouble for the past few weeks, and is still unable to return to work.

E. F. Palmer, district master car builder, paid Mason City a visit the first part of January.

Miriam Ingraham, daughter of W. F. Ingraham, has been confined to her home on account of sickness.

Conductor George W. Bryan went to New York for the holidays, and at the present writing has not returned. We surely hope he has an enjoyable trip.

J. F. Broderick, switchman in the yards at Mason City, was in an auto accident the latter part of December. He was injured quite badly and is still confined to the hospital where he is recovering slowly.

George Igou, rate clerk at Mason City freight house, is recovering after a severe case of the flu.

Those who know J. C. Peterson at Sanborn, were pleased to note an article in the Sioux City Journal of December 10, stating that Jack Peterson, Jr., is winning honors in his school work.

Has anyone here seen Hogan, better known as "The Blue Sky Promoter"? What is it now, Tim, candy, goose, turkey, pipes or leather jackets?

Ask Harold Johnson, passenger brakeman, if he fed his baby the candy he won on a raffle.

We also heard that C. E. M. won a box of this noted candy.

Our Inquiring Reporter is trying to decide why Francis Joynt spends all his week-ends at Hollandale—does he go to buy potatoes, cabbages or what?

Mrs. Jacob Olson, wife of yard cleaner, died December 31, at Mason City. Funeral was held awaiting the arrival of her daughter from California. Our sympathy is extended Mr. Olson and family.

R. Minton of Murdo, arrived at Mason City January 3, to take the place of Mr. C. A. Montgomery, roadmaster, who is off on account of sickness.

We are glad to have some good news to finish off these items. We have heard that H. G. Crow, former division engineer at Mason City, has been appointed city manager of the city of St. Joseph, Mich. They have been residing at Mason City, but left here December 22. Mr. Crow commences his duties the first of the year. He has the good wishes of the entire division.

The girls in the Mason City offices just can't get along without taking a trip now and then. Ruth Scott and Grace Moran took a trip to Chicago just for a little shopping tour before Christmas. Mae Quinn and Nell Carney went to Minneapolis for New Year's, and Ruth Scott and Irma Wilhelm went to Chicago to spend New Year's day.

Mrs. Guy Davis was called to Cedar Rapids, December 15, on account of the illness of her daughter, Beatrice. It is reported that Miss Davis is now recovering nicely.

F. H. Joynt, ticket clerk at Mason City, has been appointed bill clerk at the freight house.

W. P. Woodhouse, Jr., has been appointed ticket clerk at Mason City. George Foresman has been appointed baggageman.

Mrs. Olaf Olson, wife of car repairer, is confined to her home on account of sickness.

Much good advice, many good wishes, a lot of razzing, etc., has fallen to the lot of Milton Olson, file clerk at Mason City, when it was learned that he came back from his vacation a married man.

Miss Ruth McVicker and Milton Olson were married at the Congregational parsonage at Fairmont, Minn., December 26. They spent their honeymoon at Madelia, Minn., and returned January 1.

Mrs. Olson has been honored with several parties, one of which was given by the clerks in the superintendent's office, Tuesday, January 15. This dinner party was given in the Women's Club rooms, the clerks arranging the dinner and decorations.

Mr. and Mrs. W. F. Ingraham and daughter, Miriam, and son, Sidney, returned recently from a trip to Sioux City, where they visited W. F. Ingraham, Jr., and family.

Mrs. Fred C. Winn of Ossian, was in Mason City to attend the monthly meeting of the Milwaukee Women's Club January 4.

The I. & D. Division handled 30 cars of tractors out of Charles City the 22nd of December, for points beyond Minnesota Transfer. January 12 we were treated to quite a sight when we saw another trainload of Hart-Parr tractors (36 cars) from Charles City en route to Great Falls, Mont. Train was accompanied to Minneapolis by Mr. Christoffer and party.

Sparks from the East End of the Electrification

Adolph C. Knudson

JUST like the Milwaukee's crack coast trains I do, mostly, the New Year arrived right on time. Those bachelors, connected with our road, who ran their leap year advertisements in this column several months ago greeted the babe, 1929, with glee and rejoicing which bespoke, "Four more years of freedom." That is, all but Frank Wilhelm. He is steeped in the depths of gloom over his failure to obtain a spouse, or at least some one to cook his meals and darn his socks for him, and is making an intense effort to correct the condition.

That "Town Without a Street," that St. Joe writes about, must be Avery. Because, how else could he haul Art McCabe over the coals? Watch your step, St. Joe, or you may soon be tuning in to S-T. P-E-T-E-R.

Thomas Zerza, car repairer, and B. H. Milliman, T. M. conductor, spent a day in Butte the latter part of December.

Machinist and Mrs. Stanley Fraser and family spent a Merry Christmas at the home of Mrs. Fraser's parents, La Crosse Division Conductor and Mrs. M. H. Schakley, Milwaukee. Returned home New Year's day.

M. P. Notske, agent at Harlowton for the past several months, received a Christmas present in the form of a transfer, in service, to Seattle—his old home town—and left for that place December 18. Mrs. Notske and the children preceded him there by several weeks.

As a departing gesture, M. P. demonstrated his salesmanship by selling his overshoes, mufflers, etc., which he wouldn't need on the coast. Auggie Berge made a good buyer. Folks, we are sorry to have you leave us.

As a result of Mr. Notske's transfer, our station force has been shifted around, temporarily

at least. Cliff Steinhouser is agent, Auggie Berge is holding down the cashier's desk at the freight office, and A. I. Christianson is day warehouse foreman.

The army plane, the Question Mark, is no longer a question mark—it has broken the sustained flight record. Now the question mark, as far as Harlowtonites are concerned, is the why and whereof of all these visits being paid our fair city by one blond brigeman from over Deer Lodge way. Can it be the nice, tall lady we see him with on the street that brings him over here every Sunday and holiday? Anyway he is selecting a town, to call at, that always makes visitors welcome. Does she make you welcome?

Night Warehouse Foreman and Mrs. G. A. Rasmussen and family spent the holidays visiting friends and relatives in South Dakota, New York and other eastern states, leaving here December 21.

On such a journey they surely had a happy holiday season.

Due to the grim reaper paying them a visit just prior to Christmas, two local Milwaukee homes were saddened for the holiday season. The first death, that of Machinist Helper Walter Wirth, occurred December 22, following, by a week, an operation for appendicitis at the Miles City Hospital. He was 33 years, 2 months and 28 days of age at the time of his death and leaves to mourn his loss, a wife, three children, his mother and father, five brothers and three sisters. Walter has been employed by the Milwaukee since 1919, most of the time as machinist helper. Out-of-town relatives in attendance at the funeral were: Mr. and Mrs. Leopold Wirth, Arnold H. Wirth and the Misses Anna and Meta Wirth, Bascom, Montana, and Alvin W. Wirth, storehelper, Minneapolis.

The other home, that of Machinist and Mrs. J. H. Todd, was saddened by the death of Mrs. Todd's brother, David McKay, who passed away, of pneumonia, December 23.

