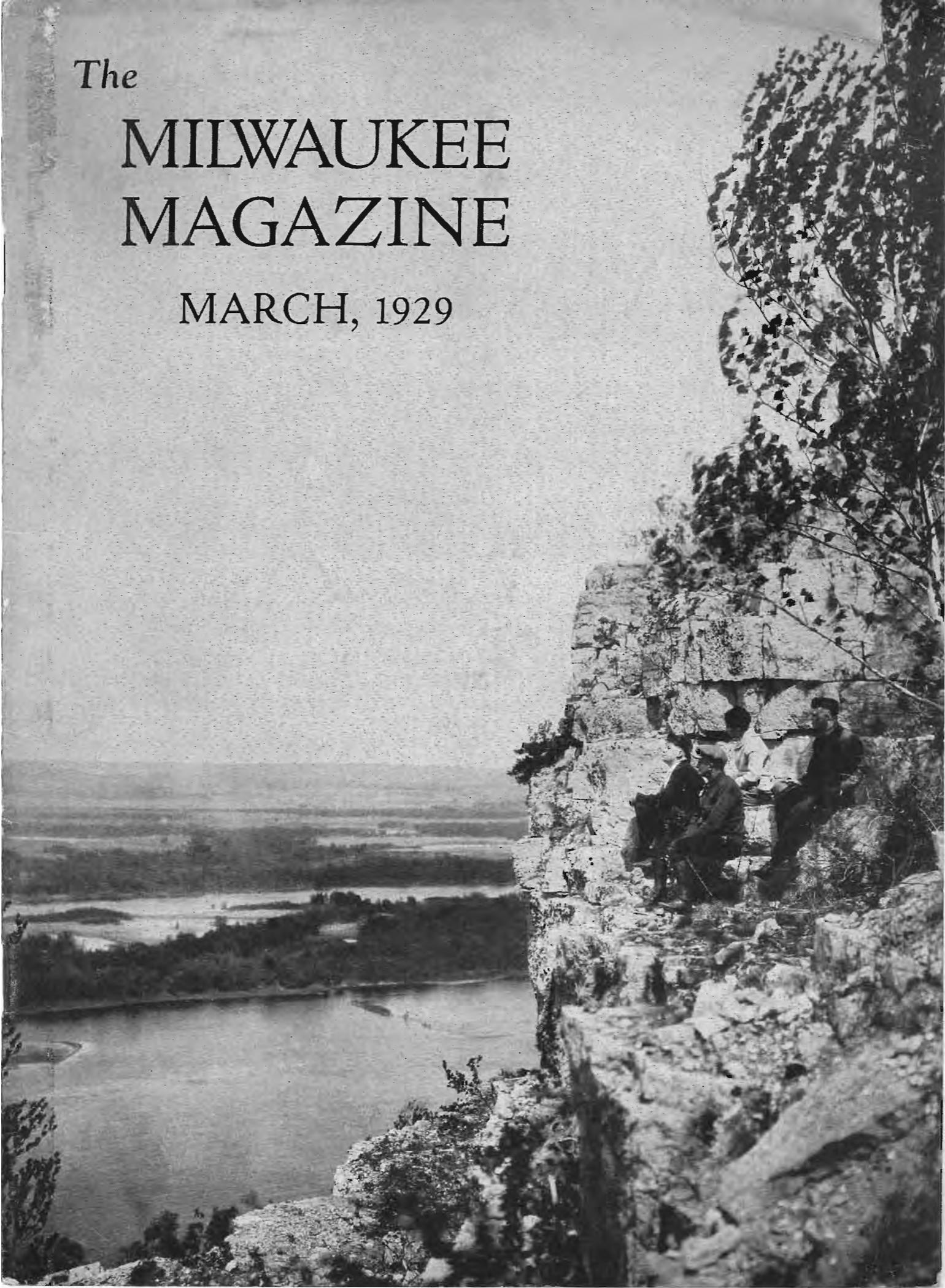


The

MILWAUKEE MAGAZINE

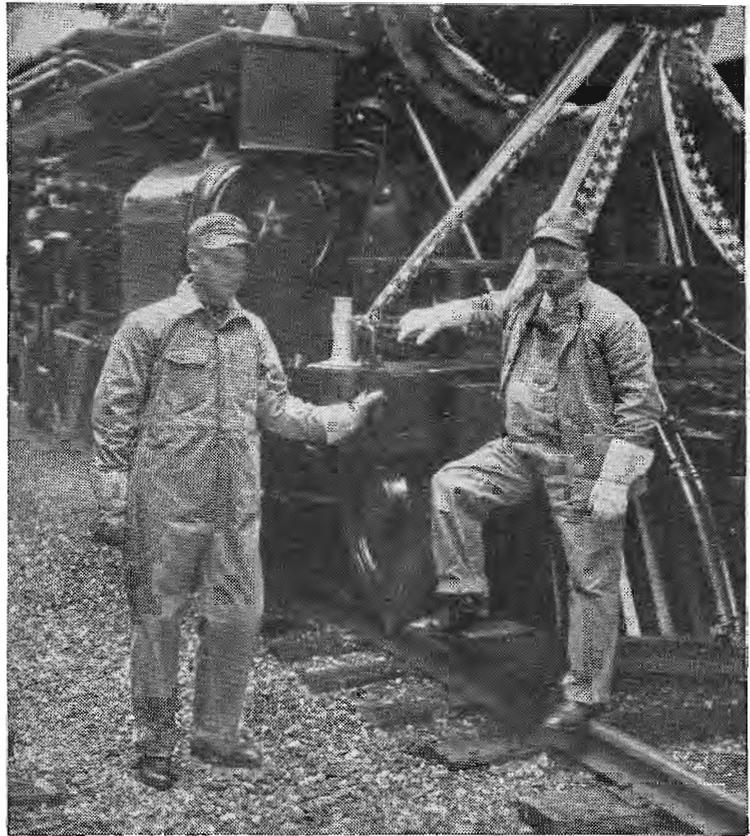
MARCH, 1929



Lee WHIZIT Overalls

*Worn By Men With Pride
In Their Jobs*

Combining clean-cut good looks with speed, comfort, many months' longer wear. The Lee Whizit (genuine TALON HOOKLESS Fastener) and Lee Super-fabrics are exclusive features.



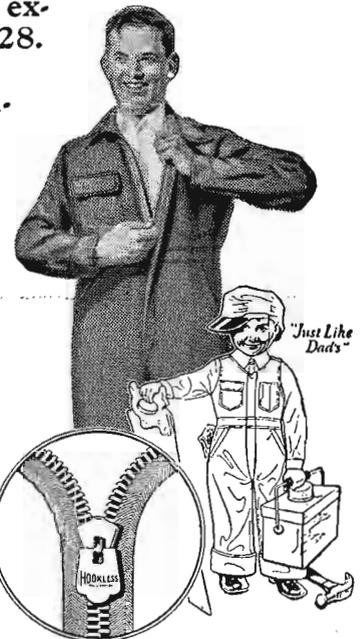
On Dress Parade!



ENGINEER C. S. Gardner and Fireman Nick Tombers of the Northwestern Limited, famous new Roller Bearing train on the Chicago & Northwestern R. R. These crack engineers of a crack fast train are shown on duty during the train's special introductory exhibition in Minneapolis August 20, 1928.

Both train and men are "on dress parade". The Lee's are the final touch!

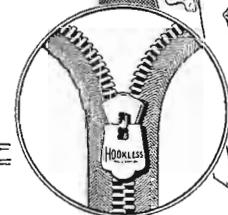
(Lee Union-alls and Overalls, both Whizit and button styles, are America's Largest selling work clothes and are sold by dependable dealers everywhere.)




THIS GUARANTEE WITH EVERY GARMENT
If you do not find this to be the most satisfactory and best value-giving work garment you have ever worn, you can get a new one free or your money back.

The H. D. Lee Mercantile Company
Kansas City, Mo. Trenton, N. J. South Bend, Ind.,
Minneapolis, Minn. San Francisco, Calif.

UNION MADE
Lee WHIZIT
Union-Alls-Overalls-Play Suits



Genuine Hookless Fastener. Will not jam, rust or break. Launderers with perfect safety. Absolutely Guaranteed.

The Duties of a Division Accountant

E. P. Willey, Auditor of Expenditure

OUR system of disbursement accounting is the division accounting system. Under the division plan of accounting as in effect on this railroad there are thirty-five offices reporting to the Auditor of Expenditure. Of these there are four district accounting offices, five district store accounting offices, one shop accountant's office, two department offices, twenty-one division offices and two special accounting offices of a more or less temporary nature taking care of grade separation work in Evanston and Milwaukee.

The work in the division and district offices is practically identical, since the districts in each instance were formed by combination of previously existing division and shop accounting offices; the difference is in volume of work only.

The district store offices fill a particular need. The district stores are concentration points carrying larger stocks than the division stores and filling the two-fold capacity of supplying local requirements, and stocking other division stores in their territories. There is necessarily a large volume of purchased material received at these stores, heavy disbursements, and a considerable amount of repair and manufacturing work done for stock purposes under store orders. To handle this diversity and volume of work it has been found practicable to maintain books of account in each of the district stores (except at Miles City where the recent reorganization of clerical forces has made possible the absorbing of the district store accounts by the Trans-Missouri Division office). Included among the five district store offices are those at Savanna Rail Mill and Tomah Shops. The operations at these points fall under the jurisdiction of the Store Department and the accounting has to do practically entirely with material received, shipped, repaired and manufactured. They are true district stores.

The one shop accounting office is that at Milwaukee where our largest shops, by far, are located and the volume of work warrants a separate office devoted to that field entirely.

The two department offices include those of the Telegraph Department and Sleeping and Dining Car Accountant. The activities in these departments are peculiar to themselves, but are well enough known in a general way to obviate the necessity for a detailed explanation.

One of the foremost requirements of the Accounting Department is that expenditures incurred in any calendar month shall be accounted for in the same month. We believe that this condition has been fairly well attained although there are instances here and there which show up from time to time indicating that there

is still room for improvement. But in spite of these failures a high degree of efficiency has been evidenced in the prompt and thorough reporting by the outlying offices. These offices are required to have all their final reports for any month in the offices of the Auditor of Investment and Joint Facility Accounts and Auditor of Expenditure on the twelfth and fifteenth of the first succeeding month, depending on their location. The record shows comparatively few delinquencies. No one who is familiar with the nature of these reports will deny the exacting conditions imposed on the division accountant in the closing of his books and preparation of his reports. He has to work fast.

Having sketched the plan of accounting for disbursements at their source, I am led to my second thought as to why we have the division plan of accounting. The two principal advantages supporting the division plan of accounting as I see them may be stated briefly as follows:

- (1) Greater accuracy gained by the close contact of the Division Accountant with local officials.
- (2) Better and more complete information for the division official as to what is happening on that section of the railroad for which he is responsible.

These are two outstanding considerations. Accuracy is the first essential in the successful operation of any system of accounts. There is no question but what, if the division accountants fully exercise their opportunities for learning what is under way on their respective divisions, a much higher degree of accuracy will be secured in our distributions than could be hoped for under a centralized plan where the work would be performed by clerks in the general office, depending entirely on information taken from reports without the supplementary assistance of being able to confer with the local officials in charge of the actual work.

With respect to informing the division officials as to what results are being obtained under their jurisdiction, reliable data for that purpose is most desirable. While the division officials through their close contact with actual operations, do not have to depend entirely upon the accounting results for their information, there are certain conditions which do not become readily apparent except through an actual examination of the records of expenses.

Any discussion of the advantages of the division accounting plan would necessarily bring in the duties of the division accountant, and as it is my purpose to discuss the latter subject rather than to support the former I shall take up what

seems to me to be the major factors in a division accountant's activities, allowing the treatment of those factors to support the advantages of the divisional plan by the very evident inference which I think is apparent.

The division accountant is charged with correctly accounting for operations and transactions on the territory to which he is assigned and with the making of such reports as are necessary. This seems very simple. But now let us see what are the major factors in the successful performance of this responsibility.

The division accountant must have an intimate knowledge of the accounting requirements. The system of accounts which a railroad must use is prescribed by the Interstate Commerce Commission and it is, of course, a requirement on every carrier to handle its accounting according to those rules and to submit certain reports disclosing the result of its operations in the form and manner designated by the Commission. There are also certain other requirements laid down by the company for producing data needed in the conduct of its affairs. These are in the form of circulars and letters of instructions sent out from the general offices. Each of these should be definitely understood and any of more than temporary significance should be preserved and indexed in such manner that they can be readily referred to at a future date.

The division accountant must have a personal knowledge of conditions on the division. He has to deal with a certain limited section of the road or with a certain definite activity. He is, and should be a specialist for his particular division. He is in position to know exactly what operations are conducted, what program may be under way as to the maintenance of equipment, what construction work is being done and what routine or extraordinary repairs to the fixed property is in progress. He has the advantage of personal interviews with the superintendents, local mechanical officials, division engineers, roadmasters, chief carpenters, and if necessary, the foremen themselves as to the activities in which they are engaged.

The division accountant must have the ability to fit the accounting rules to the facts under all circumstances. It is the responsibility of the accountant to maintain the integrity of the accounts. Locally, he is the best informed man on accounts. His opinions should be well grounded, clearly defined, and steadfastly maintained.

The division accountant must develop an efficient organization. He must see that the clerks who are working under his jurisdiction are thoroughly posted as

to all accounting requirements. He must see that their work is properly systematized and carefully performed. This means real supervision and implies that the accountant will actually get about among his subordinates to inspect their work while it is under way and to make definite, comprehensive tests of its accuracy.

The division accountant should act as an adviser to the local officials. The division officials are held accountable by their superiors for division performance. It is, of course, true that the accounting result is only one index of division performance. There are others, but none of them are more important than the story told in the terms of dollars and cents. In his capacity as division accountant, it seems very clear that this individual should act as an accounting adviser to the superintendent. If estimates are exceeded, if comparisons are out of line, or if abnormal results are shown, the superintendent should be acquainted with the facts immediately with reasons

for the condition. Each month accountants are required to analyze expenditures and submit definite explanations to the Auditor of Expenditure by whom these explanations are consolidated for the benefit of the general officers. When these analyses are made any information disclosed which would be of value to the local officers should be immediately brought to their attention so that they may be fully informed at all times and so that they may be in position to remedy improper conditions before they are carried too far. The proprietor of any business must know, if he is to be successful, where he stands, and the division officials have every right to expect this information from the accountants who are in charge of the accounting for the territories under their control.

To summarize what I have said, the plan of disbursement accounting in use by this railroad is the division accounting plan. Work which would otherwise be centralized in the general office is distributed among 35 outlying offices and

the advantages gained thereby are believed to lie, first, in the greater accuracy gained by close contact of the division accountant with local officials, and second, by better and more complete information to the division official as to what is happening on that section of the railroad for which he is responsible. To successfully carry out the division plan of accounting great responsibility rests on the division accountant. The five major factors which may well be considered as a general outline of the requirements placed on him are:

An intimate knowledge of the accounting rules and requirements,

A personal knowledge of conditions on the division or territory to which he is assigned,

Ability to execute the accounting rules at all times, maintaining the integrity of the accounts,

Development of an efficient accounting organization, and

Performance in the capacity as an adviser to local officials.

“Switching the Industries” at Red Wing, Minnesota

By J. B. Shafer

RED WING can well boast of its two miles of industries, for a town of ten thousand population. These industries are chiefly located on the rails of the C. M. St. P. & P. R. R. This railroad gives the best of service there is to be had. For instance, our agent, Mr. T. A. Thayer, who has been with the railroad for fifty years, is always on hand to see that they get this service, and always soliciting for more business from these concerns. He sure has a record hard to beat, for a town of this size.

Besides Mr. T. A. Thayer on the job, we have Engine No. 1148 doing the switching, with Engineer Stinson, Foreman Raetz, and Helpers Frederickson and Shafer. They are always on the job ready to do the business, and to keep things going; no matter what kind of a day, rain or shine, you will always find them with a smile and a good word, which helps to keep things going.

We will now take you to the Pittsburgh Plate Glass Co. Here they specialize in the manufacture of linseed oil and the old process made oil meal and cake. They manufacture the best of linseed oil, such as pure boiled linseed oil, pure raw lin-

seed oil, and a very high grade of varnish oil. You will always find eight to ten cars of flax on hand, ready to be unloaded. They average from six to eight cars of meal to be shipped, also one to two cars of oil daily.

Next we have the big Red Wing Milling Co. Here they manufacture flour that is known all over the world. Their best grades of flour are: Red Wing Special, Red Wing Giant, Bixota, Cream of the West, Ogema Clear, Whole Wheat, Graham, and Farina, besides all the mill feeds obtained from wheat. This firm is the biggest shipper in Red Wing. You will always find twenty to twenty-five cars of wheat on hand besides what they have coming in on the road. They have three big loading tracks, also a track where they unload the wheat. Most days they will average twelve to fifteen cars of flour to be shipped.

Now comes the La Grange Flour Mills, not quite as big as the Red Wing, but doing a good business. Their best flours are known as: The Gilt Edge, Corner Stone, and a few more brands, also mill feeds which are obtained from wheat, which are shipped all over the United

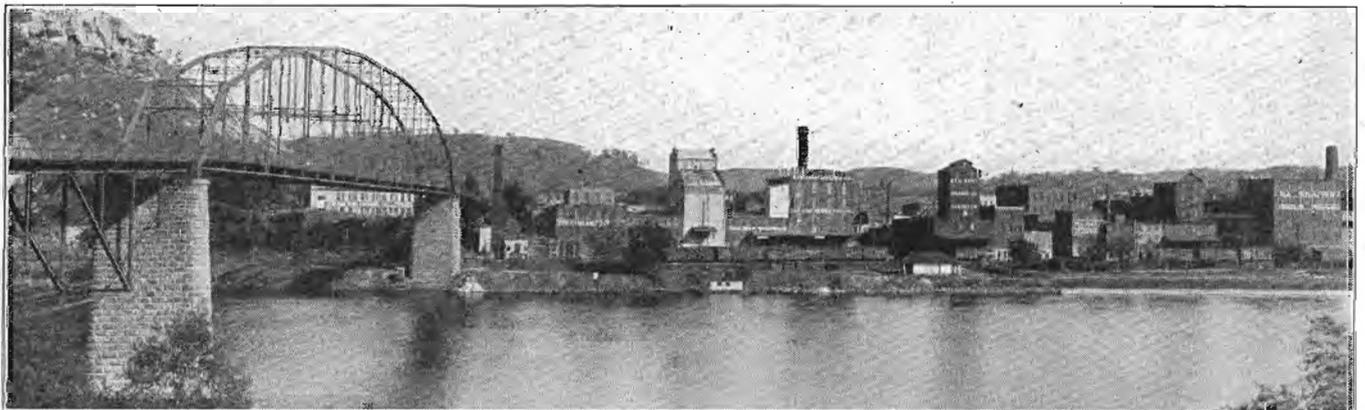
States. This mill will average about six to eight cars of wheat daily, and will ship out on the average of eight to ten cars of flour daily.

Then we have the Fleischmann Malting Co. Here they make malt out of barley, which is shipped all over the United States and to foreign countries. This concern will average from four to six cars of barley, and will average from two to three cars of malt to be shipped out daily.

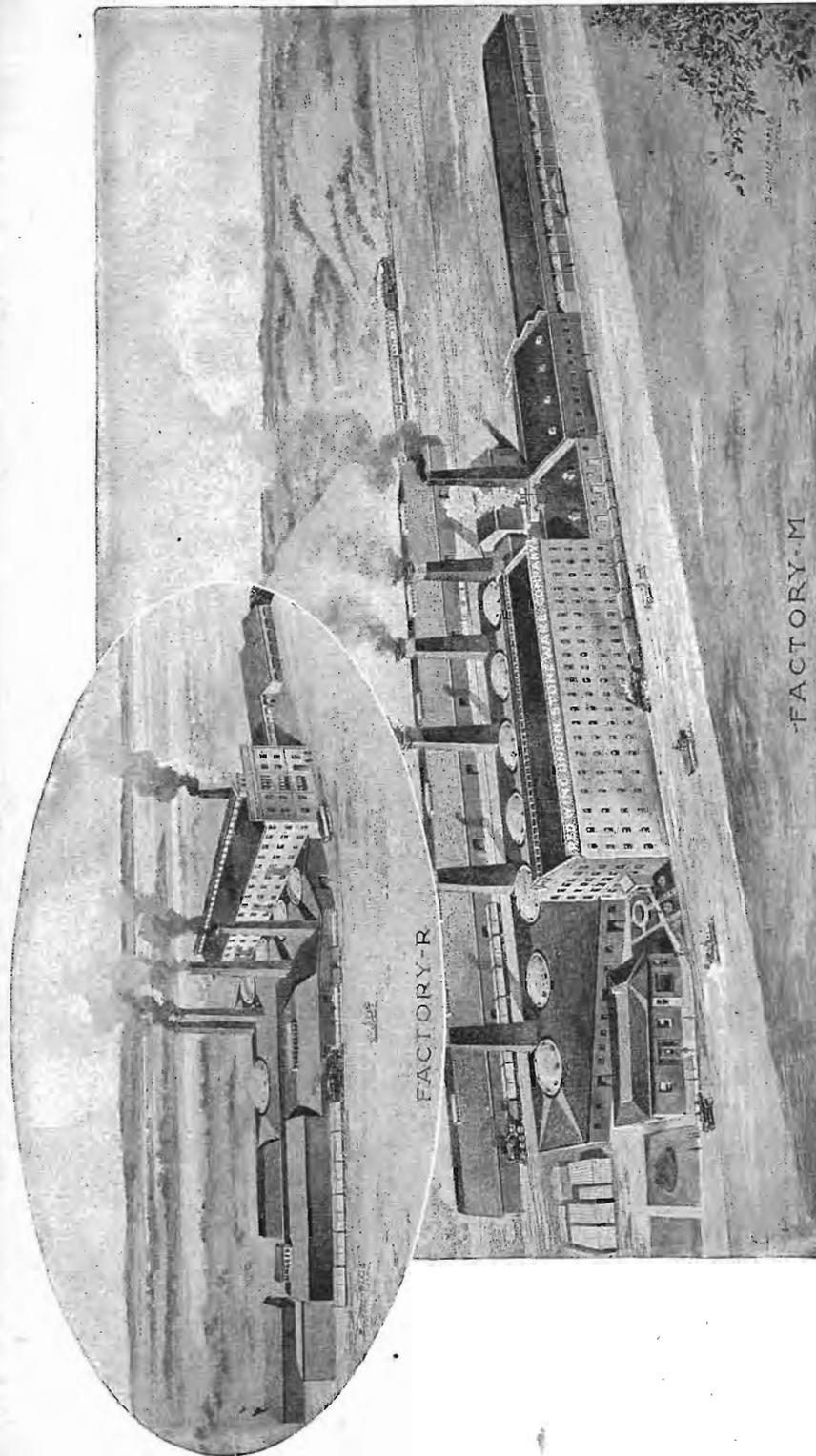
The next big concern is the Red Wing Motor Co. Here they make the finest marine engine in the world, known as the “Red Wing Thorobred,” and you will find one in almost every country in the world. Their engines are not shipped in carload lots, but by freight in the merchandise cars, and there are enough of them shipped to help make business good.

Right across the main lines from the motor company we have what is known as the Red Wing Sewer Pipe Co., Factory “B.” Here sewer pipe and all kinds of draining tile are made out of clay, which is shipped in from one of the largest clay pits in Minnesota. This concern will average six to eight cars of sewer pipe daily, which is shipped to all parts of the northwest.

Then we have the Red Wing Food Products Co., where vinegar is manufactured. They manufacture five kinds of vinegar, which is shipped to all points in the northwest. This concern has cider



Red Wing from Across the River



The Red Wing Union Stoneware Plant

shipped in from towns all over the country, also molasses, which comes from Cuba, to be used in making vinegar. When business is good at this plant, they average a car of cider a day, and perhaps one car of molasses a week. Since they have extended their track into the plant, business will be increased, as this will be more convenient for them to load their products.

The next place and the last one going west is the Red Wing Union Stoneware

Co. This is the largest stoneware company in the world. They make anything out of clay, from a half-pint jug to a sixty-gallon jar, and also artistic vases and lamp bases. These will compete with any made in the United States out of clay. This concern will average two cars daily, which are shipped all over the United States.

Besides all this business going over our rails, we have a very busy freight house. We average from ten to twelve cars of

merchandise daily, brought in by the way freights and other trains. We also ship out a Chicago merchandise car every Tuesday, Thursday and Saturday, and oftener when sufficient tonnage, besides the St. Paul and Minneapolis merchandise daily, and you will always find business good on the team track.

Now this little town of Red Wing averaged 8,327 loads in and out in the year of 1927, and it looks like the year 1928 will have this beat. If every town on the C. M. St. P. & P. R. R., paid like this, wouldn't we have some railroad?

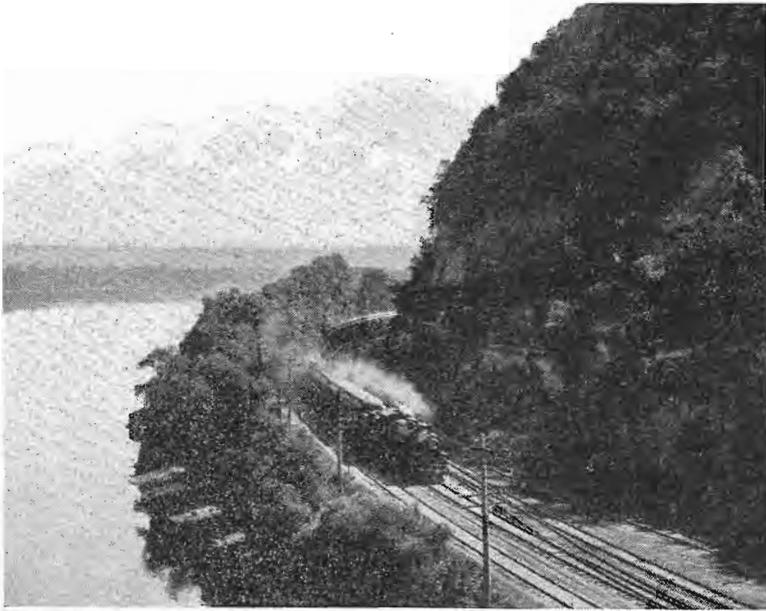
The Editor craves permission to add a little to Mr. Shafer's interesting story of The Milwaukee's operations in Red Wing.

The foregoing represents a part of The Milwaukee Road's busy operations in Red Wing in connection with the activities of those industries located exclusively and jointly on Milwaukee tracks. But the Red Wing representatives of this railroad maintain the pleasantest relations with every activity that contributes in any way to the prosperity of their beautiful city, whether they are exclusively on our trackage, or are served jointly; are exclusively on the line of a competitor, or not located on or near tracks.