The funeral, held at the M. E. church, December 28, was conducted by Wheatland Post No. 15, American Legion and Company D, 163rd Infantry. The casket was adorned by the Stars and Stripes and the Union Jack.

Y. (Electrification) Miyoshi, storehelper, and son, Toru, accompanied by "Boston Bull Terrier" Miyoshi—who occupied the rear seat—motored to Livingston and Hunters Hot Springs, Christmas, spending the day visiting their friend K. Yamaoak, N. P. agent for the O. T. Company.

Car Repairer and Mrs. C. E. Van Dyke, returned early in January, from a visit of several months with relatives in California.

Switchman and Mrs. Scott Lewis, left December 22, for a visit, during the remainder of the winter, with relatives at Atlantic Coast points.

T. M. Conductor and Mrs. James O'Neil and family spent the holidays with relatives at Minneapolis.

T. M. Engineer and Mrs. Chas. Noble spent the holidays visiting relatives at Chicago.

Yardmaster and Mrs. A. E. Hoops spent several days at the home of Conductor and Mrs. Chas. Saint, Deer Lodge, just before Christmas.

It seems that Minneapolis was a "haven of rest" for T. M. Conductors and their families during the holidays. Conductor and Mrs. A. A. Arnold spent two weeks there.

Being operated on for rupture, Angus Barnes, of Lukes B. & B. gang, spent the holidays at St. Joseph's Hospital, Deer Lodge.

Art Chandler, also of Luke's crew, spent his vacation with that nice Missoula sweetheart, and at Bozeman.

Blacksmith Nels Erickson spent Christmas with friends at Great Falls.

Blacksmith Helper and Mrs. Carlson and

family spent the holidays with relatives at Miles City.

Everett Nelson and Sister, Beatrice, son and daughter of Linesman and Mrs. J. R. Beatson, Three Forks, spent a part of their Christmas vacation visiting friends in Harlowton.

William Derringer, a student at the University of Montana, at home.

QUESTIONS OF THE HOUR—AT HARLOWTON

1. Will there be a portfolio of economics in the Hoover cabinet?
2. If so, has it been tendered to a member of our Store Department?
3. Will he accept it?
4. Did the chair, that official will occupy, arrive on No. 15 the other day?
5. Did Mr. Hoover pick up aforesaid chair while on his South American tour?
6. Is it as frail as rumor states?
7. Was it carried in a special baggage car?
8. Was it accompanied by a guard of honor?
9. Where is that chair at now?
10. Did it go to Roundup with that car of Mr. Bowens' fast-stepping hogs?
11. If such a "leading light" as G. A.—Admiral "Chinmusic"—Dewey knows nothing thereof, how can the correspondent be expected to?

"Sparks" are young yet, so I must put them to bed early; and that is now.

Mr. and Mrs. Theo. Pfaff and J. Rodgers are at Rochester convalescing.

Mr. Ed. Boland, of Parker, drew the cashier job at Rapid City.

Quite a number laid up at this time with sickness. Rudy Beckman and M. F. Boyden, at Rapid City; Mrs. Ed. Hansler, Mr. and Mrs. G. Hornocker, Mrs. C. R. Graves and quite a number that are now getting around again at Murdo.

R. B. Hughes and Walter Johnson have been tied up at Chamberlain.

D. A. Kemmerling and wife, of Rapid City, spent Christmas at Omaha, visiting relatives.

Roadmaster Minton and wife spent the holidays visiting in Wisconsin.

The boys on the West End would like to have P. McMahon come out and give us the low-down on Hollywood. We understand that he worked in a couple of pictures while down that way.

The Western South Dakota Alfalfa Seed Growers are putting up a real warehouse east of our passenger station, between Fifth and Sixth Streets, Rapid City.

Mrs. Geo. Ryan, of Conata, was called to Omaha, on account of the death of a sister.

Business is picking up again for the "On Time" Way Freights out of Rapid City. 190 left Rapid City, January 7, with 52 loads.

The Gate City Tractor Company of Rapid City, have started grinding alfalfa hay and shipping to points east, from which we are deriving some good business. Good work, Clark.

Carl Zickrick, B. H. Engineer, not being satisfied with having an operation and the flu, he now is taking a shot at the smallpox and at present is under quarantine at Rapid City.

If you wish to know how the younger set perform during the Midnight Follies, ask Conductor Sullivan, as he helped the writer look on New Year's Eve.

Sioux City and Dakota Division

H. B. Olsen

THE icy grip of real winter has struck this section of the country and temperatures from fifty above to 22 below with some snow, but not enough to delay traffic to any extent.

On January 14 Sioux Falls sponsored another of those enthusiastic Safety First meetings. The meeting was held in the passenger station with Superintendent F. T. Buechler in charge. There were over eighty present

and was one of the best meetings ever put over on the division. Mr. Buechler opened the meeting with a very interesting talk, outlining what had been accomplished and of the accidents which had occurred during the past thirty days. Mr. A. B. Sessions, Chief of the City Police Department was introduced and gave a very fine talk along safety lines and it is needless to say every one thoroughly enjoyed hearing Mr. Sessions. Next in line, and a stranger to this division, was Mr. Vic. Hanson, of Perry, Ia., just recently appointed Safety Inspector to this district, gave a fine talk, which was also heartily applauded, and we welcome Mr. Hanson to the important position he now holds. A large delegation of division officials from Sioux City were present as well as agents and section men from out on the line. After the meeting had adjourned, the party was escorted to the Superior Cafe, where George Christ, former Section Foreman, is proprietor, served an excellent lunch free to all. Mr. Christ is to be congratulated and we surely thank him for the excellent lunch served this large crowd in such a short time.

Mr. Humphrey Griffiths, Delivery Clerk, Sioux Falls, is visiting with relatives in various parts of Minnesota including the Twin Cities.

The Sioux Falls freight office has been quite hard hit by the flu epidemic. As many as three clerks have been absent from duty at one time. However, it is believed the epidemic has passed as we now have a full force again and everything seems to have returned to normalcy.

Operator Paul Gorman from Parkston, S. D., is now working third trick at Mapleton, Ia.

Section Laborer Harold J. Grise and wife, of Grant Center, Ia., spent the holidays with relatives at Thunderhawk, S. D.

Mr. Martin Kelm, section laborer, Charter Oak, Ia., spent the holidays in Chicago.

B. & B. Carpenters Edwin B. Thorson, Clarence Epeland and Kato Brunswick, of Billy Hintz's crew, spent the holidays visiting relatives in Minneapolis and Adrain, Minn.

Section Foreman J. McClatchey and H. J. Grise, of Grant Center, attended the last Safety First meeting of 1928, which was held at Sioux City, December 10. It is surely gratifying to see these men at our Safety First meetings, but would like to have many more of the foremen from the East End do the same thing as John did, as some very interesting subjects are brought up at these meetings.

Miss Laura Seivert, Expense Clerk, Sioux Falls, has taken a ninety-day leave of absence and is now on an extensive tour of the south and west. She will visit Chicago, St. Louis, Mo., Hot Springs, Ark., Dallas and El Paso, Texas, Phoenix, Arizona, and Los Angeles, Calif. Laura has well earned her vacation and we hope she will enjoy every bit of her trip.

Switchman Jack Haffey, Sioux Falls, was on a three-week forced vacation on account of a minor operation necessary, Jack says, to make him good for another hundred years.

On January 25 the Women's Club will hold a dance at the passenger station for all employees. These dances have proven very successful in the past and we will vouch for the ones in the future.

Twin City Terminals

Mac

MR. M. T. SKEWES was appointed assistant superintendent, and Mr. C. D. Galliven acting chief dispatcher of the River and I. & M. Divisions. Mr. Harry S. Peed was appointed acting assistant chief dispatcher. Mr. E. J. Sanitsbury is taking Harry Peed's place as relief night chief dispatcher. Mr. E. C. Wall has been appointed relief dispatcher.

Mr. L. T. Johnston, superintendent of the

River and I. & M. Divisions, is taking a leave of absence on account of his health.

Mr. George W. Pasko, assistant engineer, had a case of the flu last month. He is back on the job at the present writing, feeling fine.

On January 1 there were several changes in the District Engineering Office. Mr. N. F. Podas was made office engineer and Ralph Whiteford promoted to division engineer of the Twin City Terminals. Mr. H. G. Crow, former assistant engineer on the S. M. Division, having left the service, created the following changes: Mr. F. E. King to the assistant engineer on the S. M. Division, and Mr. Bolmgren promoted to division engineer on the River and I. & M. Divisions.

On account of crowded conditions in the District Engineering Office, it is again necessary to cut off another section of the hallway to enlarge the office.

Mrs. Alexander, wife of the signal supervisor, has been ill in the hospital, but recently returned home, and is convalescing slowly.

Mr. E. F. Conway has been transferred to Minneapolis as captain of police. He was formerly captain of police at Kansas City.

We understand Alice Hemsey, in Mr. Brannon's office, is wearing a diamond since the holidays. We will have more to tell later.

Mr. Livingston, clerk in the Baggage Department, passed away last month from the effects of the flu.

Mr. E. E. Borrer, superintendent of the Sleeping Car Department, is sick with the flu.

Tony Thorson, of the Local Freight Office, is in the Northwestern Hospital. He was operated on for ulcers of the stomach. At the present writing he is getting along nicely.

Hugh Howett, car record clerk of the Local Freight, has been out for some time on account of the illness of his mother.

Those on the sick list last month were Mr. Frank Foster, cashier; Elizabeth Hessburg, Elmer Davies, demurrage clerk; Hylda Swanson, Catherine Nicholson and Edward Rohers.

Miss May Hilary has accepted the position of stenographer in the cashier's office during the absence of Jennie Goss, who is convalescing at her home after an operation for appendicitis.

Mr. and Mrs. Henry Walworth spent the holidays with their daughter at Washington, D. C.

Mr. and Mrs. Chas. McCabe spent Christmas with relatives at Milwaukee, Wis. Mr. and Mrs. Harold Beringer spent the holidays with their parents at Dubuque, Ia. Mr. and Mrs. Green spent the holidays with relatives at Devil's Lake, N. D.

We would like to know when Gene Larson started repairing coaster wagons. He was seen one Saturday afternoon, during the holidays, demonstrating many parts, with the assistance of Frank Quirk.

Joe Clarkin, distribution clerk in the Accounting Department, was taken suddenly ill Friday, January 11, and hurried to the Abbott Hospital, where it was found he was suffering from stomach ulcers. At this writing it is reported he is very low, although two blood transfusions have been given. The sympathy of the entire force is extended to his wife and family.

Mr. P. A. Nickey had been confined to his home for some time by illness, but was able to come to the office for a short time Saturday, January 12.

District Accountant Nickey and Assistant Chief Clerk Ahern were in Chicago, Monday, January 14, on business with the Auditor of Expenditure.

Scotty Breingen, of the Accounting Department, who enjoyed ten days' struggle with the flu, is back at work again and says the flu is one thing that even a Scotchman is willing to give away without money or price.

The Clerical and Station Employees' Credit Union held their first annual meeting at the local freight office recently. Reports of officers show that the Credit Union is growing and that another year's business will show reasonable earnings for those who have invested their savings, and a wonderful help to those who needed it. All of the clerical and station employees of the Milwaukee Railway in Minneapolis, are eligible for membership.

Chas. Rogers had another of those rare events in his young life on January 13, when he had a birthday. Chas. says birthdays don't come as often as they used to, but if all were as enjoyable as the last one, would appreciate at least one per week.

Arthur Gerber, of the Accounting Department, is wrestling with the flu at this writing, and Carl Holmgren did the "Fast Mail" act. Carl says the work of opening the mail is too dangerous, he having stabbed himself several times with pins, envelope openers and shears while on the job.

Madison Division Notes

W. E. F.

A HAPPY NEW YEAR TO ALL!

Don't know how happy it is starting for some, but am certain it sure was cold—for all of us. The folks who are always talking about a good old-fashioned winter, sure hope they are enjoying it—and more of those who wanted zero weather to kill the "Flu Germ."

Well, do not think there can be one tiny, wee one left with a bit of a wallop in it. So now, Mr. Weather Man, I beg your pardon—I hear he doesn't like to be called that, but believe me he was called lots worse names in this vicinity—Mr. Meteorologist, please let "it" go right up.

Mr. and Mrs. James Kerin are the proud parents of a baby girl, born December 28. Mrs. Kerin was one of us for a long time, being stenographer in the office of the superintendent, and we are sure that if Florence handles Geraldine Marie the same as she did her typewriter, she will be 100 per cent. Jimmie is also a railroad man, being a fireman on the Madison Division. Congratulations!

While I wouldn't say Margaret Roche was "The Early Bird," she does get her worms without much hunting. Thanks, Marg. I never did care for worms.

One diamond ring on the third finger of the left showed up after Christmas—Margaret McGrath being the lucky one. Whether Margaret took advantage of the last few days of Leap Year or not—but we don't blame her any 'cause the "RING" LOOKS worth it.

We asked Carl Knope for some notes for the magazine. He said, "Cannot think of any now, but you might tell the ladies what a good dancer I am. Inquiries among the fair sex resulted—all eyes and no nose in his favor, so I guess Carl wasn't bragging."

And there was a good time had by all at the party last week given by the Women's Club. Every one was saying what a classy affair it was when F. A. Maxwell appeared in "or what have you," namely a Tux. It was almost too much for one night.

Tarp was not to be "outdid" by the Division Accountant's baby, so he came with a swell calendar, with the picture of his little daughter on it. I think it was Myrtle who made a nasty remark, something about such good looking children, and such dumb daddies.

Bessie Hickey spent the holidays with her parents at Prairie du Chien. She doesn't like riding trains, but the Whippet is tied up during the zero weather.