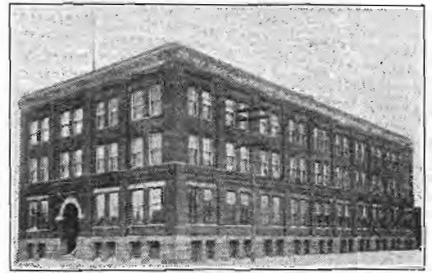
Of these are the S. B. Foot & Company, Tanners; the Durkee-Atwood Company, manufacturing rubber specialties; The Red Wing Shoe Company; The L. D. Stickle's Shoe Company, making shoes which they advertise as having "made their way by the way they're made"; Huff Manufacturing Company; Gustave Doerr & Company, Tanners; The Red Wing Filter Sand Company, which has one of the best beds of silica filter sand in the country, supplying sand for filtration purposes to points north, south, east and west. The supply is said to be inexhaustible. Among other industries that contribute to Milwaukee Road welfare in Red Wing, are Lillyblad Manufacturing Company, Red Wing Iron Works, Reichert Bottling Works; Twin City Brick Factory; Lake Pepin Cooperative Poultry Producers' Association; Red Wing Produce Company; Red Wing Nursery Company; Red Wing Feed & Seed Company, Central Lumber Company, Simpson-Orendorff Lumber Company, McCoy Lumber Company; Creameries, Printing Establishments, Machine Shops; and The Red Wing Advertising Company, making calendars, leather specialties, bank supplies, etc.

A word about this city itself. Bowling along westward on River Division trains, as the locomotive pokes its nose around the curve at Barn Bluff and whistles into town, one does not get much of an idea of what this little city really is. The hills cling close to the right-of-way on one side of the track and the Mississippi glistens in the sun as it sweeps by on the other side with a towering structure bridging the great river just at the edge of town. Close by the passenger station the view broadens somewhat to admit a lovely park between our tracks and the river; on the other side, a fine paved street scrambles down the hillside to the depot plaza. Little is to be seen of the industrious and beautiful city which lies high up on those hills. Going on westward, however, factories and industries interpose themselves between tracks and river and as the hills subside, more industries come into the picture, and the reality of a busy city becomes apparent.

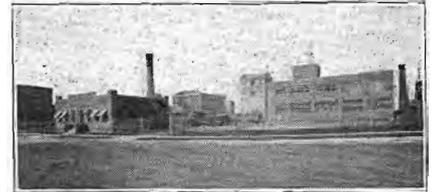
If one had time to stop off and accept



The Pioneer Limited Rounding Barn Bluff



Red Wing Shoe Company Factory



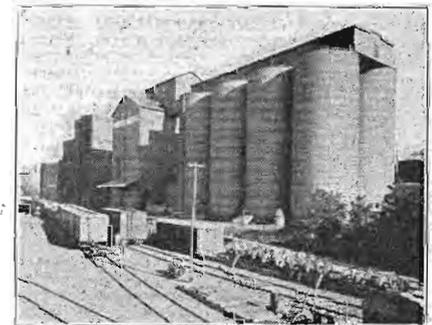
Pittsburgh Plate Glass Company



Fleischman Malting Company



L. D. Stickles Shoe Company

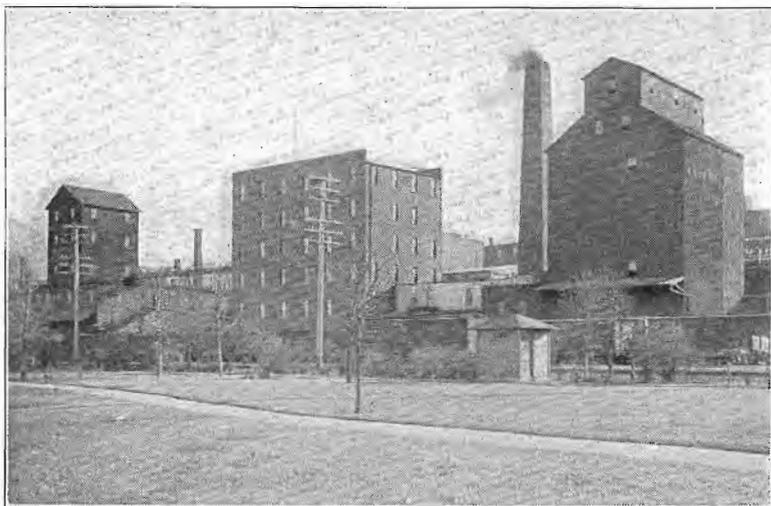


Plants of Red Wing Malting Company

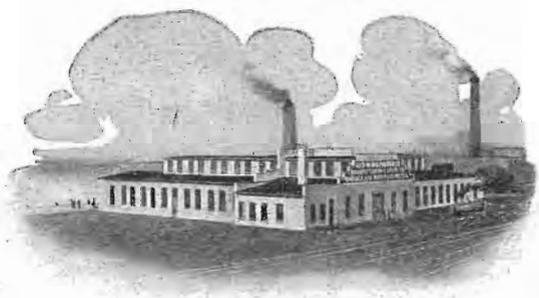
the invitation of a hospitable townsman to motor about a little, there would be attractive streets where interesting commercial enterprises are handsomely housed; there would be a beautiful residential district to look at; churches, schools, colleges, libraries, in ample array, and away out over the broad highways into a countryside unrivaled in all the Land of The Sky-Blue Water.

Red Wing is the seat of Goodhue County, has a population of about 10,000. It was named from an Indian Chief who figured in Upper Mississippi annals in days gone by. The town was platted in 1853 and received a city charter in 1857. But more than two hundred years ago, white men were penetrating these northern regions. In 1695 the Chevalier Le Sueur built a little log post on Prairie

Island about eight miles above Red Wing to interpose a barrier between the Dakota and Chippewa Indians. In 1727 another post was built on the shores of Lake Pepin, below the city; and an Indian village occupied the site of Red Wing probably long before the first white explorers had arrived in the vicinity. The first white settlers on the land now occupied by the city were two Swiss missionaries who maintained a mission there from 1837 to 1846.



View of River Front Park, Milwaukee Tracks in Background



Red Wing Motor Company Plant

A Bird's-eye View of the Alaska Coast

By R. A. Watts, Miles City, Montana

AS the pioneers of the coast extension contemplate a trip to Alaska next season, some of the local members have requested me, through the courtesy of the Milwaukee Employes' Magazine, to give them a bird's-eye view of our trip last summer, to the land of the Midnight Sun. We took a nineteen-day cruise on the S. S. Admiral Watson, along the coast of northeastern and northwestern Alaska, stopping at Wrangell, Ketchikan, Juneau, Yakutat, Cordova, Seward, Seldova; circling Kodiak island, which is two thousand miles from Seattle, and is of historic interest, as the Russians used it as a penal colony as far back as 1780.

The inland passage was very smooth, but when we crossed the Gulf of Alaska it kicked up its heels. The scenery was ideal, snow and ice-capped mountains, cascades and numerous picturesque islands and glaciers. The Columbia glacier was thrilling. The boat stuck its nose close up and we had a long time to view its magnificence. This glacier is two and a half miles wide, thirty-five miles long and four hundred feet high. Some of the ice broke loose while we stood there and plunged into the sea. Numerous small icebergs floated about the ship in this vicinity. At Seward the government operates a four hundred and thirty-five mile railroad into the interior, where a peek at Mt. McKinley may be had, if the weather is clear. At Cordova the

Guggenheims operate a two hundred and four mile railroad to care for their large copper output. At Juneau a large stamp mill is in operation and it is said to be the second largest in the world. The purser of the Admiral Watson said we had aboard a large steel chest of gold from this mill. The Watson had also picked up forty thousand cases of salmon at various places, showing that salmon is still king in Alaska.

The Admiral Watson had two hundred and fifty passengers and a crew of seventy-five. She is two hundred and fifty-eight feet long, two thousand and nine tons burden, kept very sanitary; officers and crew were very courteous.

Daily radio news was bulletined and passengers were able to keep in touch with the events of the day. Seattle, Portland and San Francisco Sunday editions, twelve to fifteen days old, were eagerly sought by the natives.

All coast towns are built against the mountains, starting off with extensive piling and docks and grading the mountain sides to make streets, showing up like steps at a high elevation. We did not touch at Sitka or Skagway. These points are made by the steamers that make the ten-day trip. Sitka is on an island and is famous for its strawberries that often grow eight to ten to the quart.

In making this trip even in August it is comfortable to be provided with rain coats and overcoats. The weather is somewhat similar to the Pacific Coast points and is delightfully cool and ideal

for a summer outing, to escape the heat of the Torrid Zone. The scenic view of Wrangell Bay is unsurpassed. Totem poles and Indians abound in all towns visited. Very little beach visible. Steep and rocky mountain sides down to the water edge.

Milwaukee passenger agents need have no hesitancy in recommending tourists to visit Alaska via the Milwaukee line, whose service to Pacific Coast points is attractive, scenic and first class in every respect.

Water Supply Improvements for 1928

C. H. Koyl, Engineer, Water Service

DURING 1928 our locomotive water supply was improved at several points, particularly on Lines East. Six softening plants were built on Illinois Division. On the H. & D., the work was resumed and practically completed with the erection of plants at Minnesota Falls and South Minneapolis. The old Milbank plant received some attention and is in line for further improvement. A plant was built at Spencer, Ia., on the I. & D. At St. Peter Junction, an entirely new water station has been built which will reduce congestion at the nearby city of Winona, where freights, when stopping for water, had blocked the city streets.

At Watertown Junction a new water supply was obtained by the erection of pumphouse at the Rock River which will reduce our expense for water formerly purchased from the city.

New wells were drilled at Persia, Nahant and Dubuque, Ia., and old pumping equipments driven by oil engines or steam were superseded by automatic electric pumps at Keystone, Ia., Wauzeka and Horicon, Wis., and Faithorn, Ill.

On Lines West, a considerable number of small wells for section men and station agents were drilled and equipped with hand pumps, to obviate use of water cars. At Roundup, Montana, a well was drilled for locomotive use. The reservoir at Marmarth was enlarged, and at Pontis, S. D., a notable piece of work has been done. At this place a new 16-inch cast iron inflow pipe line was laid out into the deep waters of the Missouri River, the river end of pipe line being covered with grating and secured in place by being bedded in a massive concrete block which is dowelled to the river bottom.

Four new electric pumps, in two new concrete pits, have been installed to pump the muddy river water to settling basins near the river and thence up the hills for three and one-half miles to the locomotive terminals at Mobridge.

Each year progress is being made in developing a better and more efficient and economical water service, but much remains to be done before clean, soft water in ample supply is available for all of our locomotives. Twenty soft-water wells have been provided and already fifty-four lime-soda plants have been put in service and about as many more are needed to complete work of transforming bad water into good water.

Use and Value of Statistics

C. E. Oliphant, Chief Statistician

IN PLANNING my paper on the subject assigned, to fit into the time allotted, and, believing that the subject for full treatment in detail would require a book or a series of books, would require hours if not days to read, and years to adequately prepare; I decided to attempt only a very general discussion of the subject, to give you some of my off-hand thoughts in the matter of the necessity for the large volume of statistical work we do and the necessity for a high degree of accuracy in the collection and statement of such statistics.

Our work (I am speaking of the Accounting Department), is to a great extent statistical or required for statistical purposes. I am assuming in this that all the accounting of physical units of property owned and used, commodities handled, materials and supplies consumed; of time units of labor and power used; of the combination physical, power, time and distance units of service rendered and work performed; their grouping, divisionalization and allocation; is purely statistical work. The classification of receipts, expenditures, etc., beyond that of separate sources, channels or agencies and their divisionalization and allocation to classes of service is all, I believe, statistical work or required for statistical purposes.

If a separation of our work could be made between—on one hand—the absolutely necessary work of accounting to set up our assets and liabilities, revenues, expenses and net and the distribution thereof, together with the necessary procedures to insure the receipt of all moneys earned and, that no moneys are paid out except for value received and to the right parties; and, on the other hand, the balance of our work, which I am intimating is for statistical purposes; I believe we would all be surprised at the great proportion of our work which arises from statistical requirements.

While a great deal of our statistical work was originally initiated by the requirements of the Interstate Commerce Commission, I believe we have long since passed the Interstate Commerce Commission requirements by our individual needs and requirements of statistics for properly policing, controlling, regulating and improving our business. There may, of course, be a small amount of statistics prepared under governmental requirements which we have not used. Off hand, however, I would hesitate to specify them and to say that they were not needed or were unusable by the Commission—or even by us, as it may only be that we do not see the possibilities in them. In this connection, there are certain classes of statistics which are not currently of much worth, but when kept and made available for a long period of years, they become increasingly valuable with time.

Individually, as a carrier, we would hesitate advocating or beginning the keeping of statistics which we knew would be of no use to us until records for a long number of years were obtained—particularly if such work involved any expense—hence we should now be glad that the

Commission's requirements years ago forced us, in a way, to build up a background of statistics so that at present we can compare with the past to note our progress and develop trends to feel our way into the future.

Some years ago there was a slight tendency with some carriers to treat the preparation and reporting of statistics slightly, carelessly, short-cutting the work where possible, under a belief that the matter collected was of no value to them and as far as they could see of no value to the Commission. This attitude, as far as I can discover, has not been with us and I believe it has generally disappeared. I believe, and I am sure you will all agree with me, that the preparation and reporting of statistics commands the same competency, absolute honesty and integrity as does the accounting of money. An incompetent, inadequate statistical record might lead our management far astray in current judgments and in fixing policies for the future.

I may be unduly influenced by the work I am in, but it seems to me that any business after it gets to a certain size must be controlled, regulated and improved to a considerable extent through its statistics.

A small simple business can be controlled, regulated and improved by its chief executive who can personally keep his eye on his sales, receipts, collections and expenses; personally know his goods and his markets; personally feel the effects of competition, personally know his workmen and the condition of his plant and tools, and who can personally keep in touch with the general progress being made in his line of business.

If, and when, such a business grows, the production becoming diversified, markets broadened, plants enlarged and scattered, working forces increased, etc.; the chief executive must departmentalize the management and delegate authority. The management in total for all lines of endeavor becomes somewhat impersonal and the chief executive loses personal control except for general policies, co-ordination and policing through department reports. Let the business have further growth, particularly in area—in scattered duplicating plants—and it becomes necessary to divisionalize the departments. The chief executives of the departments must split their management and delegate authority. The management of a department then becomes somewhat impersonal and the chief thereof must in turn depend to a considerable extent upon divisional reports to control, regulate and improve his department's work.

Large railroad organizations have the above-described aspects probably more pronounced than do other large industries—particularly commodity producing industries. For, while large commodity producing industries may have plants covering several square miles or even a few such large plants in different cities, the larger railroad plants extend over tens of thousands of miles and must, therefore, be greatly divisionalized—yet being

in contact, the divisions must be highly co-ordinated.

In order to appreciate the necessity for detail accounts and for a volume of competent accurate statistics which, when woven into analytical statements and reports, will give department chiefs and the chief executive correct pictures of current finances, volume of business, work performed, efficiency of performance, amount and intensity of use of property, condition of property, efficiency of equipment and tools, etc., as compared with the same facts in similar periods of preceding years, so that they can be kept fully in touch with the business, readily note the trends, formulate policies for conducting the business, judge the necessity of enlarging, reducing or replacing property, equipment and tools, etc., it is highly essential that we have a conception of large business organization particularly as relating to departmentalization and divisionalization. Probably there is no better way of gaining this than by imagining ourselves at the heads of departments and at the head of a large road—the stranger the better—and then attempt to visualize what we would want in the way of reports to keep in touch with, control, regulate and improve the business. It's a good game in mental gymnastics and requires a good imagination.

While in these positions, let us go further and attempt to visualize the detail comparisons of accounts and statistics we should like to have with our competitor roads, to judge our current performance with respect to the performance of our competitors, and the industry as a whole in our section of the country. In this connection railroads have an advantage over other or commodity producing industries in that details of accounts and statistics required by the Interstate Commerce Commission for general purposes, makes available to each carrier the accounts and general statistics of its competitors, as the formal reports of carriers to the Interstate Commerce Commission are public documents. The information in some instances is not as complete as we should like to have it but is sufficient so that with slight additional interchange of data, many worth while and instructive comparisons can be made.

Statements and reports showing moneys received and expended by sources, channels, agencies, etc., even when departmentalized, divisionalized and made comparative with preceding periods are not sufficient in themselves as they afford no explanations of changes. Receipts may decline under increasing volume of business if rates are reduced or if there is a great disturbance in the classes of commodities handled. Expenses may increase under a declining volume of business notwithstanding increased efficiency, if wages are increased and the prices of materials rise.

The ramifications in this connection in some instances are far reaching. For example: Coal may be purchased at a cheaper price per ton. The quantity consumption per locomotive mile may increase if the coal is inferior in heat units, yet the cost of fuel per locomotive mile may decline. At the same time engine house expense and locomotive repairs may increase with the use of the lower grade fuel. Transportation expenses

may increase because locomotives must be changed each 100 miles when, with a better grade of fuel they could be run through two or more ordinary engine divisions, and otherwise there may be a loss in road time due to the poorer steaming qualities of the fuel. However, the purchase of the lower grade fuel from a particular source may produce revenue traffic from that source and increase our net revenues. So—it will be seen in this instance that all the facts must be known to reach conclusions and formulate a policy for purchasing fuel. Such cases as this are, of course, made the subjects of special investigations and reports and the instance is noted here only to show the need for base statistics and the possibilities of their use.

The fundamental requirements of divisional reports in their final forms are that they be made—more or less departmentally—or by groups of accounts, accounts or sub-accounts, indicative of services rendered or work performed, comparable as between periods of time and as between divisions as near as that is possible, so that the current performance can be set against past performance and one division against the others for controlling, regulating and improving.

The fundamental requirements for departmental and system reports in their final forms are that they be made by accounts or groups of accounts, indicative of services rendered or work performed, comparable as between periods of time and as between roads, so that the current performance can be set against past performance and against the concurrent performance of competitors in total and departmentally, to have some basis for controlling, regulating and improving.

It is in order to comply with or satisfy these fundamental requirements of divisional, departmental and system reports that we have such a large volume of statistical work in the separation of receipts, expenditures, units of labor, materials and supplies, etc., to primary accounts, sub-accounts, classes of service, etc., and in the collection and statement of the units of service rendered and the units of work performed; so that, with the units of service sold, the units of work performed in producing the units sold, the consumption of units of labor, materials and supplies to do the work performed, etc.; we can attempt to put reports of like classes upon comparable bases as between period of time, between divisions, and between roads, mainly by breaking down the differences in receipts and expenditures as between the part due to changes in unit values and the part due to changes in volume of units.

Statistical work, particularly in the collection and statement of base facts, is so inextricably involved with the accounting of receipts and expenditures that it would in most instances be very wasteful to separate the work. The base records from which we draw our money accounts generally contain information as to units of labor, material and supplies, and in some cases units of service rendered and work performed.

For example: The Freight Auditor working from way bills and other equivalent base records—taking off the revenues earned—can incidentally direct his work to obtain a separation between local, interline received, forwarded and intermediate business, and separately thereunder collect information by commodi-

ties handled, together with carloads and tons. With proper preparation and additional work he can obtain separation to point-to-point movements, net ton miles, etc.

Similarly, the Auditor of Expenditure with his field force of division and district accountants—in taking off money values can quite often and incidentally thereto, from the same base sources, with one handling, obtain units of labor, materials and supplies—classified to accounts and sub-accounts—allocated as to classes of service and separated as to divisions, etc.

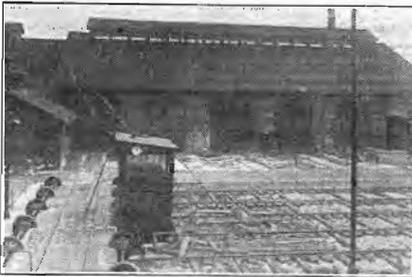
It may be that the preparation of the moving statistics of locomotive, train, car, gross and net ton miles is sufficiently tied into the accounting for equipment rents, particularly the hire of freight train cars and into car tracing—which on our road is done by the car accountant, so that this work is most economically done by concentration under the car accountant. There would, however, be many advantages in having this work done on the divisions—under the supervision of the division accountants.

The foregoing is recited here in intimation that the work of collecting, compiling and stating base statistics is permanently with the accounting forces and such being the fact, it behooves us all to give a good portion of our time and thought to perfecting economical ways and means of collecting and compiling statistics and for insuring their accuracy.

The foregoing thoughts may give some of you the idea that railroad statistical requirements, procedure in producing statistics and forms for their analytical display are well established and standardized. Such in my opinion is not the case, particularly in the matter of intra-company and divisional statistics.

Personally, while I believe our work and reports are probably as good as the similar work and reports of other roads, I am far from being satisfied with our procedures and forms—particularly in connection with our divisional operating statistical reports. I believe our work can be simplified, the reports made more analytical in form and the date of their issuance advanced.

We have been working on this subject for some time and more recently find that interest is growing in the subject so that we are now being pushed to some extent to make general revisions by the numerous questions raised as to our present practices.



Car Repair Sheds, Green Bay

With the new car repair sheds and transfer table, the heavy car repairing work done at those shops is all done under cover, which is a very great benefit to both the men engaged in the work and to the company, as it may all be carried on regardless of weather conditions and without delay.

In Memoriam

Eugene Greenwald

TRAINED by long years of endeavor
In the field of his youthful choice,
Where need for rivet and lever
Made his lovable soul rejoice;
Not more so than did the prattle,
Or rhythm of laboring man,
In his earnest every-day battle,
That followed a definite plan;
So true was his life to labor—
To live by the sweat of his brow—
And help both stranger and neighbor,
That we pray for peace to him now.
The span of life, or existence,
Delighted his soul to feel,
Which he swung with prouder insistence
Than he did all his spans of steel,
And stretched it, with mild behavior,
O'er the rapids where flowed deceit
That, following true, his Saviour,
He might cross with undampened feet.
But he's gone, aye, yes, and his going
Makes us wonder if wisdom won,
If we didn't take pride in showing
That we bow to "THY WILL BE
DONE."

—E. M.

The 1929 Budget for Improvements and Additions

THE budget covering improvements and additions to the property of the Milwaukee Road for the year 1929, submitted last week to its Board of Directors, involves an expenditure of close to \$25,000,000.

Of this over thirteen millions will be spent on equipment, over five millions for major improvements in various localities, about \$3,750,000 for miscellaneous additions and betterments, and \$2,600,000 for capital charges involved in the purchase of 65,000 tons of new rail and fastenings.

Equipment expenditures include 10 passenger cars, 2 steam motor cars, 15 passenger engines, 2 switch engines, 1,700 automobile cars, 1,000 gondolas, 650 stock cars, 500 flat cars, 300 ore cars and 15 cabooses.

Major improvements include such items as track elevation, grade separation, coal-ing and water treating plants, shop buildings and tools, automatic signals, changes of line.

Among the miscellaneous improvements are additional yard, side and industry tracks; signals and interlocking plants; telegraph and telephone lines; bridges, trestles and culverts; roadway machinery and tools, etc.

This appropriation of \$25,000,000 is in addition to operating expenses, which include payroll and material charges for the operation and maintenance of the property. Last year operating expenses amounted to over \$127,000,000.

It will be seen, therefore, that something like \$152,000,000 will be expended by the Milwaukee Road in 1929 for both additions and betterments and operating expenses. Most of this will go to the 50,000 employes of the railroad as payrolls, and to merchants, manufacturers and producers in the 12 states served, for materials and supplies. In addition to all this more than \$9,000,000 will be paid into the treasuries of those states for taxes.

THE MILWAUKEE MAGAZINE

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Robert Gene, son of Car Repairer Ray Lee,
Perry, Iowa

Giving Sight to the Blind

THE MAGAZINE takes pleasure in presenting to its readers the above picture of Robert Gene Lee, of Perry, Iowa, a strong, healthy boy with sight restored and well set on the path toward a useful life. This is the child, who, born blind, was a frail, anaemic baby when the good women of Perry Chapter of The Milwaukee Railroad Women's Club found him. The parents, burdened with other illness in the family, were accepting with what courage they could summon, the added burden of a blind child to care for, when the Perry Club women begged to be allowed to take the baby and its mother to a noted specialist in Omaha for examination, Perry Chapter to finance the project. This was done, the doctor, after examining the baby, prescribed a course of building up the child to prepare for an operation; and at the proper time he would operate, with much hope of success. Perry Chapter underwrote the expenses, and diet and regimen for the baby was begun. He soon responded to the treatment, and when he was taken to Omaha for an operation, even the doctor was surprised at his improvement. Two operations and hospital care wrought the desired results; and with promise, now, of health, strength and sight this child, who might otherwise have had to make a helpless way through life, is given an equal

chance with other children. Dr. Gifford, of Omaha, when his work was done, presented a receipted bill to the women for his operations, the Chapter having the hospital expenses to pay.

This is written and printed here to give all readers of this Magazine a real concrete bit of evidence of the good work these noble Milwaukee Women's Club women are doing. If there are still doubters of their usefulness and of the need of such an organization, this case at Perry, Iowa, is cited as only one out of hundreds of the wonderful welfare cases handled throughout the ranks of the Milwaukee family, through the good offices of these Milwaukee Railroad women.

The club is on record as wishing to care for all cases of need and misfortune among our Milwaukee Railroad people; and to do this, they, of course, must have money. Contributing memberships from the men are needed, and every man on the system should be glad to help wherever he may, in the efforts of these women to raise money to carry on their work. The company assists and if every man on the railroad would contribute his mite there would be money a-plenty, so that with the self-sacrificing, energetic labors of these club women, The Milwaukee Spirit will blossom everywhere that helping hands and willing hearts may go to promote its growth through their good offices. Take a good look at the sturdy boy above, and dig deep, boys, for the benefit of the Women's Club.

To One Who Has Gone

Nora B. Decco

I'll miss your voice and your
smile, beloved,
More and more through the
years;
But, never sorrow again, for
you,
Nor, ever—any—more—tears.

Veterans to Meet in Seattle

AT a meeting of the Executive Committee of the Veteran Employes' Association, held February 21, it was voted to hold the 1929 annual meeting in Seattle, Washington. The date will be definitely announced, later; but it will be somewhere about the last week of September or the first week in October.

Details are being worked out with Vice-president J. T. Gillick, and the formal announcement will be sent out as soon as matters are definitely arranged.

It was thought that the time necessary from Chicago to Seattle and return, with two days for the stay in Seattle, would require eight days, and Veterans may expect approximately that amount of time for the outing. The committee is at work on a schedule and on a scale of prices for sleeper and dining car expenses. It is planned to make these charges cover only the bare cost of the equipment and service in order that the expense of the trip may be the lowest possible.