Lee Gilbert called a taxi to take him to the hospital as he was feeling very ill. About 24 hours he was on the job again. We just cannot dope out whether he didn't like the nurses

or he needed a night's sleep. Come on Lee, let us in on it.

One of the clerks in the Store Department was criticising people in general, when Mr. Freebern remarked, "Let him who is without sin cast the first stone." Irene immediately stated, "Get me the Rock." W. F. F., after recovering from his faint, started for the Capitol building in a temperature of 20 degrees below to get the corner stone.

We are getting popular around here. F. W. L. still continues to do some drawing; F. A. M. singing with the Mozart Club, Carl Dahnke making Roundy's column, etc., etc.

"Men and women are inherently honest."

Chief Dispatcher Maxwell cites a concrete example. Something over a year ago, an operator applied for work. He was rather "run down at the heel," but not a "bum." Not having a place for him, and seeing his evident need, a small sum of money was tendered him to get a bath, a shave and a meal or two. No record was made of names, etc., and the incident passed out of thought.

A short time ago a check came made out to Chief Dispatcher, Milwaukee Road, Madison, Wis., 1927. From a party who is now getting along in a good position in Peoria, Ill.

F. A. M. used the check to get in good standing as a paying member of the Women's Club.

On December 21, the freight office employees held their annual Christmas party. Mr. Jas. Coleman acted as Santa Claus, and distributed the presents. The beautifully decorated tree was aglare during the program, and was enjoyed by all. On Christmas eve the tree and a bounteous Christmas dinner was delivered to a needy family.

Mr. Adolph Fishnich, night clerk, Madison Freight Office, spent Christmas with his parents, Mr. and Mrs. Bernard Fishnich, Ellsworth, Minn.

A new floor has been laid in the freight office, and all preparations are being made for the big dance in the near future.

Mr. Earl Devereaux, demurrage clerk, Madison, on his weekly trip to Portage, was stalled on the way on account of the heavy snow. Better buy an aeroplane.

Miss Ruth Tessman forwarded abstract clerk, Freight Office, spent Christmas with her parents, Mr. and Mrs. Wm. Tessman, Portage, Wis.

The Freight Office force was badly crippled with the flu during the Christmas holidays. All back on their jobs, now.

One of the girls in the Madison Freight thinks hers is a real car, but, nevertheless, on one of those cold days she had to be towed to the garage and get thawed out.

Idaho Division

R. C. P.

THIRD Trick Operator F. H. Bloodgood, Malden, passed away at his home on December 24, after a long illness with cancer of the stomach.

Carl Lillowitz, Division Log Scaler, has returned from Two Rivers, Wis., to which point he was called on account of the serious illness of his mother, who passed away a few days after he arrived there.

Mrs. Eliza Lanning, aged mother of G. W. Lanning, chief carpenter, Idaho Division, passed away at Lamont, Okla., January 15. Mr. Lanning was there at the time of her death.

Train Dispatcher L. V. Curran returned to work January 16 after a four weeks' siege of "flu" and bronchial pneumonia.

Operator J. F. Percy, Spokane, was hurried to the Deaconess Hospital December 29, to undergo an operation for stomach ulcers. He is convalescing at his home at this time.

Mr. E. F. Rummel, assistant general man-

ager, Lines East, and party in business car, Washington, en route to Seattle from Chicago, passed through Spokane on No. 17, January 8, and on No. 18 returning January 11.

Agent Tom Thelkold, Blanchard, is trying hard to make it cold enough to freeze ice to the required thickness on his pet lake so the division ice supply for the coming season will be cut there. Better send to Chicago for some of their weather, Tom.

The marriage of Mrs. Bertha F. Moore to John R. Clarke took place New Year's Eve at the home of the Rev. Owen T. Day, pastor of Grace Baptist church. The bride recently returned from the East, where she completed an engagement on the vaudeville circuit with Pharis, the Egyptian. Mr. Clarke is chief accountant of the Idaho Division.

Heart of the Columbia Basin

BLACKSMITH A. B. JOHNSON made a flying trip to Tacoma for Christmas.

Boilermaker John Lent spent New Year's in Seattle.

We understand that Traveling Engineer Bill Emerson has been re-elected as one of the directors of the City National Bank of Spokane.

R. H. Foreman, Waterstrat, has been seen running around with a pail of hot water several times lately. Cold feet, eh?

We have a new set of hostlers on the job—Walt Krause and Bill Thomas.

The pugilistically inclined carman Ike Case has been laid up for some time.

The school faculty presented a play recently and being short of men they called on Boilermakers Green and Lent to help them out. Both of these gentlemen carried out their parts very well and as actors they are both O. K. It seems they needed one more and considered Boilermaker Killkelly in order to make a perfect team, but as Kil is on nights they took on Storekeeper Georgie Ellis. Machinists could not qualify.

Helper J. C. Morgan suffered an accident to his hand recently when he cut a couple of ligaments of his left hand while cutting wood at home. John has been married long enough to know enough not to butt in on the wife's work.

The machine shop has an addition of a new radial drill press—that is, it is new for Othello. They had to get a box for Helper Waring to stand on so he could reach the controls.

Conductor Quimby and wife are spending their vacation in California. Frank tried to locate a pair of golf pants, but nothing in stock for boys over a year old were small enough and those under a year old barred in California, so Frank is not going to enter the Long Beach tournament.

Conductor Gene McGuire is handling the Warden and Hanford line these days. Trainmaster Johnson is making investigation as to the disappearance of Slats' Thanksgiving turkey. The last report was that Conductor Gibb Lee is getting the third degree.

If you did not hear about the Stingers' annual ball held at Malden, New Year's Eve, you missed the broadcast of your life. Congratulations to the committee in charge.

S. M. East

V. J. W.

EVELYN LORENZ, daughter of Engineer Joe Lorenz, was home from Rochester for Christmas.

Arthur and Lyle Hessler, sons of Engineer Albert Hessler, and John Smith, son of Shop Foreman Sam Smith, were home from the U. of M. for Christmas.

Edmond Doyle, superintendent's office, spent Christmas with his folks at St. Paul.

Eleanor Moran, superintendent's office, spent Christmas at Lancaster, Wis.

We have an announcement that the Milwaukee basketball team is all set for the opening of the city series.

One of the largest gatherings of Milwaukee employes ever held in Austin was reported recently when the depositors of the defunct bank met for a plan of reorganization. Reports state the hall was filled to overflowing and that "Tang" was leading a minority group on the outside.

We are much pleased to report that little Norma, daughter of Assistant Cashier Ellery Barker, is much improved. She has been a patient at Austin and Rochester hospitals for several months.

Credit is due Switchman Irwin "INK" Beckel, for securing routing over our line of a car of emigrants from Austin to Bema, Ark., via Kansas City.

Employees of the superintendent's office wish to thank Mr. Sorenson for the fruit cake which was enjoyed a few days before Christmas.

Roy Loesch, clerk at Hollandale, spent Christmas with his folks at Oldham, S. D.

Yardmaster J. M. Plum is back to work after several weeks' illness. Must be a blizzard in store for us, as Jim's weather knee needed medical attention since getting back on the job.

An item from La Crosse informs us that Special Officer Jim Taylor, formerly of Austin, was up north on his annual deer hunt and returned with a deer. It also adds that Jim shot the deer.

Conductor Wm. Massino and family spent a few days the latter part of December at Madison, Wis., with Mr. Massino's mother, who has been quite ill.

Train Dispatcher C. M. Aughey is planning to return to Rochester to undergo further treatment.

Howard Rafferty received word from Washington, D. C., notifying him that he had been chosen to take the examinations for West Point. Howard, at present, stands as an alternate for the coming appointments at Annapolis.

Mr. and Mrs. H. B. Hinkley and daughter, Harriet, have returned from a three weeks' trip to California. They were accompanied on part of the trip by their daughter, Gweneth, of Tucson, Arizona.

Mrs. C. J. Olson, wife of the agent at Whalen, and Mrs. H. L. Olson, wife of the operator at Lanesboro, visited at the home of Operator L. V. Olson at Ramsey, the latter part of the month.

R. A. Helser, relief operator, is going to Wessington Springs for three months.

R. M. Olson, Edgerton, has taken the station at Alden.

Wesley Aldrich, Colman, bid in the station at Edgerton.

Our popular clerk at Hollandale, after a month of constant effort to break the annual December fire hoodoo was awakened the other night by the cries, "Get up and be saved." Roy's first thought was that the fire hoodoo had prevailed, but later developments proved the building was free from fire and the saving was of another nature. Now that December is safely over Roy has taken to locking his door at night.

E. F. Lucas has been appointed agent at Chandler.

Mr. and Mrs. Robt. McCoy spent New Year's with relatives in La Crosse.

August Steber, father of Mrs. J. L. Ahern, passed away at the Ahern residence in Austin, December 21. Mr. and Mrs. Ahern and son accompanied the body to Menasha, Wis., where interment was made.

Recent press reports have made frequent mention of "scoops." While we may not have

reference to the same kind of scoops, we feel that one of the biggest since "Trader Horn," was unearthed recently in the form of a poem covering the early history of an S. M. East station and incidentally one of our oldest agents. Time and space will not permit a reprint of it here, but if you will stop at the Freight Office and ask Joe he will arrange to furnish you a copy.

No news items received from the Store Department this month, but we noticed that Giles Turner was an Austin visitor during the holidays.

Yard Clerk C. B. Munson visited his brother in St. Paul, January 5 and 6.

The impression was general in these parts that most of our local talent was confined to the arts of music and oratory, but personally I believe we have two budding poets in Charley Probart and Munson.

Breese Ober, grandson of Agent J. E. Ober, spent his vacation from Shattuck Military Academy, Faribault, with his grandparents. He was accompanied by his mother, Mrs. F. H. Ober, and Miss Cora Poorie, of St. Paul. Mrs. J. E. Ober has not been enjoying very good health since about Thanksgiving time. We most sincerely hope that she shows some marked improvement soon.

We have heard of people being run over while cranking a car which was in gear, but before seeing "Tang" in pursuit of his Chev the other day we had never known of a car running away backward. To add to the color of the scene the car had a fair one as a passenger and no one handy to do a "Sir Walter." Mr. Kneeskern showed evidence of chivalry, but after a hard run it was all for naught, as "Ev" stopped it herself.

"Major" Hagelund is a most hospitable soul and also a firm believer in preparedness. He not only furnished the guests to his New Year's Eve party excellent coffee but also arranged for their safety by adding three extra posts under the parlor floor.

Owen McCarthy, a veteran of the Milwaukee, died at the home of his daughter in Rochester, the nineteenth of December. The funeral was held from his old home in Lanesboro on the twenty-second. At the time of his death he was 87 years old and had worked for more than 40 years in the B. & B. Department. His sons, Chas. J., Chief Carpenter, of Aberdeen, S. D., and Jas. H., Conductor on the S. M., were present at the funeral, also his nephew John L., of Austin.

West I. & D. Items

F. T. S.

CONDUCTOR J. C. WILEY was called to Omaha, on account of the death of his sister.

Yardmaster Ed Stanton was called to Madison, Wis., on account the death of his brother-in-law.

E. J. Sullivan, traveling inspector, was a caller at Mitchell.

Conductor M. M. Burns has left for his winter's vacation; he didn't know for sure where he was going, but might go to California.

P. McMahon, roadmaster, just returned from California. So if you want to get the low-down on all the movie people, just ask Mac.

Emma Reynier spent her Christmas vacation at her old home town, Broken Bow, Neb. We tried to find out what the attraction was that made her decide on going down there, but no luck.

Mr. E. R. Kinley, chairman of the Clerks' Union, was in Mitchell for a visit.

At last we have it. A young, fairly good-looking and absolutely single P. F. I. at Mitchell owns and operates a nice car. Who was it in the freight office who used to bewail

the fact that Mitchell could not draw a young, unattached P. F. I?

Who said that No. 11 and No. 22 had fast running time between Mason City and Sanborn? Conductor Wiley drove from Mason City to Sanborn in three hours and ten minutes, and stopped at Spencer for twenty-five minutes for lunch. He said that he passed everything on the road.

Earl Miner, baggageman, went to Marion Junction, to relieve the second trick operator for a few days.

E. H. P. has been a pretty busy man lately, with all the passenger business and the heavy mail, trying to get the trains all out on time.

C. H. Bradbury, roundhouse foreman, was sick for a few days with the flu. Ed Wright acted as foreman in his absence.

A. M. Martinson, W. J. Johnson, and Ed Kerwin, were in Mitchell, looking over the coal situation.

S. L. Core, roadmaster from the Black Hills Division, was in Mitchell and called on all his friends.

If you want to see a knock out, you want to take a good look at Fay Higgins when he gets all dressed up and wears his plug hat.

Well, the flu didn't pass us up. Nearly everybody had a touch of it. J. W. Shelby was confined for a few days with the disease.

Ed. Love has been running on No. 11 and 22 for the past week.

Fred Whitkop and son returned from their vacation, which was spent around Charles City, Iowa, during the holidays.

M. M. Wolverton, traveling freight and passenger agent, spent a few days in Mitchell, the first part of January.

Trainmaster Wilttrout is confined at home this week with a severe cold. Here's hoping that it don't turn into the flu.

W. F. Ingraham, superintendent, was a caller at Mitchell for a few hours, the latter part of December.

There's a thing we all agree,

Everyone would like to be,

For there's not a one that's not a fan.

That's to carry things up higher—

In that old heart-felt desire,

To become a "Wreckless" railroad man.

Northern Montana Division

Max

HAVE the employees of this division seen Everyman's Almanac, which is presented to its patrons—its partners in the business of transportation, which is presented by the Milwaukee road? It contains timely information about the railroads and other matters of general interest. Read it, you will learn a lot about your railroad. It tells about how we do business. You will feel like getting out and boosting in order to make our operation equal that of 1928 and endeavor to help to beat it.