Each veteran may take one member of his family, and each widow of a veteran will be allowed the same privilege. All other details will be announced through The Magazine as they are arranged. Formal notices will also be sent at an early date, in order that veterans may make the necessary plans for the "layoff."

Puget Sound Pioneers' Club

AT the annual meeting of the Puget Sound Pioneers' Club, the following officers were elected: President, Frank Buchanan, Tacoma; vice-presidents, J. G. Kressel, Moberidge, S. D.; E. L. Dunlap, Miles City; L. W. McCormick, Deer Lodge; P. J. Cummins, Missoula; J. P. Downey, St. Maries; H. R. Calehan, Tacoma; secretary-treasurer, L. S. Cunningham, Spokane.

Annual dues of the club may be paid to any of the vice-presidents who are authorized to receive the same.

Tacoma has been chosen as the place of meeting in 1929, and a trip to Alaska is in contemplation immediately following the meeting. Mr. J. E. Brady, 2908 North Twenty-second Street, Tacoma, is in charge of arrangements for the proposed trip, and particulars may be had on application to Mr. Brady.

The date of the 1929 meeting will be announced later.



Thomas Gibbons

A FEW smiles from school children during lunch hours and after school, a wave of the hand from persons he has never met, but whose faces he has often seen, change dull days into sunny ones for Thomas Gibbons, 1036 Pearl street, aged flagman at the Tenth Street crossing of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company.

He has been with the company for 47 years. Thirty-two years of the 47 have been spent as gatekeeper and flagman at various crossings in the city. He has a sense of humor and a smile for everyone.

Mr. Gibbons was born in Clinton, Rock County, and spent his youth there. He has made his home in Racine, however, during the greater part of his life. He is married and has two daughters and a son, also following the railroad.

No newspapers or magazines are his to read. He is on duty every minute from 8 a. m. to noon and again from 1 p. m. to 5. He is especially busy when some 600 children cross the tracks at noon. He must watch over them. He looks forward to their smiles. They watch for him, too, at noon and his little shanty with its two old chairs and tiny coal stove.

MILWAUKEE EMPLOYES PENSION ASSOCIATION

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 January, 1929:

Name	Occupation	Division or Department
Herman Lehmkuhl	Machinist	Milwaukee Shops
Horace Williams	Section Laborer	Kansas City Division
H. W. Hubley	Section Foreman	River Division
John Behrendt	Section Laborer	I. & D. Division
Fred W. Rick	Carman	Milwaukee Shops
John Pfeiffer	Carman	Milwaukee Shops
Henry Knodel	Section Laborer	H. & D. Division
August Zimmerman	Trucker	Chicago Terminals
Edward Wardle	Engineer	Chicago Terminals
H. J. Wyckoff	Carpenter Foreman	Chicago Terminals
William Waymack	Car Inspector	Illinois Division
John Schneider	Supplyman	Illinois Division
David Reynolds	Carman	Iowa Division
Tom Christensen	Laborer	Iowa Division
William Schulz	Blacksmith	Iowa Division
Chris. E. Nelson	Machinist Helper	Iowa Division
Oscar R. Samsel	Section Foreman	Des Moines Division
James Anderson	Section Laborer	Des Moines Division
George Legvold	Bridge Carpenter	Des Moines Division
F. J. Dwork	Telegrapher	Dubuque Division
Henry Kuhn	Section Laborer	Dubuque Division
Lynford S. Getts	Engineer	Kansas City Division
William Rode	Asst. Station Master	Milwaukee Terminals
James Sweeney	Conductor	C. & M. Division
August Ziemann	Section Foreman	C. & M. Division
John Rhine	Engineer	Northern Division
William Strecek	Carman	LaCrosse Division
Henry Johnson	Engineer	Madison Division
Sheb Cecil	Section Foreman	Madison Division
John Sharp	Boilermaker	Superior Division
Joe Garin	Crossing Flagman	Twin City Terminals
Frederick H. Porter	Carpenter	Twin City Terminals
Oren Lyons	Wiper	I. & D. Division
John A. Dunn	Machinist	I. & D. Division
Charles Hans	Machinist	South Minnesota Division
Henry Laufenberg	Hostler Helper	Milwaukee Shops
Richard R. Schwarz	Electrician and Dynamo Tender	Milwaukee Shops
Ferd. Kriwitsch	Machinist	Milwaukee Shops
John Scharff	Tinsmith	Dubuque Shops
Peter S. Hay	Machinist	Dubuque Shops
Richard Hanson	Foreman	Minneapolis Shops
Peter Muir	Machinist Helper	Minneapolis Shops
Theo. S. Kluge	Machinist	Minneapolis Shops
Ole Sjoberg	Carpenter (Locomotive)	Minneapolis Shops
Reuben D. Henderson	Section Laborer	Northern Montana Division
Jacob Meyers	Coach Cleaner	Milwaukee Shops
Charles W. Burwell	Carpenter	Chicago Terminals
John Anderson	Boilermaker Helper	Superior Division
Joseph Pokorny	Check Clerk	Milwaukee Terminals
Matt McGrane	Section Laborer	S. C. & D. Division
Walter Willette	Section Laborer	Iowa Division

C. W. MITCHELL,
Secretary-Treasurer.

The Railroads and the Buses

THE severe winter, with its sub-zero temperatures, its blizzards and blockades, is coming in for some very timely comment from the newspapers throughout the territory which has suffered this winter from the interruptions and hazards that accompany a rigorous winter.

Iowa has been among those states that have suffered from the deep snows and the intense cold, when even the railroads were hard put to it to keep the steel trail open and things moving; but this was done, not without some delays, of course, and the trains all started and all got through. The passengers were comfortable in warm coaches, and there was no suffering on the part of the patrons of the railroads. This unqualified assertion cannot be made in regard to the employees who worked loyally and faithfully in the face of biting cold and bitter storms. They stuck to their posts, they dug the trains out of the drifts and they kept the wheels moving in spite of the weather. Now look at the record of the motor bus lines, which in fair weather constitute a very real competition in passenger travel. Did they continue service during the storms? Not by any means. It was impossible for them to operate over the snow-buried highways and they were pulled off; and those that operated up to "the last minute" were run without heat and without any attempt at schedule operation. The New Hampton *Tribune* makes this comment on the situation in that ter-

ritory: "The railroads ran their trains for you Saturday and Sunday. The bus traffic was stopped altogether Saturday, and but little traffic since. Everyone who rides a bus in fair weather is helping to kill the railroads. When the railroad is gone, your town, your farm, your home will not amount to much. Stop and think before it is too late."

Mr. R. G. Heddon of Edgerton, Wisconsin, writes as follows on this subject to the *Janesville Gazette*, of Janesville, Wisconsin:

"Editor *Gazette*:

"At such a time as this when the roads are blocked and the snow piled high on the sides of the highways and auto and bus travel almost impossible, one's mind turns in gratitude to the heroic and valiant service rendered by the railroads.

"What would we do for travel and for mail were the trains to stop because of the blocked roads? Where would we get our mails and food from, if the trains stopped running? Suppose the trains followed the example of the buses and deliberately stopped operations because the snow was deep and to continue to run meant huge expense?

"And yet, what is the general reception accorded the railroads for all their service in our behalf? I have heard men curse because the schedules were not maintained up to the minute, and these same men would never use the trains had the buses been operating. At

a station in Janesville, the other day, I overheard two men talking. The favorite topic, of course, was the lateness of the trains, and the service rendered by the bus lines. Said one: 'I'll be glad when the buses are running again, I get so disgusted waiting for these ——— trains.' Yet this man was stranded in Janesville because the bus he was to travel on had suddenly, and without notice, canceled its return trip, leaving him and others stranded in your city. Then, too, while he was waiting he was spending his time in a well-lighted and decidedly comfortable station, all at the expense of the same railroad he was condemning. Did he give a thought to the train crews who were fighting bravely against overwhelming odds so that he, and thousands of others like him, might reach their homes in comfort and in safety?

"Surely, it does not seem right that we should blame the railroads when Nature holds them in her icy grip. And what about the expense entailed? Does the railroad company get any more profit from this service? A few more people ride, to be sure, but what of the cost of doing business? What of the heated stations, and the extra crews called in to keep the tracks clear and the way open? What would happen to the perishable food without the heated freight cars? Does it cost anything to maintain this heat within the cars? Let the man who buys coal for his furnace these days answer this question. Consider the number of families supported by wages paid by the railroads here in Janesville.

"Then, again, what about the taxes paid by the railroads to our cities and state? What about the number of men employed at good wages, even during those times when thousands are patronizing the buses and the automobile? Expenses go on just the same and the roads must be kept in good order so that the traveling public may be accommodated at such times as these when all other methods of travel are cut off.

"Let us give 'honor to whom honor is due' and this, in the present instance, means the sorely pressed railroads and their tireless crews.

"R. A. HEDDON.

"Edgerton, Wis."

The Beloit (Wis.) *Daily Independent* of January 10, has this to say about the winter situation: "When a bad spell of slippery weather hit this section yesterday the bus lines stopped running. Passengers were forced to use the interurban or the steam cars. A bus starting out for Janesville yesterday got as far as Yost Park, north of the city, when they transferred to a Beloit-bound bus and quit service for the day. Patrons were forced to consult neglected time tables of interurban and steam road lines for transportation service for freight-carrying purposes, absorbing a certain amount of business which went formerly to the railroads. When bad weather ties up the trucks the shippers fall back on the railroads and demand prompt service.

"It is evident already that one established means of transportation cannot be dropped for a newer method without losing some of the benefits of the older service."

(Turn to page 15)

HELP WANTED

LOADING
FULL CAPACITY

INCREASES
CAR SUPPLY

∞ UNITE FOR HEAVIER LOADING! ∞

Average Miles Per Car Per Day and Car Hire Account

WE have previously discussed on this page the Average Miles Per Car Per Day and the goal set for the year 1928, which was 40 miles per car per day.

While we did not reach that goal last year, there was a very creditable improvement over the preceding year. Tabulated below is the average miles per car per day during the past five years:

Year	Average Miles Per Car Per Day
1924	26.7
1925	29.3
1926	30.4
1927	31.4
1928	35.6

In the month of October, 1928, the average miles per car per day was 38.6, and in August, 1928, 38.5, thus indicating that the goal of 40 miles per car per day can be attained, and while we have had a bad start in the year 1929, as a result of the adverse weather conditions throughout the month of January, we are still expecting to reach the goal of 40 miles per car per day.

It will doubtless be of interest to everyone to know what was accomplished in reducing the car hire expense during the year 1928, and tabulated below is comparison between the years 1928 and 1927:

CAR HIRE ACCOUNT

		1928	1927	Increase	Decrease
1. Per Diem—Reclaims Railroad-owned freight cars.	Receivable	\$7,593,856.59	\$7,128,260.57	\$465,596.02	
	Payable	7,831,113.53	7,978,008.71		\$146,895.18
	Credit Debit	237,256.94	849,748.14		612,491.20
2. Rental leased cars and mileage payments private ownership freight cars	Receivable	3,109,325.80	2,969,910.65	139,415.15	
	Payable				
	Credit Debit	3,109,325.80	2,969,910.65	139,415.15	
3. All other equipment, inc. passenger work floating, etc.	Receivable	141,690.71	132,334.27	9,356.44	
	Payable	200,209.36	165,313.12	34,896.24	
	Credit Debit	58,518.65	32,978.85	25,539.80	
4. Grand Total	Receivable	7,735,547.30	7,260,594.84	474,952.46	
	Payable	11,140,648.69	11,113,232.48	27,416.21	
	Credit				
	Debit	3,405,101.39	3,852,637.64		447,536.25

While we did not succeed in bringing about a credit in Item 1 (Per Diem-Reclaims), the net debit or in other words, the amount paid to other companies in excess of the amounts received from other companies was reduced from \$849,748.00 to \$237,256.00 or a reduction in the net debit of \$612,491.00 in this item. With the showing that was made last year, it can be confidently expected that with the renewed efforts of everyone this year we will succeed in establishing a credit in this item.

There was an increase in mileage payments to private car owners as shown in Item 2, but that is an item it is very difficult to control, for the reason that under our tariffs we are obligated to ac-

cept and handle cars of private ownership as directed by the private car owner, even though there may be ample railroad equipment available to fully protect the loading.

The grand total debit in the Car Hire Account this year was \$3,405,101.00, a reduction of \$447,536.00, as compared with the preceding year.

We are confident that we can bring about a much larger credit in per diem, and reclaims shown in Item 1, thus offsetting the large debit in private car line mileage allowances shown in Item 2.

The improvement in the Average Miles Per Car Per Day and the reduction in car hire expense was brought about only by the cooperation of all employes in the more efficient handling of equipment, which means the prompt and proper handling of empty cars in accord with Transportation Department instructions, avoiding the holding of more cars for prospective loading than actually required to properly protect, prompt placement of cars for loading and unloading, following with shippers and consignees urging the prompt loading and unloading of cars,

employs a better understanding. Questions have been asked by employes in many different departments and no one should feel any hesitancy about propounding a question covering any feature in connection with car handling, car distribution or other transportation subjects and everyone is invited to ask all of the questions they desire. The question that you ask will not only help you in performing your duties, but may be of assistance to many others, who, reading the question and its answer may have something brought to their attention that had not occurred to them.

"A Santa Fe Safety Letter"

(Reprinted from Railway Age)

Somewhere in Texas Panhandle.

Mr. Barton:

President Railroad Company:

I ask your American section foreman, Pedro Lopez, who is president of Railroad at Slaton and he say you must be, because you ride in private car and don't look so ignorant like roadmaster or trainmaster, and you not so hard boiled as brakeman.

I got complaint to make—your railroad getting too safe. How you expect honest farmer to make living if crops poor and if you keep your cattle gards fixed up and section men drive all cows off track? How I going to get my cows killed and get good price for beef? Your engineers whistle too much at crossings and we don't have many accidents like last year. Us farmers got to have excitement, your engineers too careful. But you can't stop all our fun, there is still farmers and citizens what will assert their independence and drive in front of train—we show you who runs this country.

My daughter took long ride on train last month, and she say conductors and everybody too polite, and safe, she got no chance to get damages cause she can't get hurt on train. I say it's getting too much. I suppose they keep a doctor at Harvey House now so can't get belly ache there anymore.

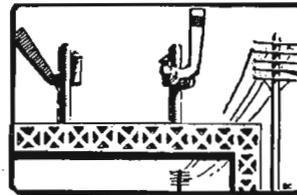
My son work at shop at Slaton and he say they gettin' too safe; they didn't anybody get hurt there during August, and they are gettin' so mean about it that a feller can't get a few days off anymore, cause he can't get hurt and he have to ask foreman for vacation—that's hell. My son used to get hurt twice some months when we needed him home, but I guess I going to put old lady to work now. Well must close now as I have to go out and cut fence so cows can get grass on track. If I get cow killed, I get good price for meat. If engineer stop, I get to hear him cuss. Lots of fun. I feel bad. Hoping you are the same.

JOH HAYSEED.

P. S. Your cop, Bull Jones, is getting too smart: he tell my boy to stay off cars.



BUREAU OF SAFETY



Preventable Accidents

AS a matter of information, Assistant to General Manager M. J. Flanigan, in a recent Safety Bulletin, cites a number of personal injury cases that might have been prevented or avoided if the employe suffering such injury had been more thoughtful, more careful and more mindful of instructions in regard to safety in the prosecution of his duties.

A section laborer was bearing down on a claw bar while pulling spikes from a switch frog. The claw bar slipped from the spike head, causing him to fall and smash his little finger between the bar and rail. Avoidable.

A section laborer lowered a track jack that he was operating, causing tie to come down on his foot, injuring the instep. This employe was injured because of his own carelessness inasmuch as he was operating the track jack and should have kept his foot out from under the up-raised track. Avoidable.

A switchman was fatally injured when attempting to set brake from the top of a load in a coal car instead of setting it from the brake platform. He fell off head first at the front end of the car, which ran over him.

A conductor with 21 years of service was in charge of a train that had just taken water and was being moved to a coal shed about 600 feet beyond the water spout. He climbed to top of the cars and while walking along the running board, tripped and fell head foremost between two cars. His arm was crushed at the elbow. Had Rule 984 been complied with, this accident might not have happened.

We had a reportable case due to a brakeman with 22 years of service stepping off caboose onto a piece of coal on the right-of-way, turning his ankle. The brakeman should have been more cautious about where he was stepping and the section force should have moved the obstruction a further distance away from the track. Avoidable.

An engineer, 51 years old, while working around an engine after it had been put up in the roundhouse, stepped into the engine pit, fracturing his right leg. He was familiar with the premises. Avoidable.

A fire lighter at a roundhouse had thrown some wood into the engine cab gangway from one side, climbed up into the cab and down on the opposite side, stepping on a piece of wood that had a nail protruding. The nail pierced his right foot and he lost three days' time. Roundhouse floors should be kept clear of boards with nails protruding and other material which is liable to cause injury. Avoidable.

An engine dispatcher while walking between two engines in a roundhouse, fell over an engine step, which had been carelessly left in the aisleway by a fellow employe. He fractured his wrist. Avoidable.

A boiler maker helper had a finger smashed by striking it against the side of fire box while attempting to throw some scrap arch brick out the fire door. His hand was forced against the fire box side, due to scrap brick breaking. Avoidable.

A machinist using an acetylene torch to burn out a bolt in an engine frame was injured by a hot particle of scale or metal falling into his eye. He had cut out some of the bolt and after examining his work to see that the frame was not burned, he adjusted the goggles over his eyes and again applied the torch. In looking up, the hot particle fell through a small opening where the goggles did not fit firmly to his face. He has since adjusted the goggles so that they fit properly. Avoidable.

Accidents result from human causes and are, therefore, preventable.

Often the "cause" is so far removed from the "effect" that the accident is laid to "an act of God."

That, however, is merely shutting your eyes to the facts, for somewhere back of every accident someone was careless, neglectful or ignorant of the safe and proper way to perform a task.

Do not be satisfied with the answer that the accident was "unavoidable." Make sure that the cause did not arise from the lack of supervision on the part of someone in your employ.

Assignment of District Safety Inspectors

IN connection with the assignment of the district safety inspectors, as announced last month in The Magazine, Assistant to General Manager M. J. Flanigan makes the following announcement:

The territory and name of safety inspectors assigned to such territory are as follows:

W. W. Schabarker, headquarters Milwaukee, Wis., has charge of safety work of the Locomotive Department in the shops and roundhouses, Twin Cities, Milwaukee, Chicago and Dubuque.

John Hemsey, headquarters Milwaukee, Wis., in the Car Department at Twin Cities, Milwaukee, Chicago, and Dubuque.

J. L. Thompson, headquarters Chicago, Ill., on the C. & M. Division, Chicago Terminals (except shops and Locomotive Department), and the Terre Haute Division.

H. G. Smith, headquarters Savanna, Ill., on the Illinois Division, Kansas City Division and Dubuque Division.

Victor Hanson, headquarters Perry, Iowa, on the Iowa Division, Des Moines Division, and S. C. & D. Division.

J. L. Bauer, headquarters Milwaukee, Wis., on the R. & S. W. Division, Madison Division, and Superior Division.

W. F. Esch, headquarters Milwaukee, Wis., on the La Crosse Division, Northern Division, Wisconsin Valley Division and Milwaukee Terminals, except the shops.

E. B. Crooker, headquarters Minneapolis, Minn., on the River Division, H. & D. Division, and Twin City Terminals, except the shops and roundhouses.

G. R. Hannaford, headquarters Mason City, Iowa, on the I. & D. Division, S. M. Division and the Iowa and Minnesota Division.

L. S. Cunningham, headquarters Miles City, Mont., on the Trans-Missouri Division, Northern Montana Division and Rocky Mountain Division.

R. H. Vandenburg, headquarters Spokane, Wash., on the Idaho Division, Coast Division, Bellingham Division and Olympic Division.

Courtesy

RECENTLY, at a Safety First and Courtesy Meeting held with the employes of the Seattle Freight House, Agent Campbell solicited from the employes papers on either or both of the above subjects, the following written by Miss Ethel Lee, stenographer, was the first to respond:

Courtesy is a business asset, a gain and never a loss.

Officers and employes, above all others, should be courteous.

Use courtesy in all dealings with patrons and one another.

Remember, officers and employes help their company by being courteous.

The C. M. St. P. & P. R. R. believes in Courtesy and the Golden Rule.

Even the discourteous like to be shown Courtesy.

Smooth the way for all inquirers by being courteous and patient.

You will find your value increased by Courtesy.

Emerson says, "Life is not so short but there is always time for COURTESY."

Safety First Chat

CAST

Jerry Murphy Switchman

Frank Schultz Section Hand

John Johnson Car Inspector

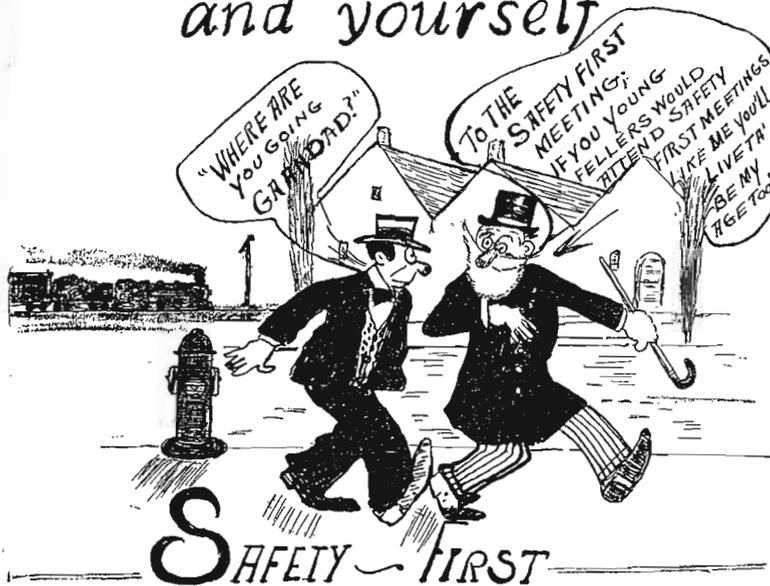
Charles Smith, Safety First Inspector

Scene: Transportation yard.

Murphy: Say, John, did you see that Bulletin on the Bulletin Board in the yard office?

Protect

your family
and yourself



Johnson: No. What about it?

Murphy: Did you see it, Frank?

Schultz: No. What is it all about? I hope it ain't a raise in pay.

Murphy: Well, the superintendent is going to hold a Safety First meeting in his office at 7:00 p. m. tomorrow and he insists that all employes be there. I suppose you both will be there with bells on.

Johnson: This Safety First stuff makes me laugh. They have these meetings every month, and what do they do? Nothing. A few fellows get up and say nothing and that is the end of it.

Schultz: You said it, John, it is the bunk and don't mean a thing. When someone does make a suggestion what do they do? Nothing. So what is the use of us going to these meetings?

Smith: Hello, fellows; how are you? I just heard your conversation about the Safety First meeting we are going to hold tomorrow night. From what you three say, it would appear that the company was going to this expense for the fun of it, and it was merely held for the company's benefit and same did not mean a thing to the employes. I want to ask you three just one question. Do or did any of you three ever attend one of these meetings?

Murphy: No, I never did because I know it is the bunk. I heard fellows that were there talk about it, and they say it is a joke and they quit going there, and to think they expect us to go to these meetings on our own time. I should say not.

Schultz: You said it, Murphy. I never took in one of these meetings, but from what the fellows say that have been there, it would be a waste of time and I don't feel like hiking down there after supper. Not me.

Johnson: I never was to one of the meetings, but as Jerry and Frank say, it is a waste of time and the general talk amongst the men here is that it don't mean a thing. So what is the use of going there?

Smith: From what you three men say, as to the Safety First meetings being the bunk, it is all hearsay with you. You all admit that you never attended one of the meetings, but the other fellow said it was no good, and you are satisfied that the other fellow knows what he is talking about. You are not interested enough to convince yourselves by attending one of the meetings to see what it is all about, but simply take the other fellow's word for it. Now, I do not want to preach to you on this subject, but I do want to tell you that this meeting is your meeting and not the company's meeting. What the company has in mind, is to hold these meetings for your benefit, want you to come to them, tell them of any unsafe conditions that you may notice on the railroad, and I assure you that they will be taken care of and corrected as quickly as possible if at all in their power. If there should be a case which is not acted upon, the company will tell you why in the next meeting, but it must be an exceptional case if it is not considered. The minutes of your meetings will show that at least 95 out of 100 cases are acted on and corrected. Safety First at these meetings is not alone the whole thing. You should come with suggestions, and further, should keep Safety First in mind at all times, as it is part of your job. Do not think for a minute that you are slipping something over on the company by being careless and becoming injured. Oh no, it is you and your family that suffer, and I should think that you would be thankful to the com-

pany, that they are interested enough to go to the expense of operating a Safety First Bureau all for the benefit of you employes and your families. Now I wish you would think this over, and come to the meeting tomorrow night and see for yourself what is going on, and not take the other fellow's word for it. From what I hear in going around the railroad, I meet a good many employes who take this Safety First move as a joke, but I want to tell you that I have talked to a good many on my rounds, given them a talk, same as I am giving to you, they got interested, came to the meeting, had a few suggestions, and now you cannot keep them away from a meeting even if it were held at midnight.

There is one other thing I want to tell you, and which is brought out in these meetings, and that is that a large per cent of personal injuries on this railroad are brought about on the part of the employe, it being carelessness on their part, or on the part of a fellow employe. This is not guessed at but the figures are worked up by the Safety Bureau from the injury reports and investigations, and the information is part of the minutes of the meeting, and all attending get this information firsthand, and it gives them something to think about, and talk about, and makes them safer employes.

Well, fellows, I'll be going, and hope to see you tomorrow night, and do talk to your fellow employes and bring them along. I know you will be interested after you attend one meeting and will realize that it is your meeting and it does not cost you anything but a little of your time, as the company takes care of the expense involved. Good-bye.

Murphy: From the way that fellow talks, I commence to think that he knows his onions, and his line is not bad. What do you all say if we go over tomorrow night and see for ourselves what is going on, and not take the other fellow's word on this subject? Agreed.

Safety First the Watchword

A. B. Worthing

Chief Train Dispatcher, Channing, Mich.

SAFETY FIRST should be the watchword of every one engaged in the very serious business of railroading. If one observes Safety First rules he is not only doing himself a good turn but is doing something which will directly benefit his fellow workmen, inasmuch as the unsafe man is a menace to their very lives with his habit of ignoring these rules. If one takes a chance in many instances it is not only himself who is liable to injury but very often many others are endangered. A great many men will sometimes take a chance with the idea of saving a little time, but the time saved in this manner is not worth the risk when it may result in a loss of many times the amount saved in property or loss of life.

If you observe a fellow workman employing unsafe methods why not correct him? If possible, use the argument that he is not fair to himself, his employer and his co-workers. When he is made to see the proposition from the right angle he will work with more care in most cases. The idea of each man con-

stituting himself a monitor should work out well. There are fewer men as a result of the Safety First campaign who will take a chance. Let us hope that the time will soon arrive when there are none. Get the habit of Safety First while at your work and you will always keep it. If you take a chance while at work you will do so elsewhere, and will eventually come to grief. Chance takers always do.

It is not only on the railroads that Safety First is being pushed. We hear Safety First speeches on the radio, read articles on it in the newspapers and hear much of it through other agencies. If these people are advocating Safety First in the ordinary walks of life, think how necessary it is for the railroad employe to work as "safely" as it is possible for him to do. So many accidents and injuries we hear of could have been avoided if some one had used just a little more care. The hazards of railroading are great enough without adding negligence to the total. Let us all use just a little more care and make our Division safer than any other, eliminating injuries and accidents, so far as possible. Enough accidents will happen where the circumstances could not be foreseen and could not have been avoided.

The public is very careless about crossings and must be continually watched. This is where a great many accidents can be avoided, by engineers and flagmen using extreme caution at crossings where traffic is heavy. There are many such cases where accidents and injuries can be eliminated by more care, and I hope to see in the near future a condition existing here when there will not be a single case of accident or injury which can be traced to negligence or the ignoring of Safety First rules.

Safety First

H. A. Hall, Selby, South Dakota

Safety First is but common-sense,
All banded workers heeding.
And it has its recompense
While "Milwaukee Service" speeding.

Careful where each duty calls,
Working our "beans" above the ears.
Wary of those dark pitfalls
That e'en might cause one bitter tears.

Watching, we are not to blame;
Guarding where storm or fog is near—
Oh! thus we play this working game
And hold our record high and clear.

Fire Prevention

By Benny Shaw, Machinist Helper,
Tomah Shops

(Fire Chief Tomah Shops and Member
Tomah City Volunteer Fire Department)

WHEN I was asked to write a paper for our Safety First meeting, I had in mind "Fire Prevention," as there is much that may be done to impress upon the minds of our people the importance of fire prevention.

To impress upon them that fire is our greatest enemy. An enemy that steals upon us without the least warning, and leaves behind it destruction and disaster. And often leaves death and suffering.

The burning of a place of employment brings want and suffering to the workman's family, as employment and wages cease, often forcing men to seek employment in other towns.

When you stop and think that this

country has about \$1,000 worth of property burned every minute in the year, and around 15,000 lives lost annually. *What is the matter?*

Carelessness

Carelessness is the cause of three-fourths of our fires. Fires that could have been prevented if some one had been a little more careful. One minute of thought may prevent a fire. Some individual is directly responsible for most of our fires. Just because he was careless.

I see no good reason why a place of employment and surrounding buildings should be dirty and in danger of fire. When we find such conditions, it is pure neglect. Carelessness on the part of each and every employe. For each employe should see that his surroundings are kept clean and safe from fire.

There are many fires due to defects of heating plants, especially where stoves are used. Care should be taken that stoves should be placed at a proper distance from all walls, and all woodwork should be protected by metal and asbestos; that pipes are sound and well joined and wired. Rusty pipes should never be used, as it means that there will be rust holes in a short time, for that spark to escape.

Early use of fire extinguishers when properly used may prevent a disastrous fire. First, see that the proper extinguishers are installed to meet the need of conditions. For rubbish, or freely burning materials, soda and acid type is best suited. For gasoline, oils, and all grease, the foam type is best suited, as it covers surface with a heat-resisting layer, which prevents re-ignition. On vertical surfaces it stays better than soda and acid, or calcium chloride, which runs off.

"Carbon-Tetrachloride" is the small pump type. Pyrene and Fyr-Fyter are types generally used. To operate—handle is turned to right or left, and the pump worked. It is a non-conductor of electricity, therefore the proper type for motors and electric fires. It is also good for smaller oil fires.

"Calcium chloride" is a non-freezing type. Therefore, it is generally used in non-heated buildings. All other equipment should have our special attention, such as hose. See that all couplings are standard and hose tested at least once a year. The fall of the year is the proper time for testing hose, to be in good condition for winter fires.

Where possible to do so, we should cooperate with the city in regard to protection. At Tomah our water mains are connected with city mains, so if trouble occurs with our water supply, we can open up and have city pressure through our mains. The city fire department knows the location of all of our fire plugs and special care was taken to see that the city hose fits our fire plugs, which is very important towards protection at any place.

Fire drills should be held often, so that each man will understand what his duties are. For the safety of his men, the man in charge of fire department should have full knowledge of all buildings under his protection, and of all material stored in buildings.

Any building that has been allowed to become dust-laden is dangerous. It is well understood that most any dust that is fine enough to be held in suspension by the atmosphere is explosive. So bear that in mind when fighting fires of this nature.

So let us all be careful. When, and only when, a keen fire-consciousness awakens in each employe, will we have perfect fire prevention and protection. Most fires are preventable. Will you help?

An Australian Looks at Safety

"SAFETY is constant care of one's self and continuous thought for the welfare of others, in order to prevent accidents and to enable individuals to remain physically whole and 100 per cent efficient."

Such is the definition given by Mr. T. Gordon Bennet, Factory Inspector of the Department of Labor and Industry, Sydney, Australia, in a recent address before a large safety gathering in that city.

The Railroads and the Buses

(Continued from page 11)

The Monroe Tribune, Monroe, Iowa, makes the following comment on weather and bus conditions:

"The year 1929 will be a year of speed, just as the year just closed was. Everyone is in a hurry, but perhaps the drivers of motor buses are just a little more so. The buses which travel this section of the state have a hard time to keep their schedule at the 35 mile per hour limit. It is nothing unusual for a car to travel fifty miles an hour to keep ahead of the large buses. The other evening one of the large buses leaving Monroe at 5:30 crashed through a fence and down into a bog, about three miles west of town. The steering gear broke, and that no one was injured is another miracle. The passengers were forced to sit out in a cold bus until relief could be obtained—it is things like this that makes one wonder if the buses are just the thing when the railroads are our salvation when it comes down to the concrete. Here is another instance of the comfort of the bus. On Thanksgiving evening on a bus east bound from Des Moines, a drunken passenger insisted on 'heckling' the passengers and finally fell from his seat in a drunken posture with parts of his anatomy exposed. The passengers were forced to breathe the stench of poor liquor and listen to the snores of a drunken sot. This would not have been allowed on a passenger train. The man would have been taken care of by the train crew and gotten out of sight. The railroads pay taxes into this country, while the buses pay a very nominal license and tear up our highways besides—which do you prefer?"



Daniel, Mavis, Lenora and Dorothy Ness,
Grandchildren of Section Foreman D. A.
Kemerling, Rapid City

CLAIM PREVENTION

Causes of and Prevention of Claims

J. M. Brown, Agent, Janesville, Wisconsin
CLAIM PREVENTION is a matter that requires constant and continuous effort on the part of everyone connected with the railroad. Rules have been laid down from time to time which must be followed, and cooperation is also required by the consignor and consignee in the handling and transportation of freight shipments.

Monthly meetings are held with the station forces to discuss our problems, and suggestions are freely made by everyone to improve the service. As the problem is not ours alone, we have invited shippers and the secretary of the chamber of commerce to attend these meetings, which they have done and with a great deal of interest. It has been shown at these meetings that the shippers can do much to co-operate with us in insuring delivery of goods to their customers in good order, as they know better than anyone else that a satisfied customer is a regular customer. The shippers of Janesville have cooperated generously in seeing that their shipments were packed in good containers, were sufficiently crated or boxed, and the markings on the shipment comply with the classification requirements. When a shipment so starts on its journey, it is in condition to withstand average handling in transit and is delivered to the customer in good order.

The shippers have been impressed with the necessity of removing old marks from containers. Before this campaign was started, many shippers who used second-hand containers and boxes, failed to remove the old marks, and when the shipment was received at the freight house, the box or container had two markings, and if it was not discovered by the check clerk, there was a chance for improper handling.

At these meetings particular stress has been laid on the rules which appear in pages 1 to 36 of the Consolidated Freight Classification. Every station employe, whether in the office or in the warehouse, should be thoroughly familiar with all these rules, as they outline the basic principles for the correct handling of freight.

Shippers have also learned that their cooperation is essential in preparing bills of lading, legibly and distinctly. Good carbon paper should be used, correct number of articles given as well as correct description. When errors are noted, the shipper should be notified at once and proper correction made before shipment is allowed to go forward.

The freight house foreman occupies a position of responsibility. He must see that the men under him are efficiently trained for their respective duties, and impress on each one his particular responsibility. He must know daily the tonnage he handles through his house and the cost per ton, and be in a position to regulate his forces even before the agent can check him up on this. He must carefully supervise the work of

check clerks, delivery clerks, stowers and warehousemen; see that cars are loaded properly and in accordance with loading schedules, and when inbound cars are not loaded as required, he should make immediate report to the agent so that this feature can be corrected.

The receiving clerk is the man who can stop a claim before a shipment is received. He should make certain that each shipment corresponds with the bill of lading; check the pieces carefully to see that the number of pieces corresponds with the shipping order, which should show whether barrels, boxes, crates, bundles, bales or otherwise; and also that there are no old markings on the package. I require receiving clerks to make a daily report of errors they discover, which I consolidate at the end of the month. This helps to keep them keyed up to the importance of their duties, and they also take pride in being able to report errors on the part of shippers, which they have discovered.

The callers should examine the shipments when received and can also assist in detecting exceptions and improper marking, and should mark the shipments for the correct cars, being careful to see that shipments are loaded properly on trucks, use care in not overloading trucks, classify properly shipments when loaded, to avoid loading shipments together which may cause damage to each other.

Close cooperation between receiving clerks and callers is essential to insure proper handling and prevention of claims.

The trucker in handling shipments to and from cars must see that shipments do not fall from the truck, that the shipments are taken into the correct cars and that they are properly stowed.

Cars for merchandise loading must be carefully prepared, thoroughly cleaned and swept out, protruding nails pulled, inspection made for leaks in roof and sides, and in the loading of certain commodities it is necessary to use paper on the floor and sides of car. By watching this feature closely, many claims for damage will be prevented.

Shipments should be unloaded from trucks and not dumped off in a pile. Shipments which require bracing should be given this attention, and fibre cartons, fragile articles and shipments in sacks should not be loaded near heavy boxes or other shipments which might cause damage to them if the load shifted.

Care must be exercised to have shipments loaded in station order. This not only prevents rehandling of shipments when trying to locate a shortage, but saves time to way-freight crews. Every time a shipment is rehandled, it increases the opportunity for damage.

The subject, "Careful Freight Handling," has resulted in endless comment from the viewpoint of those who are directly responsible for the handling of property and those who are responsible for the investigation and adjustment of claims presented, but sufficient has perhaps been said to illustrate the need of

close relationship and real cooperation between the different departments of our company for the greatest good to our patrons and the company alike.

Claim Prevention

G. E. Harper, Livestock Agent, U. S. Yards

CLAIM PREVENTION is one of the paramount subjects confronting the carriers at the present time. There are a great many angles to be considered, but the ultimate results that can be obtained not only help the carrier, but the shipper as well. When the time comes that the shipper can be assured goods will be delivered as shipped, the Utopia will be realized.

At a recent meeting of the physicians and surgeons at Chicago, it was the opinion that all should make friends of their patients and cultivate same; this can be applied to all branches of business; when the public find that we are working to help them, that hostile feeling will be somewhat eliminated; and when they have a claim, it will be made for actual damage, and promptly paid.

Cars should be inspected before loading, not only running parts, but roof, floors and doors; remove nails or anything else on the inside that will cause damage.

See that shipments are properly marked and packed.

See that drop bottoms and ends are securely fastened.

See that lading is properly done; loads that will shift should be properly blocked.

When you have a perishable shipment, either iced or heated, see that cars are in condition, and then handle according to instructions issued.

Too much inspection at loading or receiving points cannot be overdone; oftentimes, a word from a carrier's representative will go a long way in insuring safe arrival; when given in a friendly way, it will be appreciated.

Live stock should be bedded properly, according to weather; mixed loads or cripples should be partitioned; bulls tied; bull bars in proper place in cattle shipments. Hogs in warm weather wet down; you cannot keep them too cool. If possible, look over stock before it is loaded, noting condition, etc. When cholera, flu or any communicable disease is in your vicinity, notify claim agent; short switching on the line with live stock should not be permitted, especially horse or cattle shipments.

When making a diversion, see that you have proper authority, and show same upon waybill; this will help in delivery. Any correction on waybill, party making same should give his name.

Do not deliver a bill of lading shipment without taking up the bill of lading; if same not at hand, have a bond filed so that company will be fully protected.

Make bad order notations on expense bills when damaged. Always keep a com-

plete seal record both on in and out shipments. If cars have end doors, same should be sealed to prevent pilfering.

When receiving freight from connecting lines, see that same is handled in accordance with F. C. A. instructions; clear receipt on a bad order shipment makes your company liable.

Cultivate shippers' confidence; then do not violate same. Make him feel he is an important factor, with a view of cooperation in packing, shipping and marking. This will insure his goods being delivered, as shipped. Invite constructive criticism; place yourself in the other fellow's position; use your best judgment; if in doubt, take it up with your superior officer. Do not tell a shipper you will do a thing, unless you can do it. Confidence is a valuable asset, and always remember, all we have to offer is service and courtesy. We may at times fail on service, but courtesy, never.

Errors of Employes

Diversion Failure

CLAIM in the amount of \$80.20 has been paid to cover our failure to properly divert I. C. 59654, potatoes out of Blank, Minn., September 29, 1928, for Chicago. This car was originally diverted to Pittsburgh, but was again diverted to Joliet, the second diversion not being accomplished and claim filed to cover the market loss.

Error in Billing

Blank, Iowa, June 27, 1928, waybill M-529 covers SRL 17730, a carload of fresh meat destined Tampa, Fla. This car in error was billed to Miami, Fla., resulting in a delay causing spoilage to 190 pounds, and resulting in a claim in the amount of \$25.35.

Failure of Trainmen to Comply with Unloading Stop Sign

The sum of \$19.77 has been paid out to cover the loss of gasoline from PX 2559, Greybull, Wyo., to Blank, Mont., August 2, 1928, waybill 49. This car was in the process of unloading at destination and protected by a stop sign which was disregarded by switch crew, resulting in damage to unloading equipment and loss of contents.

Error in Billing

Blank, Ill., February 28, 1928, waybill 52 covers our 87292, a carload of baled hay destined Clifton, Ill. Agent in error billed this car to Chicago, resulting in delay and caused a claim in the amount of \$12.77, this representing decline in market.

Freighthouse Damage

Twin City Transfer, Minn., to Blank, S. D., waybill 869 of September 1, 1928, covers a shipment of twelve inner tubes. A freight house trucker dropped a shipment of polish on the tubes, causing damage amounting to \$23.40.

Error in Carding

Blank, Wash., to Blank, Minn., waybill 100, of August 18, 1928, covers our 68281, a carload of cedar poles. This car was delivered to the wrong consignee at destination, resulting in the poles being unloaded before error was discovered. Expense of unloading and reloading the shipment amounted to \$61.92, which will have to be assumed by the railway company.

Error in Delivery

C. & N. W. Ry., Rhinelander, Wis., to Blank, Wis., March 16, 1928, waybill M-117¼ covers C. St. P. M. & O. 40571, a carload of pulp wood. This car in error was delivered to the wrong consignee at destination and was disposed of at a loss of 50 cents per cord, which has caused a claim amounting to \$9.38, all of which will have to be assumed by the C. M. St. P. & P. R. R. Co.

Failure to Comply with Customs Regulations

Minnesota Transfer, Minn., to Blank, Ill., waybill 557, of April 10, 1928, covers one box of igniter assemblies. This shipment was moving in Bond with manifest attached to the waybill; however, our people at destination delivered the shipment to the consignee without first securing customs clearance and we are now obliged to assume a fine of \$25.00.

Current Railroad Topics

Rail Service Is Adequate, Expeditious and Dependable, Yet Railroads Are Still Denied Fair Return

IT is in the transportation cost that we find the major explanation of improvement in railroad earning since the hectic years of 1920 and 1921, says William J. Cunningham, Professor of Transportation, Harvard University, in an analysis of the capital expenditures of the railways, in the *New York Evening Post*. "The lower costs are the reflex of higher operating efficiency, and the greater efficiency is the result of a combination of three factors: (1) improvements in facilities and equipment, (2) improvements in methods and managerial control, and (3) a higher morale among employes.

"During the eight years 1921 to 1928, inclusive," Professor Cunningham continues, "the railroads have expended approximately \$750,000,000 a year for additions and betterments. This large sum, aggregating about \$6,000,000,000, has been devoted in nearly equal parts to new and better equipment (locomotives and cars) and enlarged and improved facilities (terminals, yards, engine houses, shops, bridges, additional running tracks, signals and grade and curvature reductions). Without these improved facilities and equipment, the gains in operating efficiency could not have been made.

Took Courage to Raise Capital in Face of Inadequate Return

"It required courage to go out and raise new money for capital investment when, as has been the case, the return the railroads have been permitted to earn since the war has been so inadequate and so far

below the fair return contemplated by Congress, when the Transportation Act was passed, in 1920, but the railroad executives have evidently grounded their courage on three principles: (1) That adequate and satisfactory transportation service cannot be given without improved facilities and equipment; (2) that if such service is given and its continuance assured, the public confidence in and goodwill toward railroads will bear fruit in fair treatment in net income, and (3) that the expenditures will produce economies which in themselves will yield a fair return on the additional investment and also tend to increase the return on the existing investment.

"The universal testimony is that rail transportation service is adequate, expeditious and dependable. It has never been better. Yet the hope that such service would be rewarded by governmental approval of rates which would yield a fair return on the value of the property devoted to public use has not been realized."

The New Pace of Transportation

IT is high time that manufacturers, and business generally, recognized "the new pace of transportation" as one of the fundamental reasons they are able to do such a large business as at present, and to do it so cheaply. Were it not for the new transportation pace, they would not be able to get along on small inventories, involving relatively little working capital and permitting them to make high profits.

To provide the new pace in transportation, the railroads in the last few years have spent billions of dollars for additions and improvements. Railroad equipment and service have been improved in many respects. The condition of freight cars and locomotives is the best in his-

tory, freight traffic being handled with fewer trains and locomotives than ever before, in proportion to the amount of traffic carried. There has been a large increase in the average train load and in the daily movement per freight car. The movement of freight trains is faster than ever before, the freight traffic being handled with the lowest fuel consumption on record.—From the *Chicago Journal of Commerce*.

Valentines

N. B. D.

She said to her better half, one day,
"Why don't you do as you used to do,
Send me some candy, or flowers, we'll
say,
Something to make me care for you?
Why, I remember before we wed,
Roses in February filled the bowl."
"Yes," and her grouch of a husband said,
"Now I'm sending you roasts and coal."



The Milwaukee R. R. Women's Club

Announcement

THE Executive Committee of the General Governing Board have announced a prize of twenty-five dollars to be given to the Chapter submitting the best "Milwaukee Railroad Song." There is loyalty unbounded for "The Milwaukee" in the ranks of the women and it has seemed good to request that some of this loyalty be poured out in song.

There are poets amongst us; musicians as well, and their efforts are now sought for the purpose of expressing this loyalty and providing our personnel with a song that shall belong exclusively to them.

The conditions are: There shall be not more than three stanzas, or two stanzas and chorus. The words must be original and the music original or adapted. If adapted, and the music is copyrighted, permission must be secured for its use. Information on this point may be had from the music publishers. Words and music must be submitted to the Chairman of the Song Contest Committee (named below) on or before June 1, 1929. It is hoped the award may be made and the song ready for its introduction at the annual Get-Together Luncheon next fall.

- Mrs. Carpenter Kendall, Chairman,
Libertyville, Illinois.
Mrs. Grant Williams,
6167 McClellan Ave., Chicago.
Mrs. J. T. Armstrong,
140 N. Menard Ave., Chicago.

Reports were read by the officers and committee chairman. The treasurer, Mrs. W. C. Kenney, gave a report of the year's finances showing that \$800.00 had been taken in, and \$350.00 had been paid on a piano and furnishings for the rooms. Mrs. Kenney has filled an office of trust for two years in a most efficient manner. All reports were excellent.

Mrs. Edward Murray, vice-president, social and ways and means chairman, reported clearing \$290. Through her efforts the treasury has been materially increased and the department, a social and financial success.

Mrs. W. J. Fagg, chairman of the mutual benefit committee, told of the calls she had made and of the \$214.00 spent for those in need. Flowers were sent to the sick and hereaved amounting to \$42.00. Mrs. Fagg has filled a difficult position in a tactful manner.

It has been proven that "the pen is mightier than the sword," by the interesting minutes written by Mrs. J. H. Hennessy, recording secretary; by the early notice of meetings and activities of the club sent out by the corresponding secretary, Miss Bessie Hickey, and by the excellent articles appearing in the Magazine written by our historian, Mrs. C. A. Parkin.

The Club decided to have a pot luck supper January 31.

We wish to extend our heartfelt sympathy to Mr. and Mrs. Frank Lawrence, in the loss of their daughter.

Channing Chapter

Mrs. A. J. Harnish

CHANNING CHAPTER held its regular meeting Tuesday, January 15. The meeting

Our meeting time has been changed from the third Tuesday to the first Tuesday of the month. Our next meeting date will be February 5.

Janesville Chapter

Mrs. Marie Morrissey, Historian

AN installation ceremony worked out according to a ritual was presented by Janesville Chapter. Mrs. J. A. Lovass, captain of the Drill Team, worked out the ritual, the ceremony being presented in the form of the letter M. Miss Harriet Mulligan, a former president, was the installing officer. Two hundred men and women witnessed the beautiful ceremony, which was enhanced by the splendid work of the Drill Team of sixteen members, of which Mrs. J. Lovass is captain and Mrs. H. P. Carey, her assistant. Flowers were presented to all the officers—also a corsage to Mrs. Willis Taylor, who was installed as honorary president. The Drill Team presented Mmes. Lovass and Carey with corsages.

We were very fortunate in having five girls of the Treble Clef of Milton College to sing for us; also a popular male quartet of Janesville, of which Mr. E. V. Krenke, husband of our new vice-president is a member.

Short talks were given by all the officers. Our president, Mrs. George Ryan, gave us a resume of the year's activities, of which we feel very proud; but hope to eclipse this year.

Mrs. John Dower, president of the Northwestern Railroad Woman's club, gave us a short talk, and also presented our president with a corsage. Mr. George Ryan also spoke, urging all the men to hurry up and join, and help us all they could to keep up the good work.

Dancing closed the entertainment.

The officers for 1929 are: President, Mrs. George Ryan; first vice-president, Mrs. E. J. Krenke; second vice-president, Mrs. J. W. McCue; recording secretary, Mrs. Wm. Bennett; corresponding secretary, Mrs. J. Hymers; treasurer, Miss Blanche Hayes; historian, Mrs. Wm. Morrissey.

Two successful card parties were given on January 15—one in the afternoon and one in the evening. Mrs. James Fox was chairman of both. On January 29, two more were given, with Mrs. Frank Oliver as chairman. Mrs. Albert Hunter is ways and means chairman, and from all indications, we are going to have another busy year.

We have had a great deal of sickness among the members and several deaths. We extend our sympathy to Mr. and Mrs. O. Ellefson; Mr. and Mrs. H. Haffery; Mrs. Wm. Churchill and family; and Mrs. Wm. McDermott, all of whom lost dear ones recently.

Our Welfare Chairman, Mrs. Frank Drew, has been very active, taking care of the needy ones who were not prepared for this extreme weather.

Ladd Chapter

Mrs. Dollis Hanson, Historian

LADD CHAPTER held a get-together party and dance on January 18, at Knaup Hall. The committee in charge is to be commended on the service they rendered. Those attending the party are looking forward to another similar occasion in the near future.

Dubuque Chapter

Mrs. T. P. Jones, Historian

DUBUQUE CHAPTER held its regular meeting in Eagles Hall, Thursday evening, February 7. A great many attended, despite the sub-zero weather.

Reports show that our treasury has been substantially increased by a card party and dance. Mrs. T. P. Jones acted as chairman, January 17, when 75 surrounded tables. A prize was given at each table.

The Membership

THE MAGAZINE takes pleasure in announcing the following prize winners in the 1928 membership contest. The prizes, offered by the General Governing Board, are for the largest percentage of increase in membership. The chapters all have worked hard in this cause and the complete figures which are to be published in the April issue make a splendid showing.

The prize winners are as follows:

Chapter	Prize	Percentage of Increase
First Prize—Sioux Falls, S. D.	\$25.00	257.14
Second Prize—Dubuque, Ia.	15.00	243.75
Third Prize—Murdo Mackenzie, S. D.	10.00	237.50
Fourth Prize—Aberdeen, S. D.	5.00	190.73
Fifth Prize—Montevideo, Minn.	5.00	147.52
Sixth Prize—Cedar Rapids, Ia.	5.00	145.71
Seventh Prize—Sanborn, Ia.	5.00	122.91
Eighth Prize—Perry, Ia.	5.00	102.95
Ninth Prize—St. Maries, Idaho	5.00	100.00

In order to give some of the larger chapters a chance at the 1929 prizes, these are to be offered as follows:

1. A prize of fifteen dollars will be given to the chapter having a membership of 250 or over on December 31, 1928, which first reaches its December 31, 1928, membership total.
2. A prize of ten dollars will be given to the chapter having a membership of under 250 on December 31, 1928, which first reaches its December 31, 1928, membership total.

The chapters having large memberships could not compete with the smaller ones because of the percentage basis; and so the plan above outlined has been adopted, and every chapter on the system is urged to get into the membership game.

Madison Chapter

A. D. P.

MADISON CHAPTER had a large attendance at the first meeting of the year, held January 24, 1929. Mrs. Grace Suwalski, our newly elected president, was installed and presided at the meeting. We regret that Mrs. J. A. MacDonald, our retiring president, was not able to be with us.

Mrs. MacDonald has filled the chair ever since the founding of the club. We all realize that it is largely due to her untiring efforts that we have a membership of 146 members and that our unit is a success.

was called to order by our new president, Mrs. Geo. Carey. The usual form of business was carried through.

The Ways and Means Committee is arranging for a banquet on February 2. This banquet is for the Hi-G Club.

Our Sunshine committee reported 37 sick calls, with gifts of flowers, fruit and magazines.

At the close of the meeting cards were played. Mrs. Carl Swan and Mrs. O. Hanson received the prizes. Refreshments were served by Mrs. A. B. Worthing, Mrs. J. Hale and Mrs. C. Porterfield.