In addition to valuable information about the railroads the Almanac contains some very fine quotations, one of which is as follows: "It's good to have money and the things that money can buy; but it's good, too, to check up once in a while and make sure you haven't lost the things that money can't buy."

The December freight claim prevention meeting held by Superintendent Bowen, was an enthusiastic one. The handling of business for the year which was being completed was gone over. We were fortunate, on this division, in not having many losses, the loss of entire packages being practically nil, and the item of pilferage in transit showed that our employees are taking excellent care of merchandise while in their charge.

We had one of the largest attendance at our Safety First meeting, which we enjoyed, during the year just before the close of 1928.

Mr. Vandenberg gave a very interesting talk about the different types of men that we have to be on guard against in our Safety First movement.

There has been an unusual amount of sickness among the employees of the division, due to the flu epidemic.

Miss Nell Vivian of the Lewistown freight house force, is back from the hospital.

W. A. Rowland, agent at Roy, was brought to the Lewistown hospital for treatment.

M. J. Boyd, agent at Winnett, is recovering from a severe attack of pneumonia. Before returning to work he will be accompanied to Paris, Ill., by Mrs. Boyd and children.

Jake Schaefer, our old stand-by bill clerk at Lewistown, has been absent from his desk for nearly a month, with an attack of the flu. Mrs. C. M. Brown, who has had all around station experience, is doing the billing while Mr. Schaefer is away.

M. E. Randall returned from Seattle, where he was in conference with the traffic officials of lines west. He is expressing the appreciation of Mr. Hicks to the employees of this division for the fine work done in the past year.

Our Traffic Department will be well represented at the wool growers' convention at Billings, Montana.

Mrs. J. A. Lindblum, son Oscar, and daughter Mary Alice, will leave soon for Orlando, Florida, where they will visit relatives for several months.

Mrs. Henry Jacobson and family of Glengarry, are visiting at Bonilla, S. D.

Mrs. C. A. Warner and Mrs. S. G. Spring entertained the members of the Spanish American War Camp and the ladies of the Auxiliary, at the Milwaukee Women's Club house.

C. M. Brown, who has been cashier at the Lewistown freight office for the past ten years, has accepted a similar position at Great Falls. Mr. Brown will be missed by the people of Lewistown and especially by the business men, as he has been very popular in the business life of this city. He succeeds H. M. Brisbane, who has taken the position as clerk in the office of the division freight and passenger agent.

C. H. Baker, who has been the efficient night operator and car clerk at Lewistown Yard, has been checked in as cashier at the freight office. Charley will have "to go some" to follow in the steps of Claude, but he has the ability and personality to do so.

A. G. Ingalls, who has been stationed at Suffolk for a number of years, has been assigned the agency at Winnefred. "A. G." will have to be on the lookout as now he will be going out in society.

F. J. Gillen, formerly employed at Lewistown, is now connected with the Store Department at Tacoma.

Mrs. C. A. Hamilton and children of Choctaw, left for a trip to Missoula.

Our superintendent does not overlook an opportunity to help out the Traffic Department in the matter of soliciting business. It is the ambition of Mr. Bowen to make a solicitor out of every employee, and if he keeps up the good work that he is doing he will accomplish it.

Leonard Mattson, who has been an extra operator on the Rocky Mountain Division, is assigned temporarily to the position of second trick at Lewistown Yard.

R. S. High and wife of Great Falls, went to Sunburst, Montana, to look after their business interests.

Mrs. Otto Davey is leaving for Los Angeles, Calif., for a month's visit with her mother.

J. A. Rawls took a trip to Helena, Mont., in connection with the duties of the officers of the Knight Templars of which he is an enthusiastic member.

Miss Edith Spring is visiting relatives in Jackson, Minn.

Mrs. Ida Soper, mother of brakeman Soper of Great Falls, is visiting her son at Spokane, Wash.

Mrs. J. A. Trumpower and children of Square Butte, went to Butte for a short visit with friends.

H. W. Peters and wife are visiting in Seattle, Wash., during the lull in our freight business.

Mr. and Mrs. F. G. Richards and son departed for Lincoln, Neb.

E. A. Walden went to St. Louis, Mo., on business.

West End of the Trans-Missouri

R. K. B.

NEARLY five hundred kiddies, little sons and daughters of Milwaukee employees at Miles City, in all ages and conditions of kiddyhood, gathered promptly at four o'clock the afternoon of December 21, as guests of the Milwaukee Women's Club, to gaze with delight upon the big tree prepared for them in the depot, and at Santy, who made up in dignity what he lacked in girth. After singing several Christmas carols, under the direction of Mrs. Gillick, they all filed past Santy to receive their stockings of candy and nuts.

The tree was really a wonder; twenty-five feet high, and so bedecked with trimmings, and shiny with lights that no other Christmas tree had ever been as beautiful, all the kiddies agreed. All managed to get a word in with Santy, and there were so many of them that Santy couldn't tell just then who had been good all year, and who had not, so he promised to remember them all.

Another Christmas tree was Uncle Ned Reardon's at the boiler shop, on December 24. The girls from the office were invited over and joined in the singing of carols and everybody managed to consume a wonderful lot of candy. Afterward the girls were given a ride on the transfer by the Hon. James Brady, who will probably make this an annual event, like Uncle Ned's tree.

Among the office force who spent the holiday season in Mobridge, were Edwin Carlson, Joe Peschl, Harold Fuller, O. R. Betke, George Hilton and Ben Shields. Jack Charles spent his Christmas in Butte.

December also witnessed a few vacations. Jim Brady, dispatcher's clerk, spent his in Seattle. Elizabeth Coleman, Mechanical Department clerk, and Duncan Ritchie, material clerk, got in a good rest at home. But Clara Spear went to Butte, where good times are to be had by all.

We regret to report at this writing that the illness of Mr. R. W. Magette, trainmaster, has proven more serious than at first supposed. He has recently undergone an operation for kidney trouble. His friends all wish him a speedy recovery. Mrs. Magette and daughter, who have been visiting relatives in Iowa, have returned home to be with Mr. Magette during his illness.

Bill Cook, engineer, is also in the hospital. He recently suffered a broken leg, but all reports are very favorable that he will be back on the job in a few weeks.

Wedding bells rang merrily a week ago when Harry Schultz, engineer, and Miss Henderson, teacher in the Washington School, here, were united in marriage. Three cheers and much happiness, Harry!

Jerry Goggins, son of B. W. Goggins, night roundhouse foreman, and Eleanor Wilson, daughter of A. B. Wilson, engineer, who have been attending university, returned home for the Christmas holidays. Jerry is enrolled at Montana University at Missoula, and Eleanor

is a pupil at St. Olaf's College, Northfield, Minnesota.