Mrs. L. E. Howell was chairman of a dancing party, held Saturday evening, February 7, in the Spanish ballroom at the Canfield Hotel. About 150 dancers spent a most enjoyable evening.

It was moved, seconded, and carried unanimously to give Mrs. E. A. Meyer a past-president's seat.

The club decided to promote the sale of the Rector Cook Book, under the Ways and Means Committee. We must take advantage of any opportunity to keep funds on hand to help finance the many calls for relief. Mrs. J. E. Grice, Sunshine chairman, reports \$80 spent since the first of the year, by this committee, for needy families. Forty-six calls and sixteen cards were also reported.

The death of an employe who has been ill for nearly three years, occurred February 11. Dubuque chapter has contributed each month during that time—provisions, coal, etc., to this family.

There will be a card party in Eagles' Hall, for members and their friends, Thursday evening, February 26.

At the conclusion of the business meeting, Mrs. O. Wellman, program chairman, seated them all at tables, where "Bingo" was played. Several prizes were given to the lucky ones, after which the social committee made every one happy with dainty refreshments. Everyone reported a fine time.

Dubuque chapter is indeed proud to be honored with second prize in the 1928 membership contest. Much credit is due E. A. Meyer, T. P. Jones, J. P. Whelan, H. R. Jones and H. Wilkinson, in helping to secure contributing members.

Our motto is: "Go and get 'em."

St. Maries Chapter

Mrs. Claude Hallead, Historian

MEETING held in club rooms January 21, called to order by president, Mrs. Leonard. A large attendance was out, several items of interest were discussed, and each chairman of committees gave interesting reports. After listening to these reports it makes us feel thankful that we may be members of this club, each one of us helping in some small way to make life brighter for our less fortunate brothers.

We have decided to purchase an electric range for our kitchen, this will complete our kitchen. Mrs. P. Mickelson is chairman of the committee to purchase range.

Our deepest sympathy goes out to the Downey family, who lost their oldest son, Vincent, in December. Vincent was one of the town's brightest young men, and is missed by many friends.

At the close of the business meeting a social meeting was held, and every one enjoyed it very much. At the close of this meeting lunch was served by the new officers.

Mason City Chapter

Mrs. M. M. Wolverton, Historian

DUE to the recent change in the date of our regular monthly meeting, from the fourth Thursday of each month, to the last Tuesday, our article for this month will be comparatively short, as we have not had a club meeting, but nevertheless, this does not mean that we are inactive, because we are very much alive, and from the reports of Mrs. Guy Davis, our re-elected chairman of the welfare department, we can see how busy they have been, as Mrs. Davis reported they had more calls for the month of January, 1929, than any other month in the years she has held the chairmanship of the welfare department. Perhaps it is on account of the severity of the winter, but we are glad to receive these calls and to help all we can.

Mrs. Ulrich was appointed chairman of the membership committee for the ensuing year. Mrs. MacDonald heads the social committee. Mrs. German, chairman of the sunshine committee. At a recent board meeting a new committee was decided upon, to be called the hospitality committee. Mrs. G. Hodges and Mrs. Olson have the responsibility of this committee. Mrs. Stacia Harding is the new librarian.

The ways and means committee, with Mrs. Wm. Johnston as chairman, have been sponsoring afternoon card parties every two weeks, bridge and five hundred being the diversions of the afternoon, and, of course, refreshments. At the first five hundred party Mrs. W. F. Ingraham was awarded the high score prize. We hope to make these parties a social time that all our members will look forward to from week to week.

Looking into the future we see another one of those famous Milwaukee dances looming into view.

Aberdeen Chapter

Winifred Rubertus, Historian

ON January 15 we had a card party in the club rooms which was most successful. There were 32 tables of players, and as that was all we could accommodate it was necessary to turn away quite a number of people. At the close of the evening's card playing, a very excellent lunch was served.

January 29, another bridge tea was held in the Milwaukee Women's club rooms, at which we had about 20 tables. The room was very attractively decorated. Mrs. F. L. Richards and Mrs. F. E. Avery presided during the tea hour.

We have been very busy the past month with our relief work. Quite a number of needy families have been taken care of and provided with food and clothing. We are always on the lookout for people that are worthy of aid, and when you find families such as we have found the last month, that are so appreciative of all that is done for them, we feel very highly repaid for our efforts.

Our February meeting was held on the 7th, with Mrs. P. H. Nee presiding. Due to the Arctic weather that we have been having, there was not a very large attendance. It was decided that during the Lenten season we would discontinue our social activities; but we do intend to concentrate on membership. We are all out after members—everyone is to bring in five at least, either new or renewals. Mr. A. J. Anderson, one of our roadmasters, brought up 42 members. If we all try and follow his example, we will have a 100 per cent membership.

Harlowton Chapter

Mrs. J. P. Leahy, Historian

JUST so you will know there still is a Harlowton chapter, we are sending these few lines to greet you.

We had a very pleasant year in 1928, under the leadership of Mrs. Beatson and Mrs. A. E. Hoopes. The latter presided at our January, 1929, meeting, when election of officers was held. Due to sickness the attendance at our December meeting did not constitute a quorum so this business was postponed. The following were elected: President, Mrs. Daisy Wade; first vice-president, Mrs. Cecilia Baxter; second vice-president, Mrs. Mary Wagenor; treasurer, Mrs. Kern; recording secretary, Mrs. J. L. Buckley; corresponding secretary, Mrs. Mary Mooney; historian, Mrs. J. P. Leahy.

Mrs. Wade presided at our meeting on February 4. She announced the appointment of the following as chairmen of standing committees for the ensuing year: Constitution and By-laws, Mrs. C. E. Steinhauer; Mutual Ben-

efit, Mrs. Mary Wagenor; Ways and Means, Mrs. Hannah Haugen; Membership, Mrs. Cecilia Baxter; House and Purchasing, Mrs. Kern; Social, Mrs. Ethel Wheaton; Entertainment, Mrs. A. E. Hoopes; Auditing, Mrs. Irene Ahrens.

Among reports of officers our secretary stated that we had four new members. This is just a beginning as we expect to make 1929 our most successful year in membership and results accomplished.

As this concluded our routine business, we adjourned and cards and refreshments followed. The hostesses were Mesdames Boerger, Stewart, Todd and Mooney.

Black Hills Chapter

Mrs. Florence Uhlic, Historian

BLACK HILLS CHAPTER held its first 1929 meeting in the I. O. O. F. Hall, January 14, at 8:00 p. m.

At this time the following members assumed their respective offices: President, Mrs. Nellie Core; First Vice-President, Mrs. Frank Clark; Second Vice-President, Mrs. Maud Zickrick; Secretary, Mrs. Clara Nehrenberg; Treasurer, Mrs. Lucy Beckman; Historian, Mrs. Florence Uhlic.

Twenty-six members and guests were present. After the usual business meeting cards were played and songs sung.

Refreshments were served later, with Mesdames Core and Clark, as hostesses.

A cleverly arranged farewell party in the form of a surprise, was given Mr. and Mrs. Frank Clark, at their home, Wednesday evening, January 14.

Mr. and Mrs. Hixon had informed the Clarks that they would call that evening. However, they were accompanied by thirty-three members and friends, who came to bid them farewell.

Cards furnished the entertainment, after which refreshments were served. Just before the guests took their departure the president, Mrs. Core, on behalf of the club, presented a gift.

Mr. and Mrs. Clark leave soon for Belvidere, South Dakota, where Mr. Clark will hold the position of agent, he having served in that capacity in Rapid City, for a number of years. These friends have always been active and efficient members and it is with regret that our club bids them farewell, but wishes them well.

Austin Chapter

SEVERAL of the members of Austin chapter served refreshments to the men after the close of the Safety First Meeting held on January 7.

Our new president, Mrs. MacFarlane; our past-president, Mrs. VanDyke, and Mrs. Keel, of the Welfare Committee, also gave very interesting and instructive talks; and the women want to thank the men for their very generous contribution at the close of the meeting. We appreciate it very much.

The first meeting of the New Year was held February 6 in the club room. A complete resume of the past year's work was given and plans for the coming year's activities were discussed. Several new members were welcomed into the club. A most inspiring talk was given by the new president, Mrs. MacFarlane, in which she outlined the aims and ideals for which the club was organized. After the business meeting a social hour of bridge and 500 was enjoyed. Delicious refreshments were served by the committee in charge.

Another one of the delightful card parties for which the ladies of Austin Chapter are noted, was held in the club room. Bridge and 500 were played at fourteen tables. The prize for

bridge was won by Mrs. Rose Marshall; for 500 by Mrs. Sam Siegfried. Dainty refreshments were served by the committee, in charge of Mrs. O. E. Bradford.

The many friends of Mrs. Arnold Johnson were greatly shocked and grieved to hear of her sudden death, which occurred at her home, January 26. Mrs. Johnson was a loyal and willing worker in our chapter and she will be greatly missed. The sincere sympathy of Austin chapter is extended to Mr. Johnson and son, Kenneth, in their hour of sad bereavement.

The board of Austin chapter held its monthly meeting in the club room February 7. Reports were given by the various chairmen of committees. Several sick calls were made and many cards of cheer and condolence sent in time of sickness and death. Various plans for the raising of money were discussed. Arrangements were made for a picnic supper to be given to members and their families on February 12. Refreshments were served following the meeting.

Deer Lodge Chapter

Mrs. E. O. Waldron, Historian

THE regular meeting of Deer Lodge chapter was held on the evening of February 1 at the club house; our president, Mrs. J. E. Pears, presiding. The meeting was opened with singing, followed by recitation of the club motto.

Reports were made by the officers and committees. We had a small attendance at this meeting, but expect much better attendance at future meetings, after the unusually severe winter weather has moderated.

Plans were made for a party at the club house February 15, for the members and their husbands. The Milwaukee clerks (girls, of course), are to bring their sweethearts.

A fine program was given under the auspices of Mrs. Bagley. Catherine Dunn favored us with two piano selections; Mrs. Homer and Mrs. Malcolm, sang a couple of duets, accompanied on the piano by Mrs. Bagley. The meeting then adjourned and delicious refreshments were served.

Tomah Chapter

Mrs. Herman Lanke, Historian

LET us all make a New Year resolution to make our club night a thing to look forward to, and all of us, especially our delinquent members, turn out to all the meetings.

The first meeting for the year 1929, of the Tomah Chapter, was held at the community room of the public library, Wednesday evening, January 2, with Mrs. Wm. Brown, our new president, presiding.

Miss Ada Last, our recording secretary, was on the sick list, but the club is hoping that she will be with us at the next meeting.

The meeting was opened with singing by the club, followed by a short program, which was enjoyed by all present. Reports of the secretary and treasurer were read and approved. A number of members paid up their dues.

We are looking forward to an increase in membership this year, and we feel confident we shall have the employees' support by renewing their contributing membership.

After other business matters were disposed of, our president announced her committees to act for the coming year. These ladies are to be assisted by members of the club, when called upon.

The time for our annual dance was set for January 24. The next meeting will be held on Wednesday evening, February 6, at the community room of the public library. This is just a reminder to keep this date open.

Sioux City Chapter

Mrs. Robert L. Robson, Historian

SIOUX CITY CHAPTER started the new year with a leap and a bound. Mrs. F. T. Buechler and Mrs. F. R. Doud entertained the

board at the home of Mrs. Buechler on January 15. Luncheon was served at one o'clock to sixteen board members and the afternoon was devoted to business and planning the work for the coming year. Committee chairmen were appointed as follows: Constitution and By-Laws, Mrs. H. B. Christiansen; Ways and Means, Mrs. George Wean; Mutual Benefit, Mrs. L. A. Cline; Membership, Mrs. F. H. Brunson; House and Purchasing, Mrs. C. S. Rifenburg; Social, Mrs. A. W. Gamel; Program, Mrs. Charles Keane; Auditing, Mrs. Homer Snow; Publicity, Mrs. Fred Paul; Sunshine, Mrs. T. G. Oexler; Telephone, Mrs. T. H. Calligan.

The board decided to meet each month, on the third Tuesday, four members to act on a committee to serve luncheon in one of the homes, devoting the afternoon to business of the board.

Mrs. Wean, chairman of Ways and Means, responded to her duties in quick time, putting on a dance at the "Rigodon," January 22. This dance was sponsored by the entire board. The temperature, 13 degrees below zero, did not cool the ardor of the Milwaukee patrons, and the party was a huge success, everyone there clamoring for another dance, and soon, so it was announced that another dance would be given at the same place on February 5.

On Monday, January 28, we met for our usual pot-luck dinner, with a splendid attendance. After dinner, Mrs. Buechler called the meeting to order and proceeded with the regular business meeting. Mrs. Wean reported \$79.75 was realized from the dance. Mrs. Oexler reported that she had made sixty-five calls, sent eight cards, two funeral sprays and five bouquets. Mrs. Keane provided a splendid program, consisting of violin, piano and vocal solos, and a reading. It was suggested and decided upon to have a "Jiggs Dinner" at our next meeting. We then adjourned and all wended their ways home, after another most pleasant evening together.

Mobridge Chapter

Dora Anderson, Historian

OUR past president, Mrs. H. M. Gillick, called a special meeting on January 10 in our club room for the new 1929 officers and the chairmen of the various committees instructing us in the duties of the different offices, the chairmen also appointing their committees for the coming year.

The first regular meeting of the new year was held in our club room on Monday evening, January 28, with a fairly good attendance, considering that the weather was extremely cold and stormy. Our new president, Mabel Conger presided in an efficient and pleasing manner. Several business matters were disposed of, reports from the various committees were read, also letters of thanks from different members to whom flowers had been sent, greetings from the Portage Chapter, and a resolution of thanks from the Mobridge Rotary Club thanking Mr. and Mrs. H. M. Gillick and the members of the Milwaukee Women's Club for their efforts in putting on the Community Christmas Tree, and hoping we would make this an annual event.

A motion was made and carried that we discontinue buying flowers, except in case of death, this being due to the fact that our membership is so large, that last year about \$300.00 was spent for flowers alone, and the members feel that this money could be used to better advantage.

The Ways and Means Committee with Mrs. James as their chairman, decided to put on a bake sale in the Travis Grocery Store on February 2.

Our treasurer, Mrs. J. P. Rothman, will have entire charge of the renting of the club room from now on.

Mrs. Ora Miller presented an interesting program consisting of two well rendered piano selections by Miss Mazie Ahrens, and a humorous reading "The Radio" by Miss Verna Freeman which was thoroughly enjoyed by all.

Delicious refreshments were served by Mrs. Thos. Milligan, Mrs. Wm. Catey, Mrs. H. A. Mosher and Miss Helen Conger.

Green Bay Chapter

Mrs. Jas. M. Hanahan, Historian

A LARGE attendance was present at our regular meeting February 7, in the club rooms, which was opened at 8 P. M. by President Mrs. C. B. Cheaney. Mrs. Thos. F. McLean read a very fine report on the financial standing of the chapter.

Miss Julia Johnson reported on the dancing party held January 16 in the Fern Room of the Columbus Community Club, which was a big success, everyone present having an enjoyable time. Mrs. W. E. Bartlett reported on her card party held in the club rooms January 25 which was also very successful. The club gave a rising vote of thanks to Miss Johnson and Mrs. Bartlett for efforts in making both parties a success.

Mrs. J. H. Valentine, chairman of the membership committee, reported a number of new members both active and contributing.

Mrs. John F. Dunn, chairman Mutual Benefit, spoke of the wonderful work that is being done and Mrs. M. E. Hastings, chairman of the Sunshine committee, reported that much cheer had been spread among the sick of the club.

Several readings were given by Dolores Beachamp. Refreshments were served which concluded our evening.

The social afternoon held January 16 in the club rooms was well attended. Cards were played and lunch was served, thanks to our Social chairman, Mrs. Harry Held.

Plans for the fifth annual dancing party which will be held at the Moose Hall February 9, are in progress. Mrs. Axel Anderson, chairman of the Ways and Means, has charge. By all reports it will be one of the largest dancing parties Green Bay Chapter have ever sponsored. "Patzke's Night Hawks" will furnish the music for the occasion.

Mrs. Anna Edwards who has been on the sick list is reported as improving.

Bensenville Chapter

Louise Suter, Historian

THE new Ways and Means Committee, headed by Mrs. W. A. Rands, gave a card and bunco party at Franzen Hall on February 2, 1929, at which \$40.00 was cleared. The entertainment was a success both socially and financially and will pave the way for greater successes in the future. Mrs. Emil Hugdahl was awarded the \$10.00 gold piece on which chances had been sold by members of the board.

The librarian, Mrs. Hugdahl, reports that the club now owns 629 volumes, 99 of which were circulated in January. Five new books of current fiction were added during the last part of the month and arrangements were made at the February meeting to purchase more books during the month.

Our benefit chairman, Mrs. Bartholomey, reports considerable benefit work done during January. Baskets of groceries and coal were sent to an employe needing temporary relief, and clothing was given to another unfortunate family.

An exceptionally pleasant meeting was held at the club house on February 6, Mrs. Frank Sutherland, president, presiding, about thirty-four members being present. Mrs. Robert Di Vall, past president, was presented with a

fitted dressing case as a mark of appreciation of the devoted service she rendered the club during her term of office.

Mrs. Jesse Capoot, program chairman, opened the afternoon's entertainment by conducting a short "club sing" of patriotic songs, followed by Miss Rilling, high school music teacher, who delighted the audience by her lovely singing. Her selections were "Sylvia" and "Daisies" and she was accompanied by Mrs. F. C. Fenton, who is well known to club members.

Members of the Dramatic Club of the high school next presented a comic sketch "Unseen Forces," directed by Miss Willis of the high school staff, who also gave two excellent readings.

All of the members anticipate the pleasure of hearing these talented teachers and their pupils again soon.

After the program, Mrs. Elliot, social chairman, conducted a song contest which was won by Miss Willis.

The meeting closed with refreshments served by the Benefit Committee.

Mrs. Walter H. Tett, mother of Engineer Leslie Tett, was a guest at the February meeting.

Committee appointments for the year have been made and are as follows:

Ways and Means, Mrs. W. A. Rands; Program, Mrs. Jesse Capoot; Social, Mrs. Elliott; Benefit, Mrs. John Bartholomey; Constitution and By-Laws, Mrs. Steffin; Membership, Mrs. Lee; Auditing, Mrs. Robert Oswald; Librarian, Mrs. Emil Huggdahl.

Beloit Chapter

Mrs. A. C. Morrissey, Historian

THE February meeting was very well attended. Mrs. J. T. Barrett, program chairman, gave an outline of how we are to be entertained during the year. This time she had us playing bunco, Mrs. McIntyre winning first prize and Mrs. Hannaford not so fortunate.

We have one new member to report—the blushing bride of Conductor Geo. Brinkman.

Mrs. Gilbert reports a new case of Skiddoo on hand—it is almost house-cleaning time, so expect a rush of orders.

Our contributing members put on another dance and card party to help the good cause along. We certainly appreciate all they've done for us—they've come to our aid several times. This time they presented us with \$17.00.

Our last card party before Lent was held February 8, in the Legion Hall, with Mrs. Gilbert as chairman. The prizes for 500 were awarded to Mmes. Hannaford, McIntyre and Kooper, and Bridge to Mmes. Kerwin, Dimmick and Kile. This party added \$14.00 to our fund.

Mrs. Clara Langtry is still "visiting" Mayo Bros. She has enjoyed the many cards and notes from the club members. We expect her to soon be at her old desk much improved in health.

The Lampheres have moved to Chicago. They made many friends during their brief stay in Beloit and we shall miss them.

Messrs. Bauer and Hannaford have also been promoted, but we hope they have decided to make Beloit their headquarters for we just can't give up their wives—even to the benefit of some other chapter. Selfish? Well, maybe—but we need them.

Mr. and Mrs. Smith are basking in California sunshine, and the Zimmermans are in Oregon. The Telefers are in Florida, and won't leave until Beloiters are able to pack away their "heavies."

Mrs. J. C. Connors left February 10 for Mayo Bros.

We regret having to report the death of Mrs. Menzie, widow of a veteran Engineer C. H. Menzie. She was an active club worker in spite of her 84 years.

Sioux Falls Chapter

Mrs. H. B. Olsen, Historian

ON JANUARY 8, the regular meeting of the Sioux Falls Chapter was held in the club house with a good attendance, and everyone seemed very enthused over the prospects for the coming year. The Membership Committee are to be congratulated on the excellent work they have accomplished and to date have turned in over 60 paid-up memberships.

Several families needing attention were taken care of by the club. On January 25, a dance was held at the passenger station with a good crowd and an excellent time was enjoyed by all. The Pierce-Fanelle two-piece harp and violin orchestra furnished the music. One of the main features of the evening's entertainment was Mrs. J. R. Bankson donated a cake; the cake was raffled off, and Engineer Harry Hopkinson carried his usual luck with him and drew the award; the cake was again turned back, and this time auctioned off, Mrs. P. V. Larson being the highest bidder. The club has decided to hold a dance each month during the winter season as it seems they prove to be the most popular entertainment. Another important decision made at the last meeting, that immediately after the business session of each regular meeting we will have a social hour which is hoped to stimulate the attendance.

Miles City Chapter

Mercedes McGrath, Historian

MILES CITY CHAPTER met in regular session at the club rooms, on Friday, January 25, with a record attendance of 60 ladies, despite the terribly cold weather.

Mrs. H. M. Gillick very efficiently presided as president in the absence of Mrs. R. W. Magette.

There was a short program held first, as some of the girls taking part, wished to attend a high school basketball game. Mrs. Geo. Berg, chairman of the program committee, arranged a nice program. Miss Beryl Bigham and Miss Lucille Anderson, both gave very clever readings. Mrs. A. Halvorsen led in community singing with Mrs. C. J. Fulks accompanying on the piano.

After a rousing business meeting, at which a number of matters were brought up and discussed, especially a dance for after Easter, the ladies enjoyed a social hour, with a fine lunch, served by the following ladies: Mrs. Wm. Fellows, Mrs. C. A. Numerdor, Mrs. J. V. Anderson, Mrs. W. C. Fisher and Mrs. Lyle Cummings.

The executive board held a meeting on Tuesday afternoon, January 22, at the club rooms. Mrs. H. M. Gillick presided, and in her pleasing way, explained the duties of each of the committee heads and officers. The chairmen chose the members for their committees.

All members seem to be enthused and ready to work to make a big membership showing by the end of February, with the hopes of having a new club house. There were 31 new members taken in at the last meeting, so we do surely need a larger place, as all know how crowded and close the room was at the last meeting.

Kansas City Chapter

Mrs. W. B. Jackson, Historian

THE regular monthly business meeting was held at Gladstone Hall, on February 2, at 8:00 p. m. The weather was cold and stormy, but nevertheless, about thirty were out to the business session and the social hour which followed.

Mrs. Bernerd LeBow, formerly of the Ottumwa Chapter, has been elected secretary, to fill the vacancy caused by the resignation of Mrs. Harry Burns. The club was very fortu-

nate to secure the services of Mrs. LeBow, as she is a very efficient member.

We had as our guest at our last meeting, Mrs. C. Nicholson, of Lawson, Mo.

Miss Genevieve Lord, daughter of Mr. and Mrs. James H. Lord, was married to Mr. Hugh Zimmerman, January 19. "Jean" has been a very delightful member, having given the club many times, beautiful musical solos, and also has helped to secure money for the club. The club extends congratulations.

The fourth anniversary of the club will be celebrated on Saturday evening, February 23. There will be a dance and card party.

President, Mrs. Flossie Lipp, has appointed the following members to serve as chairmen on committees:

Mutual Help, Mrs. G. Westman.

Ways and Means, Mrs. Price Cary and Mrs. Jones.

Membership, Mrs. James H. Lord.

Sunshine, Mrs. Shelby Coyle.

Social, Mrs. John Bammer.

Twin City Chapter

Mrs. F. P. Rogers

TWIN CITY CHAPTER had a very interesting month in January, the first meeting with the new officers.

Mrs. Ernest Palmer opened her cozy home to the board members, on Tuesday, January 22, for a 1:00 o'clock luncheon, which we all voted was very delightful.

Mrs. Bannon, Mrs. Anderson and Mrs. Bryant assisted Mrs. Palmer as hostesses.

Mrs. Bannon opened the meeting by having the by-laws and constitution read.

The ways and means chairman, Mrs. Turney, already had plans for several activities and submitted them to the board for approval.

Mrs. Holbrook, our welfare chairman, reported many calls on the sick and needy in the short time she has been serving in her present capacity.

The board members welcomed Miss Lindskog Monday afternoon, February 4, in the club rooms at the Milwaukee Depot. Mrs. Carpenter Kendall's visit was postponed until evening by previous arrangement.

Miss Lindskog gave us many helpful suggestions in carrying on our welfare program and in assisting our ways and means committee. In the evening our regular meeting was held, the president, Mrs. Bannon, calling it to order at 8:00 p. m.

Mrs. Holbrook submitted her report. Owing to the severe weather in January, her committee gave assistance to a great many. Mrs. Turney, the chairman of the ways and means committee, cordially invited the Milwaukee members and their friends, to attend a bridge party, to be given February 12, at the New England Tea Rooms, at 2:00 p. m.

After the business meeting Mrs. Kendall was called upon to give us a talk on the activities of the Milwaukee Woman's Club in general; it was very instructive and gave us many new ideas.

Miss Lindskog then gave us very interesting data on the general funds and expenditures, and advised us to spare nothing in our relief work.

We were very pleased to have them both with us and wish we could be favored more often with a visit.

After the meeting was adjourned, Mrs. O'Neil, our social chairman, served our guests, the members of the retired board, and the active board, "Ice and Wafers." When Mrs. Kendall and Miss Lindskog left for Chicago, Mmes. Bannon and Gruber escorted them to their train.

The entertainment of the evening was dancing and many young people attended. We were very pleased to see so many of our St. Paul friends present; we hope they thoroughly enjoyed themselves and will attend more of our regular meetings and parties; because they must

not forget that we are a Twin City Chapter and have always regretted that we did not have a larger membership of St. Paul employes. Frappe was served between numbers.

Mitchell Chapter

Mrs. T. McComish, Historian

MITCHELL CHAPTER met January 23 at K. C. Hall, the members and their husbands enjoying an interesting program under the direction of Mrs. G. A. Baum. Community singing was led by Mrs. Tom Sloan at the piano. A piano solo by Virginia Stentz; reading by Betty Jane Krouse; saxophone duet by Jack Dunsmore and Owen Baum, accompanied by Ralph McGrady. Games and dancing followed. Refreshments were served.

Mitchell Chapter gave a Gallatin Gateway Ball on January 30 at "Dreamland." At the entrance to the floor a gateway was erected covered with ferns and rosebuds, with Gallatin Gateway in large letters. Music was furnished by an orchestra wearing conductor's caps. Large train headlights furnished illumination. Mrs. Charles Sloan was in charge of the party.

Tacoma Chapter

Ethel Jennings, Historian

IN SPITE of deep snow and much sickness, there were many members present at the last meeting of Tacoma Chapter. The "flu" has kept a good many from meetings and social gatherings, but so far there have been enough of us to carry on our work successfully, and with conditions getting better right along, we will soon be back to normal.

Two new members were taken in at our last meeting, and we hope to welcome many more during the coming year.

The club has decided to purchase seven bed stands for the Milwaukee Ward at St. Joseph's Hospital, and in this small way add a little cheer for those that are ill.

All retiring officers of 1928 were appointed on a reception committee to serve the entire year of 1929.

In January we gathered at the depot for a get-together party. There were a large number of the "Milwaukee Family" present, although unusual weather conditions kept a good many of our members home.

The 16th of February a Valentine Card Party will be held in the Women's Club House, and from the preparations now being made there is no doubt but the affair will be a success.

The committee in charge of the luncheon at the last meeting were Mesdames A. H. McCoy, chairman; F. W. Ross, A. Goldsbrough, Ole Johnson and T. J. Scanlon.

After the next business meeting we will hold a social hour and all who desire may join in cards and spend the afternoon together at the club house.

Montevideo Chapter

Mrs. Ernest E. Young, Historian

THE special meeting held in the club house on January 5, 1929, marked the close of the most successful year since our club was organized, closing with a total membership of 250.

A short business session was held, with Mrs. Sizer presiding. She thanked the club members for their splendid support and co-operation during the last three years. After the conclusion of our business the following officers for the ensuing year were installed:

President, Mrs. E. J. Ruehmer; 1st vice-president, Mrs. Ben Nordquist; 2nd vice-president, Mrs. Katherine Young; recording secretary, Mrs. O. H. Tweter; corresponding secretary, Mrs. Maude Hamlin; historian, Mrs. Ernest Young.

The meeting was then turned over to our newly-elected president, Mrs. Ruehmer, and she appointed her committee chairmen as follows:

Constitution and By-Laws, Mrs. R. E. Sizer; Membership, Mrs. O. B. Harstad; Ways and Means, Mrs. J. Earl Fifield; Sunshine, Mrs. Ole Skramstad; Welfare, Mrs. H. N. Helgerson; House and Purchasing, Mrs. Dora Dugan; Flowers, Mrs. T. A. Warner; Program, Mrs. D. S. Davis; Social, Mrs. Abe Stuber; Auditing, Margaret Andres; Rent of Club House, Mrs. Arthur Lowe; Sewing Club Chairman, Mrs. R. A. Holzer.

A rising vote of thanks was tendered our retiring president, Mrs. R. E. Sizer, to show our appreciation for the diligent work she has done during the past three years, and for her untiring efforts in making our club a success. She was then presented with a silver tray by the club members.

We are proud of our Sunshine and Welfare work conducted by our able chairman, Mrs. H. N. Helgerson, who has brought much sunshine and good cheer to a great many homes during the past year.

Dancing and card playing occupied the remainder of the evening and a delicious lunch was served by the retiring officers.

On January 17 our regular business meeting was held, our president, Mrs. Ruehmer, presiding. Reports of the various committees were given. The meeting night was changed to the fourth Monday evening of each month.

Refreshments were served by Mrs. Arthur Lowe, Mrs. Ben Bishop and Mrs. Wm. Haslean. The meeting was fairly well attended and our president gave some of her plans for this year. We feel sure that it will be a most successful year.

The sewing club, which will meet one Friday afternoon of each month, met on January 25 at the club house. Blocks were cut for a white and peach charmeuse quilt to be made by the club members and raffled at a social affair to be held in the club house on February 25.

Wausau Chapter

Bertha Hoehn, Historian

ONE hundred members and friends of the chapter were entertained at cards in the club house on the evening of February 12. Bridge prizes were won by Mrs. Fred True, Mrs. W. W. Essels, and Mr. Frank Blecka. Prizes for 500 went to Mrs. W. Christianson, Mrs. Felix Slomski, Mr. A. Weideman, and Mr. L. Nowitske.

A \$5 gold piece was raffled on this occasion, the lucky number going to Mrs. J. Reichert.

The successful sale of raffle tickets, which netted \$50 for the club, was due to the efforts of Mrs. Millard and her co-workers on the Ways and Means Committee, and to the fine co-operation given by contributing members.

Music and refreshments followed the games. Hostesses for the evening were Meses. Chas. Conklin, C. H. Conklin, J. L. Brown, W. R. Billington, M. J. McGinley, Frank Mathies, Elmer Nienow, Wm. Bernard, Warren Essels and F. A. Duvie.

Mutual Benefit and Sunshine Committees have been active during the month with calls and good cheer.

Ottumwa Chapter

Mrs. James B. Davis, Historian

OUR club closed a very successful year with our meeting of December 28. Report rendered by the Welfare Committee showed \$805.47 spent in welfare work for the year, and the Ways and Means Committee reported they made in various ways, \$516.16.

At this meeting election was held for officers to guide the club through 1929:

Mrs. Jas. P. Morlock, second vice-president.

Mrs. Herbert Cogswell, treasurer.

Mrs. Mike Reynolds, corresponding secretary.

Mrs. Radford Dove, recording secretary.

Mrs. James B. Davis, historian.

Refreshments were served, after which the meeting adjourned.

A co-operative luncheon was held at our club house January 11, in honor of our retiring president, Mrs. Walter C. Given, and the members presented her with a silver pitcher. Mrs. Hannon made the presentation speech and we assure you it was clever. Mrs. Bob Dove gave a toast to "Lady Erma," and it was thoroughly enjoyed by all. After the luncheon games were played and Mrs. Clyde Dornsife went home with the prize.

Snow, ice and zero weather greeted our social meeting, January 25, but there was a nice crowd. Bridge was enjoyed by all, the prize being won by Mrs. Sheridan. Delicious refreshments were served by the committee consisting of: Mrs. Clyde Dornsife, Mrs. Herbert Cogswell, Mrs. Wm. Hunsaker, Mrs. John Smith, Mrs. Phil Starkey, Mrs. V. C. Larson, Mrs. I. H. Rasmus and Mrs. H. T. McCaughey.

A benefit card party was given February 6, sponsored by Mrs. Wm. Wilson and Mrs. Jas. P. Morlock.

Mrs. Thomas Kemp has returned from a visit with her son and family, in California.

Mr. and Mrs. Bob Dove are enjoying a vacation trip through the west. They will visit points of interest in California, Washington, Vancouver and other western points.

Mrs. C. F. Ruhland has returned home from St. Joseph's Hospital, where she underwent an operation for appendicitis. She is reported improving daily.

Union Station Chapter

Mabel M. Costello, Historian

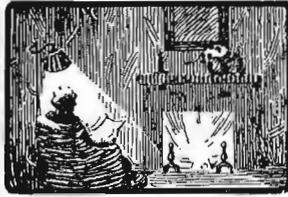
THE first meeting of the New Year was held in the club room, Tuesday evening, January 8, 1929, and was called "Library Night," the members having been asked to donate books for the library. After the usual dinner, served to about 75, the business meeting was opened by Mrs. O. W. Dynes, president. Mrs. A. F. Merrill then gave a review of the latest books, plays and current events.

Library books may be secured between the hours of 12 and 1:15 on Mondays and Thursdays. Miss Casey and Miss Von Collin are on duty on Mondays and Miss Gray and Miss Voight on Thursdays. Several new books, some of which were reviewed by Mrs. Merrill on "Library Night," have now been added to the library.

On January 21, 1929, a complete board meeting was held in the club room. The complete board consists of about fifty members of the chapter, made up of the various officers, chairmen and members of committees. A "Dutch Treat" supper was served. Mrs. Dynes explained the purpose of calling together the board and invited all to attend the next full board meeting, which is to be held at her home, Hinsdale, Ill., in September, a treat to which everyone is eagerly looking forward.

At this meeting the program for the year was planned and arrangements made for a dinner and card party which was held on Tuesday, February 5, 1929. The March meeting will be a dinner followed by the usual business meeting, after which Mrs. A. F. Merrill will read the poem by Stephen V. Benet, "John Brown's Body." The program for the April meeting, as well as other meetings, will be announced later; plans however are being made for the Annual Spring Dancing Party, which will probably be held in April.

The Sports Committee has formed groups in bowling and basketball. For further information see Miss Mary Lauk, chairman, Room 809, Union Station.



AT HOME



Some Iowa (Middle and West) Division Juniors: Top Row (left to right)—Coral, daughter of Conductor C. F. Bradley; Verla Jean, daughter of Conductor E. R. Hickey; Angeline, daughter of Brakeman E. A. Banyard; Lavon Maxine, daughter of Engineer Oliver Jensen; Joanne, daughter of Brakeman Frank Shackleton; Bobby, son of Engineer A. Bidsall; Audrey, daughter of Roundhouse Foreman A. J. Kressin; Richard, son of Engineer C. O. Balsbaugh; Betty Lou and Billie, children of Engineer A. Lafferty; Robert Dean, son of Caller Bob McLaughlin; Marian Louise, daughter of Train Dispatcher J. M. Losey; Edna Dorothea, granddaughter of Engineer H. Colburn; Merle Arlene, daughter of Engineer W. A. Callahan; Donald, son of Boilermaker Ralph Hartman.

Summer Fabrics

Elinor Corcoran

IT always amuses me when women start to wear winter hats in the middle of summer, but that, I suppose, is no more peculiar than to start buying summer dresses and outfits in March. And it is very evident, to one browsing about in the dress goods and pattern departments, that women are already planning their summer clothes. Without a doubt, June would come on us like a slap in the face, and we wouldn't have a thing but jerseys and tweeds and winter coats, if it weren't for an industry which, somehow, is several seasons ahead of us and now can't slow down—so keeps us looking forward to spring in autumn, and summer in winter.

What further amazes me is that each year there is something unique in styles or materials. What master minds there must be who can create new designs that spread so rapidly over the country.

This summer's fabric styles are not all silks, as they have been for several seasons now, but they are piques, gingham, frescoes, linens, lawns and dotted Swiss—in fact, almost everything that was worn with pride, by our grandmothers and great-grandmothers. Not only the ma-

terials, but the colors and designs, date back several generations. The goods is figured—except gingham, which are checked—with small, bright flower designs, and the colors are all vivid—almost gaudy.

The ensemble has a variation for this summer. It is made of the simplest materials, such as combination of figured and white pique, or of gingham and linen. The ensemble may have a three-quarter length coat of figured material with a dress of plain white material, or a plaited skirt of checked gingham with a white linen blouse and a short jacket of the checked gingham.

Everything seems to be reflecting the Colonial period. Mallinson's, instead of presenting playgrounds and Indians on their silks, have designed Colonial patterns for this summer. In one store I saw a girl modeling a Colonial outfit which consisted of a dress of rather bright green print. The dress had a tight waist and full skirt and short puffed sleeves with a ruffle on the edge. She wore a red apron tied at her waist and a white lawn cap, with a ruffle hanging over her forehead. Not that I think that we will be coming back to that type of dress, but we are coming back to those

materials and designs. Someone even went so far as to say that before long the girls of today would be dressing in yards and yards of material, imitating the dress and mannerisms of our ancestors. That person was surely too optimistic, for few girls who have made dresses from two yards of material will increase their living expenses by using six yards.

But to revert to the old styles of dress and to use again the old-fashioned materials, are two different things, and, however much we might oppose the first, we have no objection to the second.

Easter Clothes

This month is the time to think of Easter outfits. The usual thing is the Easter suit and this year it will be the ensemble—shoes, hat, gloves, coat, and dress to match. If the outfit is grey—blue, green or red can be used for variation when one tires of the all-gray outfit. In the same way green, blue or yellow can be used if the outfit was tan. The "black and white" mode is in again also. Shoes are black, trimmed with white, dresses are black and white, hats are black and white. The whole black and white effect is attractive, but merely a novelty and not outstanding, unless it is of the best.

As we look across the dress and coat goods sections, we are impressed by the gaudiness of the colors. The prints are reds, pinks, sun-tans, blues, greens and yellows. Even coatings may be more cheerful than they had been before. There seems to be a predominance of grey, and much blue and green. The array of materials looked almost as gay as the holiday decorations, and why shouldn't they? They symbolize bright, warm weather, recreation and summer vacations.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1929 BOOK OF FASHIONS. Address The Milwaukee Magazine, care Beauty Pattern Company, 11-13 Sterling Place, Brooklyn, New York.

6406. Ladies' Dress. Cut in 8 sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 46 inch size requires 4 1/4 yards of 39 inch material. For facing of contrasting color on the cuffs 1/8 yard 40 inches wide is required, also 1 3/4 yard of lining 36 inches wide for the underbody. The width of the Skirt at the lower edge is 60 inches. Price, 12c.

6021. Ladies' Dress. Cut in 5 sizes: 34, 36, 38, 40, and 42 inches bust measure. A 38 inch size requires 4 1/4 yards of 40 inch material. For facing on cuffs and cascade and for a tie bow 5/8 yard 18 inches wide is required. The width of the Dress at the lower edge is 2 1/2 yards. Price 12c.

5818. Child's Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. To make the Dress with long sleeves, for an 8 year size, will require 2 1/2 yards of 40 inch material together with 1/4 yard of contrasting material. If the Dress is made with short sleeves it will require 1 1/2 yard together with 1/4 yard of contrasting material. Price 12c.

6403. Ladies' Dress. Cut in 5 sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38 inch size requires 4 1/4 yards of 40 inch material. For yoke bands and belt of contrasting material 1/2 yard 40 inches wide is required. The width of the Dress at the lower edge with fullness extended is 3 3/4 yards. Price 12c.

6423. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 10 year size requires 2 3/4 yards of 36 inch material, together with 1 1/2 yard of bias binding put on as illustrated, and 2 1/2 yards of ribbon for a sash. Price 12c.

6427. Two Evening Jackets. Cut in 4 sizes: Small, 34-36, medium, 38-40, large, 42-44, extra large, 46-48 inches bust measure. To make No. 1 for a medium size requires 2 3/4 yards of 40 inch material. To make No. 2 with the sleeves long requires 2 3/4 yards of 40 inch material. If No. 2 is made with cap sleeves it requires 1 3/4 yard. Price 12c.

5946. Ladies' Morning Frock. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 3 1/2 yards of 36 inch material together with 5/8 yard of contrasting material. The width of the Dress at the lower edge with plaits extended is 2 1/2 yards. Price 12c.

6414. Lingerie Set for Junior and Miss. Cut in 4 sizes: 14, 16, 18 and 20 years. A 16 year size requires 2 yards 40 inches wide. Price 12c.

5772. Child's Dress. Cut in 5 sizes: 1, 2, 3, 4 and 5 years. A 3 year size requires 1 1/2 yard of 32 inch material. Price 12c.

Good Things to Eat

Health Food Muffins. Mix together one cup of warm wheat mush, one-fourth cup brown sugar, one-half teaspoon salt and one tablespoon of butter. Add one-fourth yeast cake dissolved in one-fourth cup lukewarm water and two and one-fourth cups sifted flour. Knead, cover and

let rise over night. In morning, cut down, fill buttered gem pans two-thirds full, let rise again and bake in moderate oven. This also makes good bread.

Little Brahmans. Wash one-half cup rice, put in double boiler with one-half cup boiling water and one-half teaspoon of salt. Cook until the rice has absorbed the water. Add one and one-fourth cups scalded milk and cook until soft. Add yolks of two eggs, one tablespoon of butter, paprika and one tablespoon of tomato catsup. Spread on platter to cool and then shape in form of chickens, dip in crumbs, egg and crumbs and fry in deep fat. Drain on brown paper. Peppercorns are inserted to represent eyes. Arrange on a hot platter and serve.

Rice Croquettes, Cheese Sauce. Soak over night one-half cup rice in cold water to cover. In morning, drain, add one-half cup boiling water, one teaspoon salt and cook in double boiler until the rice has absorbed the water; then add one and one-fourth cups milk and cook until soft. Add one-fourth cup cream, two tablespoons chopped, canned pimientos and a few grains cayenne. Spread on platter to cool, shape, dip in flour, egg and crumbs, fry in

deep fat and drain on brown paper. Pile on serving dish and pour around Cheese Sauce and garnish with parsley.

Cheese Sauce. Melt three tablespoons of butter, add three tablespoons of flour and stir until well blended; then pour on gradually, while stirring constantly, one and one-half cups milk. Bring to boiling point, add one-half teaspoon salt, one-eighth teaspoon pepper and one cup of mild cheese, grated or shaved in thin bits.

Appledore Soup. Cook potatoes in boiling salted water, when soft, press through a ricer. There should be two and one-half cups of the potato. Scald one quart of milk with two slices of onion. Remove the onion and slowly add to the potato, using a large fork or whisk. Melt two tablespoons of butter, add two tablespoons of flour, one and one-half teaspoons salt, one-fourth teaspoon celery salt, one-eighth teaspoon pepper, pinch of cayenne and one teaspoon chopped parsley. Stir until well mixed then add to the hot soup. Boil one minute, strain, add one tablespoon of butter and three tablespoons of tomato catsup.

Corn Chowder. Cut one-fourth pound fat salt pork in small pieces and try out. Add one onion, slice and cook five minutes stirring



often to prevent onion burning. Strain the fat into a stew pan. Parboil four cups of potatoes cut in one-quarter-inch slices, five minutes in water to cover. Drain and add the potatoes to the fat in the stew pan. Then add two cups boiling water and cook until potatoes are soft. Add one can of corn and four cups of scalded milk and heat to boiling point. Season with salt and pepper. Add three tablespoons of butter and eight common crackers split and soaked in enough cold milk to moisten. Crackers may be removed while serving the soup and laid on top of the soup in cups or soup plates.



Here we have two smart little costumes:

The top frock is dark red crepe with diagonal fluted skirt and a sash hanging low at the side. The neckline is gracefully draped with a narrow cape effect at the back. The red felt hat has a small brim. Black satin pumps have large cut steel buckles for semi-dress wear.

And for business this black satin, faced in white, is extremely chic. Suitable for varied wear, Miss Milwaukee prefers a

black frock as a foundation for her earliest spring wardrobe.

(Costumes courtesy of the Davis Company, Chicago).

Fullerton Avenue Chapter

Elsa M. Augustin, Historian

ON Saturday afternoon, February 9, 1929, the regular monthly meeting was held in the club rooms. Luncheon was served at 1:00 P. M., and was followed by a short business meeting.

Our president, Mrs. W. W. K. Sparrow, not being in the city, the honors fell to Mrs. W. B. Dixon, who ably presided.

The program of the day was an interesting musical one, and we were entertained by Mrs. Mapes and Miss Nellegar in a group of vocal selections.

The financial report of the dance at the Hotel La Salle, was not yet complete, but the social report of that was, and everyone agreed it was a most successful party.

We have the promise of a very interesting speaker for our March meeting, so expect you all to come and join with us in another enjoyable afternoon.

Milwaukee Chapter

Leona Schultz, Historian

THE large attendance at the first meeting of the new year in spite of the cold and stormy weather, augured well for the attendance this year. A wee word of advice to those who do not attend—you get out of a thing just what you put into it. Come down and get acquainted with the wonderful things your chapter is accomplishing.

The chapter voted to have its annual dance and card party at the Auditorium on April 20. Miss Irma Knoll is to have charge of the dancing, and Mrs. Wederhoff to have charge of the cards. Mrs. Wederhoff will be very glad to receive any prizes which the members desire to contribute.

One case requiring financial aid was taken care of during January.

Miss Flack entertained the members with some very humorous readings, after which delicious cake and coffee were served, by our social chairman, the cakes being donated by various members.

Des Moines Chapter

Maude E. French, Historian

DES MOINES CHAPTER held its regular monthly meeting in the club rooms on December 28. After election of officers lunch was served, consisting of cakes, coffee and delicious home-made candy, made by Mrs. Van Vliet and daughters, and presented to the club by Supt. Van Vliet. The following officers were elected:

President, Mrs. W. L. Finnicum; 1st vice-president, Mrs. L. L. McGovern; 2nd vice-president, Mrs. C. E. Elliott; secretary, Mrs. C. L. Pound; treasurer, Mrs. E. W. Webb; historian, Miss Maude French.

The regular monthly meeting of the Des Moines Chapter was held in the club rooms on January 25. After the business meeting and reading of several interesting letters by Miss Marion Elliott, a delicious luncheon was served by the Social committee. A goodly number were present considering the severely cold weather.

On February 9, a benefit card party was held in the club rooms at which nine tables of Bridge and Five Hundred were played. After the games were over the ladies of the Social Committee served a nice lunch consisting of cakes and coffee. Several very pretty and useful prizes were won by those having high

scores. We consider the attendance pretty good considering that the thermometer that night registered around 4 degrees below zero.

Perry Chapter

Ruby Eckman, Historian

THE Perry club house is all dolled up with some additional furniture, which makes it take on the appearance of a real club room now. A local organization in Perry having to abandon their club rooms on account of remodeling the building they used, for other purposes, sold their club room furniture, which included several wicker chairs, tables and davenport, and as these just filled the need of the Women's club they were purchased.

The extreme weather has made it impossible to enjoy any social gatherings, but plans are under way for several interesting ventures, when the weather moderates.

The Sunshine committee has been busy ministering to the needs and comforts in the homes which were bereaved or had sickness, and have made many friends for the club, by such courtesies.

Tomah Chapter

Mrs. Herman Lanke, Historian

WEDNESDAY, February 6, brought forth another splendid assembly to our second 1929 monthly meeting, held at the community room of the public library.

After a small program given by the Goff children, and a reading by Mrs. Harris, our meeting was called to order by the reading of the club motto.

Our president, Mrs. Wm. Brown, having such a cold she could not speak above a whisper, Mrs. Archie Harris, our first vice-president, presided.

Reports of the secretary and treasurer were read and approved. Our annual dance, given January 24, was not as big a success as in previous years, due to bad weather. The roads were impassable in most places. Socially, all reported a good time, we came out way over the top, and with our quilt raffle, we added another nice sum to our treasury.

Our ways and means chairman urged each member to make a fancy crazy patch quilt block during the month of February. Prizes will be awarded for the best blocks.

An old railroad employe requested a loan to be made to him by the Railroad Women's Club. It was left to the Mutual Benefit Committee for investigation.

The Sunshine collection was taken, and the meeting adjourned until March 6.

The Boy Scouts

BOY SCOUT companies are now being organized at Geraldine, Denton and Moore, under the direction of the Chicago, Milwaukee, St. Paul and Pacific Railroad, it was announced here Tuesday, by M. E. Randall, division freight and passenger agent. These companies are being organized to teach the boys safety and to warn them of the danger of "hopping" passenger or freight trains or in playing in the railroad yards where there is danger of injury.

Twenty-five boys will be admitted to membership in each company and Mr. Randall said that in the future young men taken into the railroad service will have as one of their best recommendations, the fact that they have made good as a Boy Scout.

These boys will not only be taught safety in relation to themselves and their fellow workmen, but they will also be instructed in courtesy to others.

Relation of Investment Accounting to Valuation

J. A. Balderson

THERE is probably no phase of railroad accounting which is receiving more attention at the present time by the carriers, or closer scrutiny by the Interstate Commerce Commission, than that having to do with Additions and Betterments to railroad property.

The agitation by politicians, State Commissions and shippers some years ago with respect to the capitalization of railroads, led to the enactment by Congress on March 1, 1913, of the so-called Valuation Act, or an amendment to the Transportation Act, which is known as Section 19-A of that Act. The amendment in question reads in part as follows:

"The Commission shall, as herein-after provided, investigate, ascertain and report the value of all the property owned or used by every common carrier subject to the provisions of this act. In such investigation said Commission shall ascertain and report in detail as to each piece of property owned or used by said common carrier for its purpose as a common carrier, the original cost to date, the cost of reproduction new, cost of reproduction less depreciation and an analysis of the methods by which these several costs are obtained and the reason for their differences, if any."

The Interstate Commerce Commission in conformity with the requirements of the above Act undertook in 1914 the task of arriving at the valuation of all railroads in the United States. This work has been carried on since that time by the Bureau of Valuation and is now nearing completion. The original field inventory was taken in great detail. All cuts and embankments were cross-sectioned to determine the grading quantities; main, side and yard tracks were chained or measured and the weight, class and quality of rail and other track material therein determined; all structures, such as bridges, culverts, buildings, etc., were inventoried and measured and the quantities of excavation, masonry, piling, timber, steelwork, etc., therein determined; in fact all common carrier property owned or used was inventoried in such manner that unit prices could be applied and its value arrived at.

The Act provides further that,

"Upon the completion of the Valuation herein provided for the Commission shall thereafter in like manner keep itself informed of all extensions and improvements or other changes in the condition and value of the property of all common carriers, and shall ascertain the value thereof, and shall from time to time, revise and correct its valuations, showing such revision and correction classified and as a whole and separately in each of the several states and territories and the District of Columbia, which values, both original and corrected, shall be tentative values and shall be reported to Congress at the beginning of each regular session.

"To enable the Commission to make such changes and corrections in its valuations of each class of property,

every common carrier subject to the provisions of this Act shall make such reports and furnish such information as the Commission may require."

The Commission in order to enable it to comply with that provision of the Act pertaining to keeping the Valuations up to date, issued what is known as Valuation Order No. 3—"Regulations and Instructions to Govern the Recording and Reporting of All Extensions and Improvements or Other Changes in Physical Property of Every Common Carrier." This Order provides for the establishment of a uniform system of records, consisting of—

- 1—Authority for Expenditure.
- 2—Detailed Estimate Sheet to Supplement the Authority for Expenditure.
- 3—Register of Authorities for Expenditures.
- 4—Roadway Completion Report.
- 5—Continuation Sheet to Supplement the Roadway Completion Report.
- 6—Semi-annual Completion Report of Changes in Equipment.
- 7—Record of Property Changes.

The Order further provides that certain reports shall be made to the Commission, some of which are made semi-annually and some annually, covering all changes which affect the physical properties which were included by the Commission in the basic valuations or which are made subsequent thereto. It is the relation of Investment Accounting to these reports required under Order No. 3 which has made such accounting of extreme importance to all carriers and to the Commission.

This is readily apparent when one considers that all changes in physical property made since Valuation Date, which in our case is June 30, 1918, must be reported in the same meticulous detail as to quantities, as the Original or Primary Valuation, and must be reported also at actual cost as reflected in the Investment Account. These requirements of the Commission are mandatory and must be complied with. All records are subject to check and examination by Accountants and Engineers of the Commission and when found to be erroneous or not in keeping with the requirements of the Order, must be corrected and revised. It is therefore of the utmost importance that care be exercised in reporting charges to AFE's for improvement work and in the preparation of the Valuation Order 3 reports.