H. E. Zuelke, brakeman, and family who recently suffered the loss of their new baby, and who have been ill with the flu, are now well on the road to recovery. We wish to express our sympathy to Mr. Zuelke for the sorrow he has suffered.

The family of A. H. Olson, roadmaster, has been spending several weeks visiting at Warrens, S. D. Their return has been delayed by the illness of Mr. Olson's little son, who contracted flu.

"Slip" Hilton of Mobridge, managed to get in a good visit with his brother, George, while on a recent medical trip to Miles City.

With the reopening of the Y. M. C. A. here, several of the Milwaukee boys started up a basketball team with the avowed intention of taking all comers to a cleaning. We are exceedingly grieved to report that in their first game they were beaten by the small score of 36 to 3, a difference of thirty-three points only, so that our grief isn't as sincere as it should be. The game, by the way, was with the "Yellow Jackets," musicians in the local dance emporium, who are used to putting over "hot" ones.

Jack Foley, division freight and passenger agent, spent the holiday season in Denver, Colo., and has only recently returned to Miles City.

A winter bachelor is C. A. Numidor, chief dispatcher, whose wife and son, Charles, are visiting in Woodland, Wisconsin.

F. P. Rozum, trick operator, and wife, spent a big vacation in the East over the holidays. They visited several cities in New York, spent some time in Pennsylvania, and made a dash down to Washington, D. C., but finally decided that home was a pretty good place to return to.

Joe Kennedy, agent at Kinsey, is once more back in the U. S. A., a recent letter from New York would indicate. Kennedy spent the summer in Europe with Bill Dougherty, wire chief, who from all accounts, plans to winter in Spain.

We wish to extend our congratulations to Jack Charles, who has now become secretary to Mr. Rossiter, general superintendent at Butte, with the transfer of Bob Humphreys to Mr. Rummel's office in Chicago. Willie Hauser, former stenographer for the Engineering Department, takes Jack's place with Mr. Gillick. Jerry McCarthy is once more back with us as division accountant's steno.

Aromas from the Cereal City

Roy

HOUSE FOREMAN McCALL is thinking seriously of entering the ring. In a recent encounter, Bill accidentally fell and hit the pavement and came out with a badly bruised face. The promoters are now looking for him to sign for a match in the First Street arena.

Engineer M. L. Nickell was unanimously elected president of the Milwaukee Athletic Club at their meeting January 7, held in the club rooms at the depot. After the meeting lunch was served by the members of the Woman's Club and short talks were given. The Athletic Club has done good work during the past year but more support, both moral and financial, is needed from employees. Get out and boost the club.

B. F. Webb passed away at his home January 13, after a short illness. Mr. Webb was for many years section foreman at Sigourney, but for the last two years had retired and resided in Cedar Rapids. The funeral was held at Sigourney, January 15. Our sympathy is extended to his wife and children who survive him.

Switch Foreman D. D. Harrington who has

been confined to his home with pneumonia is recovering rapidly. Foreman Florin Francik is also numbered among the sick.

Fullerton Avenue Building

A. M. D.

FEBRUARY 7, The Fullerton Avenue Chapter of the Milwaukee Railroad Women's Club will give a Gallatin Gateway Ball in the grand ballroom of the Hotel La Salle. Each ticket will entitle the holder to a chance on a free trip through Yellowstone Park via our Gallatin Gateway or an airplane trip between Chicago and the Twin Cities via the Great Northwest Airways.

M. Samp of the Auditor of Expenditure's Office has been appointed chief clerk to Mr. Buelting of the Chicago District Accountant's Office.

Paul Strohmeier, our head janitor and veteran of the U. S. Navy, has "shipped over" on the sea of matrimony. We wish you happiness and prosperity, Paul.

The checker experts of the Real Estate Department were challenged by the experts of the Freight Auditor's Office and the writer must admit that they are very good, considering the time allowed to play, there were some fast and snappy games played. The score now stands 5 to 5 and 4 draws. Perhaps if W. L. Webster played with his right hand, he would accomplish much more. How about it, Walter?

E. L. Johnson is practicing every day. If you keep up that pace, Edwin, in another two years you will be eligible to enter our expert lineup. Keep up the good work.

Mrs. Bernice Dillon has resigned to take up the arduous duties of a housewife. I opine she does not think that housework is much easier than eight hours labor at the office. She will soon find out differently, I'm sure. We are all sorry to see you go, Bernice.

What's the attraction up at Minneapolis, Minton?

Peter Meyer of the Ticket Auditor's Office appeared at work Thursday, December 20, wearing a white sweater with a unique green-colored design.

On being asked, Pete denied that:

He was cheer-leader for the Mohler College.

He had lost a bet.

He had joined a frat.

So you will be \$5.00 richer if you can determine the reason Pete wore that sweater to work.

"Sarge" Maloney, Ticket Auditor's Office, and amateur sleuth, will solve any mystery. Recently he displayed a rubber heel and remarked, "I ran this down." If your pet elephant is missing or a blonde hair is found in your hash, tell "Sarge" Maloney and your troubles will be over.

Ruth Barrington, Central Typing Bureau has been transferred to the Assistant Comptroller's Office at the Union Depot where she will officiate as secretary to Mr. O. P. Barry. We always knew Ruth would reach great heights.

Alfyda Ims, Central Typing Bureau is leaving her typewriter to manage her household.

Miss Pearl De La Barre, of the Car Accountant's Office, was severely injured when a taxicab struck her while crossing the street at the intersection of Lincoln and Fullerton Avenues, on Saturday morning, January 12. Her injuries, requiring surgical attention, caused her to be rushed to St. Joseph's Hospital, where she is still confined at this writing. We are advised that her rapid convalescence is assured unless unforeseen complications should arise. Miss De La Barre has our heartfelt sympathies and sincere wishes for her recovery.

Little Danny Cupid

It not so stupid,

Oh my dear no,
For he picks out the young ones
As well as the old ones,
And he has them all on the go.

At least some of the youngest in the Car Accountant's Office have desired to follow Danny's advice to go on a journey which we hope will be a pleasant and happy one. We are advised Miss Sophia Jacek and Ted Clay as well as Louise Bloethner and George Sunnegal will try the new route on February 2, and February 9, respectively. Our blessings and good wishes will accompany them.

The Town Without a Street

St. Joe

SINCE Bennett was fortunate, the Jacks, Hillsdon and Cornstarch, have blossomed out in new fronts. Harry Mason is parting his hair in the middle. Every evening Paddy Marlow struts his stuff in collar and hames. The Bachelor's Club would be something of the past were it not for the scarcity of the fair sex. At present it bids fair to live forever as we have but one little plucker at the Beanery, and the schoolma'am was engaged before she came.

Essie Maxwell has recovered from an attack of rheumatism and once more we hear him whistle and sing as he couples the air or hangs the blue flag.

"Hambone" Sterling is going to show us what he can do in the way of throwing a party with friend wife home. Say, Bo—kid someone else, we have wives ourselves, and know that line is only a gesture.