It may be of interest to mention at this time, the use which has been made of these Valuations of railway properties by the Commission. So far they have been used primarily in Recapture Proceedings under Section 15-a of the Interstate Commerce Act, which provides that "If a carrier earns in any year, net railway operating income in excess of six (6) per cent of the value of the property held for and used in the service of transportation, one-half of such excess shall be recoverable by and paid to the Commission for the purpose of establishing a general railroad contingent fund to be used in furtherance of the public interest in railway transportation."

The Auditor of Investment and Joint Facility Accounts is charged with the duty of complying with the requirements of Valuation Order 3 and all the records and reports referred to above are prepared in his office. The preparation of the AFE is only the beginning of the work of complying with the requirements of the Valuation Order insofar as it pertains to a particular job. After the AFE has been approved and the work has physically started, the charges must be accumulated, checked and analyzed monthly as received from the reporting offices and upon physical completion of the job, a detailed cost analysis must be made of the entire project. All discrepancies existing between the physical units as inventoried after completion of the work and the labor and material charges as reported, all deficiencies in labor and material charges and all errors which may be found in the accounting must be straightened out before the Roadway Completion Report can be prepared.

The Roadway Completion Report is in reality a detailed cost report of the job, on which is shown the physical units as determined from the field inventory and their costs as reported by the Division office. These reports constitute the basis from which the Original or Primary Valuation is to be brought up to any particular date and inasmuch as they reflect the actual charges as made to the Investment Account as carried in our Investment Ledgers one can readily judge the importance of accounting for all changes in Physical Property with the greatest degree of accuracy possible to attain.

The effort on the part of our office to promote accuracy in accounting and to insure that the Completion Reports will reflect the true cost of all improvements has led to a great deal of correspondence. We have at the present time 3,650 open AFE's, of which 799 are under correspondence because of deficiencies in the accounting and for other reasons. Approximately 700 of these are completed jobs for which the Completion Reports cannot be prepared until all the questionable points are cleared up. The necessity of placing jobs under correspondence causes a material delay in the preparation of the reports to the Commission. It is very important that correspondence be handled promptly and that an effort be made to clear up any discrepancies which may be found to exist after physical completion of the work. Much of our time, and I am sure considerable time in the reporting offices, is consumed in taking care of such correspondence and if this can be cut down to a minimum, it will aid materially, as the time so saved can be devoted to other purposes. It is felt that this can be accomplished and that a material improvement can be made if the basic labor and material reports prepared by the Foreman in charge of jobs, are prepared more accurately and more in keeping with the accounting requirements than they are at present. If labor distributions are made in the proper detail and if material used is reported currently as used, so that it can be charged out in the current month's accounts in which used, it is manifest that considerable difficulty

which we now encounter and much of the correspondence which we now have, will be eliminated.

It is not at all uncommon to find jobs physically completed and very few charges reported for the work, indicating that either the basic labor and material reports have not been properly prepared, or that the reporting office has failed to write up the charges and to include them in the monthly reports. It is recognized that this condition cannot be avoided in some instances. Much work has been done during the past year under "Advance Authority" before the preparation or approval of the AFE. Some jobs are quite complicated and difficult to account for, and in such cases those in charge of the work and the reporting accountant are greatly handicapped because of not having a definite outline of the accounting procedure. It is suggested in such cases, that the accountant call upon the Engineering Department or other department having charge of the work, for information showing the nature and scope of the job and upon receipt of it, to instruct those in charge as to the proper distribution of the expenditures. It is felt that if this is done, some of the delay and confusion which we now experience in accounting for jobs of this nature will be avoided.

Another class of work which causes equally as much confusion and delay, if not more, is that which is done without authority, the expenditures for which must be carried in Suspense Account until an approved AFE is obtained or until authority to clear them to an assigned number is given. Everything possible should be done to limit such expenditures to a minimum and all accountants are urged to exercise special care in seeing that charges for such work are properly reported. Unless steps are taken to obtain information as to the nature and scope of the work at its inception, an intelligent check of the labor and material distributions cannot be made and a complete readjustment of the charges must usually be made after the AFE is received, all of which tends to cause delay in reporting the charges to the Auditor and corresponding delay in his office in the preparation of the Valuation Order 3 reports.

The Commission urges and expects all carriers to keep their valuation returns up to date and as this is dependent to a certain extent upon the status of the accounting, the importance of securing prompt and correct accounting can be readily seen. There are other sources of delay which we are attempting to eliminate or minimize and it is felt that if the co-operation of all concerned in Investment Accounting and Valuation work can be obtained, that a considerable improvement can be made.

I have not attempted to go into the details of Investment Accounting although many are no doubt greatly interested in that particular feature. I have attempted however, to give you some idea of the relation of the work which you do to that which is done by our office and trust that a better understanding of that relationship has been gained and that it may be of some assistance to you in your future work.

Inventories of Material and Supplies

F. F. Grabenstein

1. Under the rules of the Interstate Commerce Commission every railroad is required to make a physical inventory of its unapplied material and supplies at least once each calendar year. We have, of course, complied with that requirement.

2. During the past several years these annual inventories have been conducted under instructions issued by the Stores and Accounting Departments. The Store Department is charged with the responsibility of actually making the inventory and of pricing the quantities listed. The inventory is taken under the observation of qualified Accounting Department representatives, who are assigned to the various store points by the auditor of investment and joint facility accounts.

3. After the actual count has been made and the Store Department has applied the prices and has had the opportunity of revising the inventory sheets, the clerical work is performed by the Accounting Department. All of the extensions, footings and recapitulations are done by the District, Shop, Division and Department Accountants under instructions of the Accounting Department. Each point is required to submit joint reports to the Auditor of Expenditure and General Storekeeper on the result of the inventory compiled by material stock classes, of which there are more than fifty.

4. Direct comparisons are made between the book balance as of the date of the inventory and amounts derived on the basis of the physical inventory. Differences are drawn. All of these differences are transferred by stores and divisions to the books of the Auditor of Expenditure where disposal is made in accordance with the Commission's requirements, to the various primary operating expense accounts on the basis of material issued during the interval between the last preceding and the current inventories. This disposal or distribution is spread over a number of months so as to avoid distortion in the accounts.

5. The Auditor of Expenditure necessarily requires to be informed of any omissions in accounting prior to the date of the inventory which are discovered subsequent to the time when the inventory is taken, and controls the adjustment of any such items in the accounts, the requirements being that such delayed accounting be handled by the outlying offices as charges or credits, as the case may be, to the account "Unadjusted Inventory Difference."

6. For the last inventory which was taken as of May 31, 1928, the total difference between the book balance on that date and the physical inventory, as recorded at the present time is a comparatively good showing. The difference is a deficit of less than \$79,000.00 on a total inventory of \$15,349,822.22, which is about one-half of one per cent. However, this one figure does not tell the whole story. As stated before, there are over fifty stock classes and for the purpose of accounting each of these fifty stock classes is in reality a separate and

distinct material and supply account. In order to make the adjustment of the inventory difference to primary operating expense accounts we deal with each stock class separately. It may readily be seen, therefore, that while a net deficit of \$79,000.00 might not have a very decided effect on the operating expense charges of approximately \$11,000,000.00 per month for a period of six months, yet the individual adjustments by stock classes may have a very decided effect on certain primary accounts. For instance, in the case of car forgings, locomotive forgings, wheels, axles, etc., these differences are all thrown back to the primary operating expense accounts covering equipment repairs, and properly so. While everyone concerned with these figures understands this condition, yet it is highly advisable to cut down adjustments in our accounts because of inventories to the least possible amounts.

7. We have endeavored during the past several years to determine, if possible, the major causes of inventory differences with the idea in mind that possibly remedies could be adopted to cut down these differences to the minimum. From our investigation the major causes for inventory discrepancies may be summarized under seven headings. Taking these points up one by one briefly, certain conclusions may be reached which are of direct interest to the accountants at stores and at division points. These facts are pointed out for your serious consideration.

(1) *Material Inventoried Invoices Not Accounted For.*

These items cover various stock classes and in some cases material received in large quantities such as lumber and building material. This difference can be overcome by the Store Department making a complete check of their receiving records and including such items in the account "Material Received Invoices Not Accounted For."

(2) *Material Deducted from Inventory, Charged to Stock Prior.*

It is noted that all of these charges are for cross ties and at points other than district stores. The charges as made by the Auditor of Expenditure when received by the Division Accountant, should be referred to the Storekeeper for checking as to receipt, for in all cases cars will not be received according to the charges, due to being diverted or made "bad order" on other divisions, which information is not available in the office of Auditor of Expenditure at the time the charge is made. It is the duty of the Division Accountants to see that the Storekeepers hold unloading tallies for all cars charged to the division.

(3) *Material on Hand But Not Inventoried.*

Some of this material is represented by stocks carried at isolated points and on work cars, while a few items represent stock at store points. It might be some advantage to Storekeepers to keep an office memorandum of isolated stocks and of miscellaneous material not on hand at store points, to be used in checking inventory to see that all stocks are actually accounted for.

(Turn to page 45)

ON THE STEEL TRAIL

I. & D. Items M. G. B.

EVERY employe on the Iowa and Dakota Division was grieved to learn of the death of William Beerman, father of Otto Beerman, trainmaster of the East and Middle I. & D. Division.

Mr. William Beerman passed away at Guttenberg, Iowa, where he had resided for 62 years, at the age of 77 years, Saturday, January 26, 1929, after several weeks' illness.

For 47 years William Beerman was employed by the C. M. St. P. & P. Railroad Co., faithfully serving this company, as section foreman for 42 years. He was also a member of the Veterans' Association. On account of his advanced age, Mr. Beerman gave up railroad-ing several years ago.

Mr. Beerman was a Christian of exemplary character, and prominently and actively identified in church and civic affairs, in the community in which he lived. He will be greatly missed by a host of friends and relatives.

The entire personnel of the Iowa and Dakota Division wish to extend sincere sympathy to the Beerman family in their bereavement.

We wish to apologize, for failing to mention, a happy incident that occurred in Engineer Oscar McEldoon's life, during the month of December. He was presented with a 50-year button from the Veterans of the road. We wish to offer our congratulations for his record of service, and hope that he will still be able to sit at the throttle when he draws the button bearing: "75."

Tony Wiland has been appointed section foreman, at Clear Lake, Iowa. He and his family moved to Clear Lake during the latter part of January.

We were all excited recently! We thought the Prince of Wales was calling on our trainmaster, but it was only Julius Weile, with his new winter sports outfit on.

If you hear R. L. Goeltz, going around talking to himself, don't be alarmed. He is still all right; he is only chasing the new symbol system cars.

H. E. Rice, division storekeeper at Mason City, has been transferred to Minneapolis.

J. C. Hart, chief clerk in the division storekeeper's office at Minneapolis, has been appointed division storekeeper at Mason City.

Sympathy is extended to Mr. George B. Irving and family, on the death of Mrs. Irving, who died at Rochester, February 4, 1929.

Wm. Ingraham, Jr., was operated on at Sioux City, Monday, February 4, and at the present time is getting along fine.

After hearing of his illness, we were especially glad to hear of some well deserved good luck that came to William Ingraham, Jr. He has been appointed assistant to the vice-president of the Fairmont Creamery Co., located at Omaha. He has been superintendent of the Fairmont Creamery Co. at Sioux City for the past few years.

Mr. W. J. Johnston's daughter, Mary, was operated on at the Mercy Hospital, at Mason City, February 2. We are glad to report that she is now improving.

George Bryan has returned from Bermuda and various other interesting points in the East. George says, "This is the life. Whoopee!"

At this writing, Dispatcher Mark Ramsey, is off duty on account of illness, but we hope to see him out soon, and not keep company with the ground hog for the next six weeks.

Two and one-half to three feet of snow on this division has kept everyone busy and up late nights.

This one heard on streets Sunday, coming from church, caused us to smile, even in the face of more snow reported—'

Two Irishmen walking home. One remarked, "This is a hell of a country to live in; when you're not shoveling snow, you're cutting grass."

Conductor George Smith, and family, went to California, on account of the illness of Mr. Smith's father, who is well along in years.

R. C. Sullivan is relieving Operator G. H. Burkheiser at Sanborn. Mr. Burkheiser is visiting his mother in the East.

The triple valve test rack, at Mason City, has been discontinued. John Hensey, Test Rack Operator at Mason City, for the past five years, has been appointed District Safety Inspector.

Mrs. Mabel Buchanan spent a few days in Chicago, the first part of February.

Some people have great effect on heat and cold. On Saturday morning, February 9, the chief clerk entered the superintendent's office at Mason City, looked at the thermometer and found it to register 76, satisfactory. He removed his wraps, glanced around the office, at the scarfs, overshoes, etc., worn by the office force, and to his amazement found the thermometer registering 60, five minutes after it had registered 76. Will someone kindly step forward and solve this mystery? Convincing C. E. M. that it wasn't himself, but the thermometer, that was cuckoo.

Wanted to Buy.—Cheap. One complete floor scrubbing outfit. Apply W. A. Lindquist.

Al Keys Thoma made a trip to the river as a brakeman. He says never again, he had to sleep on the pontoon, as no bed was long enough for him at Marquette.

W. H. Woodhouse, Sr., assisted by Tim Hogan, washed all the windows in the passenger station at Mason City. Sure looks fine now. Thanks, boys, for keeping our depot windows shining. It is little things like this, little acts of kindness, that keep the smiles on our faces.

Claude Faber, of the Store Department, has found a brand of motor oil that will not freeze in zero weather. Ask him what it is.

Our Inquiring Reporter has all the dope on a luncheon served the members of the superintendent's office, January 31. It was not formal, in fact, very informal. Evidently, though, there was more atmosphere than food, as one will find in the most exclusive tea rooms. One of our Scotch customers submitted the following—adding that he paid a quarter for the lunch:

Itemized statement of lunch served January 31, 1929:

3 Parker house rolls, at 2c.....	6c
2 smells of cheese (one cent a smell) ..	2c
One hunk mince pie	71/7c
Butter on every third roll.....	1c
Tea like mother used to make (I ordered milk)	2c

181/7c

The public schools, of Mason City, had a

Safety First Campaign, the week of February 11-15, and representatives from the different railroads spoke at several of the schools. Joe Fiala, machinist at Mason City, spoke February 12, at the Monroe school.

Mr. Fiala, who has traveled extensively and is well versed in Safety First, gave an interesting and instructive speech, and added force to his speech by showing Safety First posters.

Milwaukee Shops

H. W. G.

VETERAN Engineer Chris. Dunn of Portage, Wis., died February 1—one of our old timers. Mr. Dunn had been in failing health for the last few years.

Veteran Frank Sheehan, formerly assistant roundhouse foreman at Portage, died the same day Chris. Dunn did. Mr. Sheehan was out west at the time of his death.

Veteran Jno. W. Imes, machinist in back shop, doing roundhouse work, has been confined to his home since December 18 with multiple neuritis. Mr. Imes is 69 years old and resides at 671 64th Avenue, Milwaukee.

Mr. Ed Stadelbauer, formerly an apprentice in the shops here, was through this region the other day as far as Green Bay. He is with the Westinghouse Company.

The new rebuilt and converted Mallet locomotive is being tested out on the Lax. Division with the dynamometer car and oil burner.

It had been claimed by some of our old timers that Mr. Thos. Edison did some electric light experiments at our old Milwaukee Shops 50 years ago. A check-up on dates which we have available in our history collection knocked the props out of the assertion, which satisfies a question asked by President Scandrett, who suggested that we ask Mr. Edison—which we did, and learned that Mr. Edison never was in Milwaukee. (Mr. Edison has missed something.)

As we are about to go to press word comes that Veteran Engineer Wm. H. Gardner died at his home in Milwaukee, Monday, February 11. Mr. Gardner had been laid up for a year or more in feeble strength. He will be buried in Sioux City, his old home, Thursday, February 14. Of late years Mr. Gardner has been performing the duties of inspector. He started in with this company in 1879.

Veteran J. Zeaman, over in the mill, has been off duty for over a month and is not recuperating as well as we hoped.

Mr. Nystrom has just returned from the Coast.

Veteran Mr. Arthur Bennett, for years foreman blacksmith in the Locomotive Department, went home February 7 for a rest from blacksmith duties for awhile. Mr. Bennett started with the company in 1881, nearly 50 years ago, and has been foreman over 30 years.

Veteran Chas. Wilde, foundryman, is off sick for the last two weeks.

Sioux City & Dakota Division

H. B. Olsen

OTHER Divisions kindly note: For a thirty-day period, from January 1 to February 1, 1929, the S. C. & D. Division did not have a personal injury of any kind in the train or yard forces. We are very proud of this record

and we are headed for an A-1 safety record in 1929.

A big Safety First meeting was held at the passenger station at Sioux City on February 11, with the usual good attendance and suggestions. The Sioux City Chapter of the Women's Club served a delightful lunch after the meeting.

Wm. J. Hintz, B. & B. foreman, has renewed his membership in the Sioux Falls Chapter of the Women's Club for the fifth consecutive year. "Bill" (as he is better known) is a real booster for this club, and is, so far as we know, the only annual outside contributor. We understand the Women's Club expect to call upon "Bill" for a speech at the next regular meeting. Arrange to be on hand, Mr. Hintz.

Miss Lina Brown, clerk at Hawarden, Ia., was called to California account the serious illness of her father. Mr. Lee Bader is relieving Miss Brown.

Operator Ike Isaacson at Mapleton, Ia., has taken a month's leave of absence, a forced vacation, account having the misfortune of breaking a bone in his hand.

Conductor Bert Brashear has left way freight runs 391 and 392, has dolled himself up in a brand new uniform and is now directing the movements on trains 107 and 108 between Sioux City and Canton. Some class, Bert.

It seemed like "the days of real sport" January 27, to see some real excursion trains come into Canton. The occasion for this was the annual ski tournament which is held each season; and incidentally, it was a perfect success, as usual.

Foreman John Fisher and his B. & B. crew are now repairing bridges near Fairview and Austin.

A note from Engineer and Mrs. J. E. West, who are visiting in Long Beach, Calif., inform us they are enjoying the delightful climate, and John says it's going to take some nerve to start back to this frigid weather we are having here.

We regret very much to learn that Superintendent F. T. Buechler had the misfortune to fall and fracture a rib, also slightly injuring his shoulder. The accident happened as he was passing the Masonic Temple at Sioux City on February 9. He was taken to the Lutheran Hospital where it was found he would have to remain for a short time. However, later reports are Mr. Buechler is getting along fine and will soon be able to resume his activities in a very short time.

Mr. Lloyd West was the successful applicant for the position of ticket agent, Sioux Falls. Mr. West is well qualified to handle the passenger end of the Sioux Falls station and here's congratulations, Lloyd.

Miss Barbara Hoke, youngest daughter of Agent and Mrs. E. O. Hoke at Platte, has been very ill for the past three weeks with the flu and rheumatism. We trust Miss Hoke will have a speedy recovery.

Mr. Henry Webster, crossing flagman at Sioux Falls, is to be congratulated on the neat condition he keeps the crossing and shanty. In the summer season beautiful flowers may be seen on either side of the street intermingled with "burning bushes" neatly trimmed. In the winter season he keeps the premises in a neat condition and is always on the job.

Conductor Earl Murphy has again been forced to his bed on account of illness. We hope for a speedy recovery, Earl and trust you will soon be able to resume work again.

Owing to the ever-increasing business at Sioux Falls, it has been necessary to work five switch crews instead of the usual three.

Mr. Gaylor Hunter has accepted a position as switchman at Sioux Falls and will no doubt follow in the footsteps of his dad, Ray Hunter.

Agent H. J. Brown at Hawarden, says in spite of the severe cold weather and heavy snow business keeps up in good shape.

Mrs. Tom Kerrigan, wife of Flagman Kerrigan, Elk Point, passed from this life on January 10. We extend our sincere sympathy to the bereaved.

Born to Mr. and Mrs. Philip Jones, section laborer, West Yards, Sioux City, February 7, a fine bouncing baby boy weighing all of seven pounds.

We take off our hats to the section foreman and their men for good attendance at Safety First meetings. At the meeting held in Sioux City February 11, the following section men were present: Wm. Daugherty, M. Fish, S. Malone, J. Thomsen, H. Ross, O. Kittler, E. Allen, Ed. Miller, A. Murphy, J. Miller, G. M. Kostis, H. Miller, George Popper, George Johnson and E. Carson, all from the east end.

The next Safety First meeting will be held in Sioux Falls, and it will be another BIG ONE.

Section Foreman J. Thompson and crew, assisted by the section crews from Arion and Kenwood, have just completed laying heavier steel on the passing track at Charter Oak, Ia. Agent B. C. Hershberger says they now have a one hundred per cent passing track at his station.

Divorce courts may be the convenient modern method of settling family squabbles for a lot of folks, but not so for Mr. and Mrs. D. H. Hauser, father and mother of Engineer Walter Hauser of Sioux Falls, for on Christmas Day they celebrated their 62nd wedding anniversary. Engineer Walter Hauser and family of Sioux Falls and Conductor Glen Hauser and family of Sioux City assisted with the celebration which was one not to be forgotten. The sad part of this is, just thirteen days from the date of their celebration, Mr. Daniel Hauser died at the age of 90. Division employees extend their sympathy to the bereaved relatives and friends. Mr. D. H. Hauser at one time was connected with the track department of the Milwaukee Ry. He came to Sioux City when that place only had a population of 200 people. He remembered the time when Jesse James and his gang stole a span of mules at Sioux City. The U. S. Mail was carried to the little village by stage coaches. Sioux City has lost a pioneer who will never be forgotten for years to come.

Railroad employees as well as the citizens of Charter Oak, Ia., were sorry to see Operator Roy Goodell leave, however, he had a promotion, the agency at Gayville, S. D. Good luck to you Roy, for your success and prosperity.

Dick Hopkins, Revising Desk, Sioux Falls, has been on a forced vacation for reasons of the flu, we understand.

Oliver J. Berg, cashier, Sioux Falls freight, was passing the "smokes" around the other day, but we have not been able to ascertain the reason of this.

Engine Foreman Fred and Mrs. Brown spent Christmas in Cherokee, Ia., with relatives.

Operator C. McClanahan was the successful applicant for the position of second trick operator at Charter Oak. Vice Operator Ray Goodell was promoted to the agency at Gayville, S. D.

Engineer Gus Lovegren has resumed work after several months' absence on account of ill health. We are glad to see you, Gus.

Miss Ethel Jacobs, assistant cashier, Sioux Falls freight, has had a severe attack of a stiff neck. While Ethel did not lose any time, she says never again.

We understand Engineer and Mrs. John West are contemplating a trip to Southern California. John says this weather is hanging too close to the goose-egg for comfort and anyway, it's been a long time since he has been over on the sunny side of the Rockies.

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

Nora B. Decco

WELL, I got mine from all sides I can tell you, not satisfied with the whole bunch "wanting to know right now" if the Editor didn't want to know too, "how do I know? Nobody knows, I think Uncle Sam lost a mail sack. I mean misplaced it for the time being, but this will get there in time or I'll lay off and carry the next batch in my hand right into Libertyville. (The February installment will be found on another page.—EDITOR.)

Well today is not a holiday, February 12, how we all know, is we are all working, and you are not supposed to work on a holiday, so we know it isn't any holiday. The only thing we can celebrate over is the temperature, which has gone up a wee bit from where it has been sunk in the bottom of the glass tube for about thirty days, more or less, and we spend all our surplus and some that is not surplus for Bear Creek and Roundup lump. We put on all the old clothes we ever had up at Loweth, packed away in the attic, and look just exactly like an Eskimo rolling officeward; and when we get home the dog barks, we don't look like anything he ever saw before, and still we can't keep warm, who could at 40 degrees below? Well, of course, out here in this high, dry air you don't notice it, and as Will Rogers says about California, "it never happened before."

Engineer Barnes took a week's layoff and went east, visited with his son and daughter while away. Engineer Townsley is back in the ring on the east end too; he was on passenger during the absence of Engineer McKenna.

We are glad to again welcome Fireman Eddie Smeltzer back to the Rocky Mountain, he has been on his fruit ranch in California and has a swell coat of tan, don't know if he used such very good judgment in returning home right in the middle of the sort of month this one has turned out to be, or not. Still he is the boss.

And the Brashes have a girl. Eddie stuck around the hospital so much Miss Viewig told him to go away and report for work, he was a nuisance—or words to that effect. All he wanted to do was hold the baby. Her name is Geraldine and she arrived in this mean old world the morning of February 9, and Mrs. Brash says she is the very best valentine she ever had. We all agree with her. Congratulations.

Our old friend Mick Welch came over early in the month and shook hands with us, he said he never would have known me outside the telegraph office. I must have grown so fat or something. Probably his eyesight is failing or I am getting handsomer, maybe. He is.

Mrs. Roy Davies, who was badly burned some time ago at her home at Bozeman Hot Springs, where Mr. Davies is now employed, is out of the Bozeman Hospital and doing as well as could be expected under the circumstances. She had a very close call and we are sorry to know all their household goods and clothing were burned in the fire also.

Engineer Crane from the Gallatin Valley Limited, etc., has returned to work from a couple of months' vacation in Florida. He also finds a beautiful time to return to buck the snow banks with his little engine. Well, will stand around and watch 'em. See what happens 'long toward spring when the ice goes out. Some of it has gone out already and a lot of Madison River Valley farmers are now Three Forks residents until it goes back again.

The Blume family all but Mr., have been under quarantine for the measles for some time, but are out again now.

We regret very much to write of the illness and sudden death of Sarah Ann Marshall, mother of Mrs. A. E. Barnes, wife of Engineer Barnes of this division. She was ill only a short time and we offer our deepest sympathy to this family in their loss of such a loved one as the dear mother who has gone. She passed away February 4, and was laid to rest in the Three Forks Cemetery beside her husband, who had passed on some years before. Besides Mrs. Lucy Barnes, she leaves behind two daughters and three sons.

"Pink" Simms did it again, won a prize of twenty-five dollars for a story from the Frontier Stories Magazine. Well, none of us can ever catch up with him now no matter how we try.

Mrs. Clara Leach of Lewistown spent a week in town visiting with friends early in the month.

Mr. Henry Heims and family of Miles City, have been here visiting with Otto Heims and family. They have gone on to California for an extended trip. Now they are pretty wise, I'll say.

C. R. Johnson has taken Mrs. Johnson to Deer Lodge for the rest of the winter. Mrs. Johnson has been on the sick list most of the cold weather. We hope when spring comes she will be well again.

Mrs. Chas. Rader, has as guests at her home, her sister, Mrs. Ella Hoppe, and son, Harold, the latter no sooner arrived in town than he was called, as a fireman. He can't go out because he has no overshoes. I would have loaned him mine, but Mr. Matt Voss had them hidden for the evening, so Harold had to wear six pairs of sox instead. Mrs. Hoppe fell, just before she came to Three Forks, and broke her wrist, but it is mending nicely now.

The death of Mrs. James Redmond occurred in Butte, January 29. Mrs. Redmond was the mother of Mrs. Harry Simms, of this city, and we offer Mrs. Simms the sincere sympathy of the Division in her great loss. While Mrs. Redmond had been quite ill for some time, and her death was not unexpected, still it came as a great shock to all those dear ones who were with her at the time. Besides her husband she leaves Mrs. Simms and another daughter and three sons. Also three grandchildren.

And before we knew that he was anything but on the high road to recovery, we heard Monday evening, that "Maggie" was not going to pull through, and from that time on we waited, hoping, but Tuesday, February 5th, at 8:15 p. m., he was "called," and left us for the Great Beyond, and what other life and work there may be there for him.

Rufus W. Magett was, at the time of his death, trainmaster on the Trans-Missouri Division, with headquarters at Miles City, to which position he was promoted late last summer. For a number of years he had been our chief train dispatcher at Deer Lodge, before which, he had served as night chief and as trick dispatcher for many years. He was for three years in France, and later in Russia, during and after the war, returning home to this division, in the spring of 1920. Shortly after his return he was married to Miss Ann Guthrie, of Deer Lodge. He was one of the best liked and most popular men ever employed on this Division, and real sorrow was felt and expressed at his death, by all who knew and worked with him. He leaves behind his wife and two small children, a son, seven years of age, and a daughter, five years of age, and a sister in North Carolina. The entire Rocky Mountain Division offer their deepest sympathy to this family in their sorrow, and although we know that R. W. M. has given us his last "complete" and his good work on this earth is done and over, his memory will be with us as we carry on what he had left unfinished.

Dubuque Shops Jingles

"Oosie"

MR. CHRIS BOTHMER, employed at Dubuque Shops, as painter, for the past twenty years, passed away at his home, February 11, after a lingering illness.

Our sympathy is extended to his family. Machinist Emery Healy, is "back on the job" again, after a long sick spell; glad to see him.

We understand our newly married brother, Lloyd Moore, claims two can live as cheap as one; one of our pessimistic old-timers (Webb), says he'll soon learn that two DO live CHEAPER than one. Some one is always taking the joy out of life, aren't they, Dinty?

Mrs. William Delaney, now a resident of Tacoma, Washington (our former car clerk, Esther Althaus), paid her "hum" town a visit recently.

She says it's rather "dampish" out there, and the Westerners are making all sorts of excuses. (You should have known better, Essie, than to leave our nice 20 below brand—Washington could never begin to compete with our Iowa, on weather.)

Clarence bought a raddio
(Such a waste of jack)
With a voice like Horsfall's
It should echo back
To the world in general,
And instead of tuning in
On "Old Black Joe" and "Tuckey Home"
He should be broadcastin'!

After rounding out a goodly number of years at Dubuque Shops, Veterans A. Quade, P. Hay and J. Scharff, have joined the "Pensioners."

Messrs. Hay and Scharff are wintering in California (and such a winter they picked—that was some planning).

"We used to have this, and we used to have that,"

Methinks that the weatherman heard all that chaff

And gave us a useder-wuz winter once more—
With ice and wind and snow galore.

Can you imagine anyone shooting at Monroe Royce? Right in the foot he done got hit—
BUT it was an accident, boys!

We have an actor in our midst—
A sure 'nuff Hamlet is he;
Announcing Car Foreman, H. R. Jones,
From a good old family tree.

The spring will bring birds and blossoms, and sunshine on both sides of the street. And a wedding ring, when we all will sing, "Doesn't Cornelia look sweet?"

We know of a Scotchman in Milwaukee who comes to Dubuque to have his teeth fixed; figure out the answer. (Good dentists here.)

Mr. Frick, from the Accounting Department, we understand, is a strong Teddy Roosevelt man—strange, too, as we always thought he was a Dimmycrat. How come?

Mr. Lester Shenker bought himself a car; Says it is superior to others (yes, by far.) But friends who scrutinized it cannot give it much;

Now I spect he'll junk it—say don't that beat the Dutch?

Speaking of cars, the Keneficks (Mr. and Mrs.) were going to invest a few of their hard earned sheckels, but it seems Joe changed their mind when all he could get out of his 1914 model was a Star inner tube. With that good-looking car of theirs it would be kind of foolish to even think of getting another, we'd say.

It is generally understood that the favorite song hit of our Assistant General Foreman Mr. King, is "I Fall Down and Go Boom!" Nice tune, Fay, ain't it?

Who is the mysterious gentleman
With his cap down over his eyes?
Give us the name of this brother—
And the reason for this disguise.



Chicago Terminals

G. E. S.

A REAL old-fashioned winter sure hit the terminal this time, and it kept every one on their toes, to keep the business moving and save placing an embargo on any of it. With the extreme cold weather and the icy yards, business apparently increased to more than summer amounts. Every engine and every man in the Transportation Department was pressed into service to handle it. The steady stream of freight trains, moving in and out of the terminals, reminded one of a Fourth of July procession, and it kept going night and day. Road crews were called on their rest, and many times engines were at the roundhouse only long enough to get coal, water, and run over the turn-table. In this great rush many fixed rules for the movement of business had to be deviated from, and for that reason, Messrs. Rummel and Lollis had their private cars spotted near the train director's office on the North Hump, and whenever necessary to handle differently than the routine way, they were on the ground to direct the different operations. It was a hard, strenuous spell for all who had anything to do with the moving of business, but by plenty of cooperation, and some extra work on the part of everybody, they were able to keep on top of the situation. The old-timers, who went through the 1917-18 winter of deep snow, claim that it was nothing compared to this winter.

We are more than pleased to chronicle the fact that Frank Reed, who was laid up at his home, from November 18 until February 1, was so far improved that he returned to his position as third trick train director on February 1. But with that piece of good news comes the sad news that second trick director, James Kirby, while on his way home from work on January 31, suffered a broken leg, and is at this time lying in the Boulevard Hospital. He had transferred from a Western Avenue car to a Madison Street car, and after boarding the car, was suddenly jerked from his feet, falling in such a manner as to break the same leg that he had broken about ten years ago. At that time the break was in the hip joint, while this time it is broken between the knee and hip. While it is sure to keep him laid up some time we all wish for him a speedy recovery.

Switchman James Coward underwent an operation for appendicitis, at the Elmhurst Hospital, January 22. He stood it just fine, and was able to return to his Bensenville home, February 5. His daughter, Mrs. Wilson, of Memphis, Tenn., had been visiting him since before Christmas and was able to remain at the hospital with him until he was taken home. As soon as he is able he intends accompanying her to her home for a long rest. Mr. Coward wishes to thank the club ladies for the fruit they sent him.

A few of the small items of interest are the babies born to Mr. and Mrs. Chas. White; also Mr. and Mrs. Guthrie. Although, as we said, small, they attract more attention than some larger items. Congratulations to the happy parents.

Switchman Wm. Cash had the misfortune to fall on the slippery lead, and be quite seriously injured. He was off duty for some time.

Car Department Employee Harry Miller, and wife, spent a few days last month at Wauzeka, Wisconsin, where Harry's father resides, and who suffered a paralytic stroke almost two years ago.

On Lincoln's birthday, Machinist "Bob" Oswald, and wife, became the happy parents of a bouncing baby boy. Being the first born, as well as the first grandchild on the mother's side, the young gentleman received a most hearty welcome into the Oswald home. We all congratulate the parents and wish for the son a long, happy and useful life.

Tom Vails, switchman, is among those of our employes who is recuperating at the Washington Boulevard Hospital. Tom was riding the front foot board of his engine when the engine left the track and the foot board turned back under the front of engine, throwing Tom underneath. He was severely bruised, but it is hoped nothing serious sets in that cannot at this time be discovered.

On February 13, while Harry Potter, janitor at the North Hump, was driving from his Bensenville home, back to the office, and while he was crossing No. 4 main, at the South Hump, the morning coach run engine struck his Ford, carrying it some distance down the track. The car was entirely demolished and Mr. Potter was severely shaken up. When rescued he was unconscious, and he was taken to the hospital where an examination showed no bones broken, but the shock and rough handling in front of the engine had made him a very sore body. The fact that the coaches were slowing up for the Hump stop, probably saved his life as the engine was going at a slow rate of speed.

Switchman Ferd Marquette, who was not contented with our 10 below zero weather and our snow and ice, took an idea that he wanted to see some real winter weather, so journeyed to the home of his parents, way up on the Wisconsin Valley Division, the 9th of February, and from all reports we really believe he got there in time to see an old fashioned winter up there.

Overheard on the phone—

Mr. Fowler: "The Owl connection, which will arrive about 5:30 P. M. today, will have N. Y. C. 253624, lamps for Nash Company at Racine. Car must make No. 65 out of West-ern Ave."

T. D. at Bensenville: "O. K., it shall be done." And it was. Co-operation.

Terminal employes who formerly were employed on the Lax. Division really enjoyed the write-up in last month's Magazine about "Bublitz and the Bull." But knowing him personally, none were surprised, for we know he was always a good hand at "Throwing the Bull." Our old associates can all rest assured that we enjoy reading about the fellows who are still going around in a circle between Portage and LaCrosse, or Portage and Milwaukee. Yes, and in those who are still making the long trips from Milwaukee and La-Crosse, on the passenger trains.

Mrs. Harvey Craigmile, wife of one of our terminal engineers, has returned home. She has spent much of her time the last year at the home of her parents in Ohio. But recently her father passed away and her mother has gone to the home of a sister to live. Soon after she arrived home she was under the

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.

For Sale—Chinchilla Rabbits. Stahls Gold Certificate pedigreed stock for breeding. W. F. Van Gilder, Tomabawk, Wis.

For Sale—General Electric Compensarc, 110 A. C., steps up 20-40-60 Amps, nearly new; can be used either with one or two picture machines. One Wagoner Rotary Converter, 110 A. C. side, 60 volt, 35 Amps, D. C. side. Just the thing for any house with two machines; any reasonable offer will be considered. G. F. Rediske, Slayton, Montana.

For Sale—Chinchilla Rabbits. High grade, heavyweight. Pedigreed Chinchillas or standard Chinchillas. Scott S. Clark, 1902 N. Second St., Perry, Iowa.

For Sale—Chinchilla and Silver Black Fox Rabbits. Registered stock. Write G. C. Meigher, Agent, Waukau, Wis.

For Sale—5 acres Florida land, unimproved. Palm Beach Co., Tr. 42, Blk. 33, Plat 3. Around 14 miles from West Palm Beach and 6½ west of Lake Worth, Florida. Abstract brought to date. All taxes and drainage paid. Price, \$250.00. Geo. R. Lyons, 1615 4th St., Perry, Ia.

doctor's care, being worn out from her steady care of her sick father and invalid mother. After a week's complete rest she is able to be out and around again.

The sympathy of employes is extended to Switchman J. White, over the loss of his wife. Mrs. White fell and suffered a broken leg. Complications set in which called her to her eternal home soon after the accident.

Around and Around

Cold weather causes "overtime,"

"Overtime" makes the money,
Money makes the switchman buy
Nice things for his Honey.

"Honey" then reciprocates by
Buying food and clothes in line
To give him strength

And keep him warm
To make more "overtime."

Then when the winter's over

And all is back in line,
He turns his empty pockets out,

Sighing, "Where's all that 'overtime'?"

Now, give us back

The old "Straight 8"

With 16 hours to rest;

We'll have as much,

Enjoy life more,

And have a better time

Than with long hours

In cold and storm

And all that "Overtime."

S. M. East

V. J. W.

THE new year has brought changes unprece-dented. The first was a contribution from one of our former scribes and it was closely followed by a news item from out on the line. Both were very much appreciated, and we hope the good work continues.

Evelyn Wigness, master mechanic's office, is back to work, after a three months' leave of absence. We hear she was working on a plan to lighten the load of the mail man.

Don't forget to get in on the annual sale at Prairie Du Chien lock-up. We are informed that a Chev coupe will be one of the bargains offered. Bids may be sent to the information bureau, second floor, for a limited time.

An item received too late for last month's issue informs us that Passenger Brakeman Ed Jeffers was married shortly before Christmas.

We understand that Operator M. C. Bloom, Winnebago, is thinking of jumping the good old Milwaukee, and would like to land a job with the C. B. & Q. or Mo. P. at or near Auburn, Neb., about the end of the school year. Note: Smacks of romance.

We note with pride, that one of our agents, J. C. Hanson, Hayward, represented his community in the checker tournament held recently at Albert Lea. Casper must have made a lot of moves, as his team was victorious, and we understand they will invade Austin with their checkers.

We will appreciate any information which will assist in solving the mystery of, "Who put C. M. A.'s plug in F. M. V.'s pocket, and who chewed the corner off?" We would suggest, Fred, that you keep the pocket full of candy.

We would also like to know if Scott got the 15 cents which was given Barker for bus fare.

Section Foreman Geo. Lottes, La Crescent, was taken to a hospital in LaCrosse, with appendicitis, January 6. We are glad to note that George was able to return to work January 16.

C. J. Cawley, agent at Pipestone, was the recipient of a 50-year button, which he received recently, from the Veteran Employes' Association. Mr. Cawley was associated with the Wisconsin Valley Railroad, which was afterwards absorbed by the Milwaukee, and a few months with the Milwaukee prior to his arrival at Pipestone, November, 1879.

The Valley Boys had a big time at the annual Winter Carnival and Ski Tournament, held at Lanesboro, January 31 and February 1.

Sympathy is extended to C. W. Stevenson, agent at Ramsey, in the loss of his mother, which occurred at her home in La Crescent, February 8.

R. A. Helsler has been appointed agent at Okabena.

Famous last words—by Munson:

"Yes, I'll run the three o'clock job."

Roadmaster A. E. Kemp is reported confined to his home in Madison, S. D., with small pox. Section Foreman Lucas is relieving him.

Friends of Ed. R. Reaside were shocked to hear of his death, February 3, at the Veteran's

Hospital, Fort Snelling. Ed was at one time associated with the W. W. & I. B. in this territory, and the Traffic Department at Hormel & Co. The past few years he has been with the M. & St. L. and C. & A. in the capacity of solicitor, at Minneapolis. He was accorded a military funeral and interred in Crystal Lake Cemetery, Minneapolis.

Engineer Matt Lang is back to work, after having been laid up three weeks, with a hip injury, which he received January 5.

Deepest sympathy is extended to Agent J. E. Ober in the loss of his wife, which occurred at the family residence, January 29, after an illness of about two months. The entire community will mourn the loss of Mrs. Ober. She gave much of her time to the Y. W. C. A., D. A. R., Delphian Society, Floral Club, and the Universalist Church. Besides her husband, Mrs. Ober leaves to mourn her loss, a son, Floyd H.

Baggageman J. D. Williams attended the System Board Meeting of the R. R. Clerks at Chicago, January 17.

There have been a lot of radio stories around the yard, but it took "Red" to win first money on his reception of the program from Decorah. Did they sign off in their own language, Red?

We have been watching for some announcement from Leonard "John McGraw" Jackson on what plans are being made for the Milwaukee entry in the City Kittenball League, the coming season.

A plan has been submitted by which funds could be raised for the benefit of the athletic fund. A musical program by an orchestra composed of L. V. Olson, saxophone and banjo; Major Hagelund, accordion; Herman Wunderlich, harmonica; Billy Carr, flute. Vocal numbers by the following:

Mike Ulwelling, "The Side Walks of New York"; Ed Doyle, "The Prisoner's Song"; Roy Loesch, "Please Go Away and Let me Sleep"; Ellery Barker, "Horses! Horses! Horses!"; Ray Hoffman, "Put on Your Slippers and Fill Up Your Pipe, You're not Going Bye-Bye Tonight"; Doc and Tang, Duet—"Close Harmony."

The pension spirit has grown so strong around the superintendent's office that it was decided to retire H. A. W.'s cap. A new one was presented, and the old one donated to the Smithsonian Institute for a test of the fabrics. H. A. W. has been interviewed for testimonials by several cap makers, but he had forgotten the trade name of the famous top piece. He informs us that had it not blown off so easily he would never have relinquished it.

We have heard of vivid imaginations, but the most realistic was "The Wallflower's" word picture of BIG—HONEST—ABE—D. S. W. Must be some other than the D. S. W. we know.

Twin City Terminal Happenings

N. A. H.

RIVER Division Passenger Engineer Jay Tiffany and wife, are spending the winter days in California. He writes that they are having a wonderful time and lots of sight-seeing.

Engineer Arthur Sandy finally made up his mind to go to California, so both Mr. and Mrs. Sandy are now in the land of sunshine. Mr. Sandy says it is a heck of a thing to be going to California in the spring time. And here is where we must mention former H. & D. Engineer Mr. Rushlow, who with his wife, is comfortably located in Long Beach, and with whom the Sandys will visit.

Mr. G. D. Gordon, of Milwaukee, spent some time at Minneapolis, in connection with the motor cars running out of Minneapolis on the H. & D. and I. & M. Divisions.

Engine Watchman Peter Everote, at Farmington, has had plenty of hardships during this severe winter, he working single-handed, trying to keep the engines from freezing up. The snow blockades were so fierce that he was unable to get some of the engines to the roundhouse. We just know all the time he was bucking the snow and weather, he was planning his garden for this coming summer and Mr. Everote sure knows how to raise a garden, both flowers and vegetables.

Traveling Engineer W. C. Blase has been spending quite a bit of his time up in Duluth—we haven't heard from him as yet, how the winter is up there.

At this writing, Roundhouse Foreman John Fleming, at Wabasha, is in St. Mary's Hospital at Minneapolis. The doctor has ordered Mr. Fleming there for a complete rest in order to recover his health, he having contracted the flu in December. We sincerely hope in our next writing that we can say that Mr. Fleming is back at his post in the best of health.

Mr. E. W. Young called at Minneapolis, and while here called on Mr. Fleming in the hospital. Mr. Young always gets in touch with his old fellow workers when at Minneapolis.

Mr. J. A. Anderson, as well as Mr. J. E. Bjorkholm, were callers at Minneapolis, of late.

We sincerely regret very much the sudden passing of two River Division Engineers, Messrs. Eugene May and Charles Adams. Mr. May was on one of our fastest mail trains at the time he was stricken and taken off his engine at Red Wing, after which he lived but a matter of few hours. And Mr. Adams was also taken off his switch engine in St. Paul in a similar way and living but a few hours after taken off. Our deepest sympathy goes to those who are left to mourn their loss.

If there is anything wrong with your car, take the advice of Ole Tornes, and go to a first-class garage and have it repaired, and do not let any of these correspondence school mechanics work on it. Or a surer way out of your trouble, would be to call on the wife of Machinist John Minetor.

Tacoma District Accounting Bureau

K. M. O., Broadcasting

THE worst winter, for quite a number of years, dropped down on "God's Country," the middle of January, and we residents of the "Banana Belt," have sure shivered, the old thermometer dropped down to 14.7 degrees above zero, and all that could find red flannels (that the moths didn't beat them to), did so. About 14 inches of snow fell and stuck, street cars were running now and then. The only ones that really enjoyed such weather here, were the kids (old and young). Coasting and skating was a pastime very seldom indulged in on the beautiful and moderate Puget Sound. Sleds were the most popular articles in town, and all the sporting goods and department stores, had signs in the windows, telling when their shipments of sleds would arrive. All this goes to show that we can have a variety on Puget Sound also.

Ann Iris Johnson has been elected corresponding secretary of the Milwaukee R. R. Woman's club, for the ensuing year.

The following "boys" had birthdays during January: Geo. Pyette, Forest Mason and Morton Eshelman.

Mrs. A. P. Smith, of the Car Department, was home for several weeks, on account of the illness of her mother. We are glad to have "May" with us again, as we missed her happy smiles.

Olga Grothe was a Portland visitor, January 26.

Saturday evening, January 19, the M. R. R. Woman's club held a card party at the Station, understand Herbert Jones, B. & B. foreman, took the honors. We know he is an A-1 bridge builder, but didn't know "Herb" was also an expert at bridge playing.

We are glad to hear of the arrival of little Miss Marilyn Hendry. Mrs. Hendry was formerly Naomi Hood, of the superintendent's office.

A letter was received from Elsie Siburg, one of our former co-workers, who now is residing in Los Angeles. Elsie is doing fine, likes the south and sends a loud "Hello" to all her friends at the Tacoma Shops.

The north-end taxi was stalled on the street car tracks, on the way to work one morning, during our recent snow. Millie sat shaking in her shoes, as a street car was coming, so Mr. Mason, the driver, told her to get out and help push, which she did, and we all know Millie did her part, as she is a great, big robust girl, weighs almost 100 pounds.

Claude Peterson, with a party of friends, spent the past week-end at Longmire. He reports having had a great time tobogganing, skating, etc., in the line of winter sports.

Harriet E. Brown, of Miles City, has the position in Seattle, as Car Department clerk. Harriet visited us last summer, and we are all glad that she moved in our territory, as we might see her more often.

During our recent cold spell, Frank has been a clothes hanger, and has enlarged considerably, making a 100 per cent better appearance, but what a disappointment when the warm weather comes, and Frank has to go back to normal.

Mrs. H. C. Allgood has been visiting in Tacoma the past month, from San Francisco. It is always a pleasure to see Hazel, with her happy smile.

Des Moines Division Items

Frenchy

WE are pleased to announce that Roadmaster John Flanagan is steadily improving. His many friends are hoping that the time will soon arrive when he will be able to be with them again.

Time Inspector Ray McGovern visited the Des Moines Division recently.

Mr. Marion Alsin, who was injured recently, is in a hospital in Des Moines where we understand he is to undergo an operation. His friends are hoping for his speedy recovery.

"Ole" Olson attended a bowling tournament in Ft. Dodge during February. Unable to ascertain how he came out as he is not putting out any information on the subject.

Mrs. R. P. Edson visited her daughter, granddaughter and great-granddaughter in Mason City during February.

It seems to us that Operator R. V. Dawson is making a very large number of trips to Atlantic. Think there must be some great attraction there.

A Safety First meeting was held in the Women's Club rooms at Des Moines on February 13. A goodly number were present at this meeting at which time the ladies of the club served delicious cup cakes and coffee. Guess the people enjoy these Des Moines meetings.

Chief Clerk L. L. McGovern attended a meeting of chief clerks and chief timekeepers in Chicago on January 24. On his way home he stopped over in Dubuque and visited his mother and other relatives and friends. He reports a fine trip.

The following appointments on the section: B. F. Weems appointed foreman at Granger. Grover Wolfe appointed foreman at Storm Lake.

Jas. Jackson appointed foreman at Varina. John Clayton appointed foreman at Gillett Grove.

We regret to announce the death on January 18 of Mr. Everett Lakin, formerly fireman on the Des Moines Division of the C. M. St. P. & P., but for the past few years a city fireman in Des Moines. Mr. Lakin had many friends on the railroad where he had worked several years.

We are advised that Conductor W. H. Hayden is still confined to his home by illness. He is slightly improved but not able to be on the job as yet. His many friends hope to see him out again soon.

"Keep This in Mind for 1929"

You can bring to your office and put in a frame
A motto as fine as its paint,
But if you're a crook when you're playing the
game,
That motto won't make you a saint.

You can stick up the placards all over the hall,
But right here I want to announce—
It isn't the motto that hangs on the wall,
But the motto you live that counts.

If the motto says "Smile" and you carry a
frown,
"Do it now"—and you linger and wait.
If the motto says "Help" and you trample
men down,
If the motto says "Love" and you "Hate."

You can't get by with the mottoes you stall,
For the truth will come forth with a bounce.
So it isn't the motto that hangs on the wall,
But the motto you LIVE THAT COUNTS.

Splinters from the Wooden Shoe

Brownie

WELL, we missed getting in The Magazine last month, but it wasn't because we were snowed in, although you would think so to take a look at the division, and see all the snow that is piled up. We didn't think so much snow could fall in one single month, but we are now convinced. Then to top it off twenty days of the month have been below zero, ranging all the way from zero to 27 below, which was plenty cold enough. On January 25 we had the worst snow storm since 1881. All we can do is envy Frank DuBois, conductor, who is in Florida, and writes us about the lovely weather they are having down there, and former Assistant Superintendent A. C. Peterson, who is in southern California and tells us they are having June weather. Don't know if they are trying to rub it in or not, but it looks that way. Well, all we can say is that we hope they are enjoying themselves and our turn will come soon, and hope to see them as soon as the weather is nice again.

Train No. 69 in charge of Conductor Eldor Radick and Engineer Gregory LaChapelle, January 22, was flagged at Beecher Lake by several men, who along with other men and women passengers, were stranded in a bus which had been stalled in a snow drift near this point. The driver had walked towards Pembine for help as his engine had gone dead and the bus was extremely cold because of the twenty below zero temperature. The crew picked up the passengers and took them to Pembine at which point they boarded No. 3 for their various destinations north of Pembine. This again brings out the fact that railroad service is the only reliable service that can be depended upon during inclement weather and it should be well worth the effort to make the public acquainted with the facts.

On January 29 the Safety First meeting was held at Channing, Mich., in the Milwaukee Railroad Women's Club quarters. There were 148 employees in attendance and the ladies of the club had a very pleasant surprise for us by arranging a lovely program of musical selections and had the Boy Scouts of Channing,

Mich., demonstrate First Aid work. At the close of the meeting, which was more than interesting, they served a delightful lunch, which was more than enjoyed by all those present.

Conductor A. L. Bennett has been on the sick list for the past week or ten days and Conductor Kempley has his run.

Former yardmaster of Iron Mountain, Conductor Robert Wallace, has given up the yard service for a while and is trying out the west end local between Green Bay and Iron Mountain for a change.

The snow and the cold weather increased the business to such an extent on the Superior Division that all the available men were put to work in train and engine service.

The roadmasters and section men have been kept busy cleaning away and shoveling back the snow. They did a pretty good job, all right, but it is a good deal like Safety First or Freight Claim Prevention, there is always a chance for improvement.

The last report of Conductor Wm. Heitka and D. W. Caine who have been on the sick list for some time, was not very favorable. They are making a good fight, but are very slow in coming back.

Conductor A. A. Melville is on the gain and will be around on the job again soon.

A big event during the month of January was the marriage of Train Dispatcher Peter M. Maierle to Marjorie Schumaker. We all offer our congratulations to them, but they sure slipped us a fast one.

Conductor R. C. Anderson and wife are to be congratulated on the arrival of a baby girl.

We understand that Engineer John Cochran is having a little difficulty with a pipe that he has just recently purchased. Be careful, John, and don't hang your head out of the cab window when you have such a valuable thing in your mouth.

We all knew that Frank (Father) O'