Avery was the scene of quite a disastrous fire recently, which resulted in the loss of one life and seven of the cottages across the river. Frank Moore, an old-timer in this locality, was trapped in one of the burning buildings. The fire, from all indications, originated in his cabin, but the cause will perhaps never be known.

You just have to hand it to Tacoma as a rebuilding point. We have seen hundreds of cars come back as good as new, and that isn't all. We sent Conductor McConkey out there looking like an old carriage, and he came back in fine shape. Says he only got scheduled five repairs and a repaint.

Engineer Blundell wishes to know what meaning a home semaphore signal set at "proceed" with a red mackinaw hung over the disc would convey at midnight.

L. W. Dietrich was recently called to his home in Rathdrum, Idaho, due to the death of his mother.

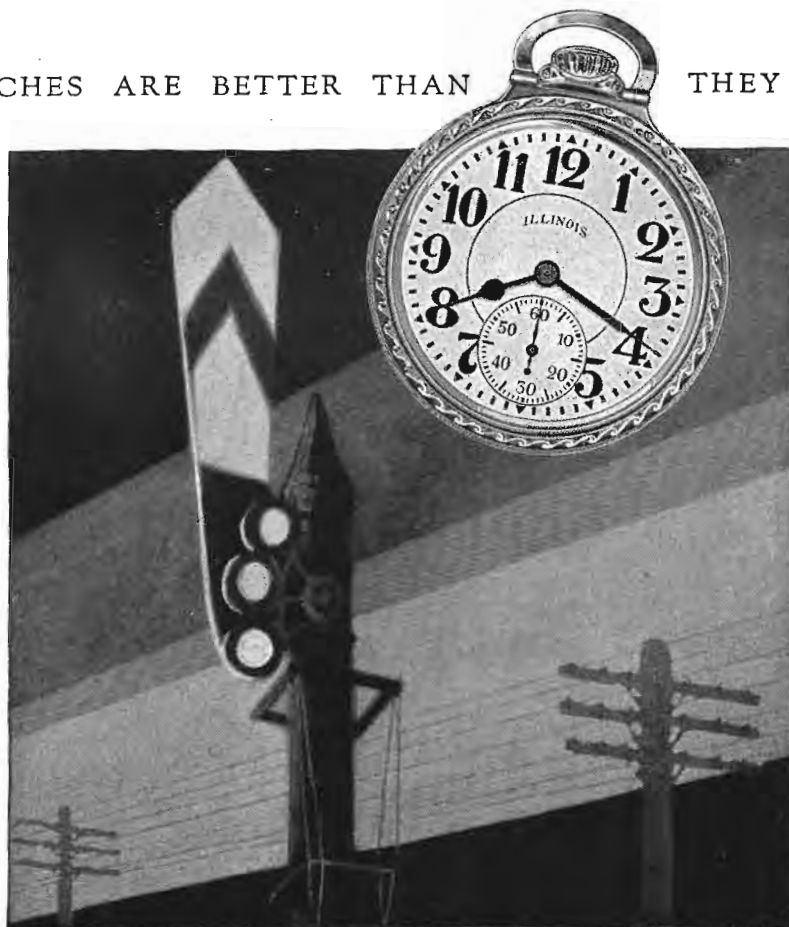
A. S. Harrigan, agent at Falcon, requests that the Company construct a bridge across the North Fork of the St. Joe river so as to enable him to cover his skill trip between Roland and Falcon in quicker time.

J. G. Macedon, engineer, was called to his home in Milwaukee, due to the serious illness of his mother.

"Hambone" Sterling, president of the Isaac Walton League, wishes to announce that dues paying members were given a beaver feast in the Dining Car restaurant and that there were only five members in attendance. The following day we all paid up our back dues and they perhaps will not have another dinner until we again become delinquent. That is, we tried to pay up our back-dues, but as George Myers had resigned as treasurer and Deane Boyle, who was elected to the position, refused to accept the position, due to the large amount of funds to be handled, we are still up in the air and expect to miss another "feed."

So much has been said about the ability of "Billy" Mellon as a chess player that A. A. McCabe issues a challenge to "Billy" and his friends to appear at Avery for a tournament.

ILLINOIS WATCHES ARE BETTER THAN THEY HAVE TO BE



The BUNN SPECIAL IS THE SAFETY WATCH

In every detail of design and performance, the 60-hour, 6-position Bunn Special has demonstrated its right to the title of "safety watch of the railroads."

It will run more than 60 hours on one winding. If you should neglect for any reason to wind it after the first 24 hours, it will maintain its even, accurate rate for at least the second 24 hours.

It is the perfected watch—as nearly perfect mechanically as human skill can make it. For only a watch which practically eliminates friction and embodies such vital developments as the Illinois Superior Motor Barrel can possibly permit the use of the

longer, thinner, 60-hour mainspring—the last word in sustained, dependable accuracy.

It is further insured against error in its adjustment to six positions. Position adjustments are the proving ground of accuracy. Each adjustment eliminates certain possibilities of error. And only such watches as the Illinois Bunn Specials enjoy the full benefit of six-position adjustment.

Such outstanding factors of safety and surety have inspired the confidence of railroad men everywhere. Ask your jeweler to show you the Bunn Special. You will find how easy it is to lead in watch equipment.

Bunn Special, 21 jewels, 10k yellow gold-filled case.....	\$60
Bunn Special, 21 jewels, 14k yellow gold-filled case.....	\$65
Bunn Special, 23 jewels, 10k yellow gold-filled case.....	\$70
Bunn Special, 23 jewels, 14k white or green gold-filled case..	\$75



The ILLINOIS WATCH



Established 1870
SPRINGFIELD, ILLINOIS

The story of White Coal

From melting snows, lakes and springs high up in the mountains comes a swelling flow . . . faster and faster until, at the brink of a rocky cataract, the waters pitch and plunge wildly to the depths below.

Here the fury of the maddened stream is brought in leash; its force harnessed to the giant wheels of dynamos whose revolutions create vast stores of electrical energy—"white coal."

The "white coal" that comes from the mountain streams carries Milwaukee trains for 660 miles across four mountain ranges—smoothly, swiftly, silently. No soot—no smoke—no cinders. Travel in the open observation cars of the new Olympian is a novel and pleasant experience. Forty per cent of all the electrified railway mileage in the United States is included in The Milwaukee Road's transcontinental line.

Available for industry, as well as transportation, "white coal" is an important factor in the development of The Milwaukee Road's West.

For your copy of booklet or detailed information on any subject concerning this railroad, address The Milwaukee Road, Room 884 C Union Station, Chicago

FAMOUS TRAINS

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Chicago - Seattle - Tacoma

The Pioneer Limited

Chicago - St. Paul - Minneapolis

The Columbian

Chicago - Yellowstone
Twin Cities - Seattle - Tacoma

The Southwest Limited

Chicago - Excelsior Springs
Milwaukee - Kansas City

The Arrow

Chicago - Des Moines - Omaha
Milwaukee - Sioux City

The MILWAUKEE ROAD

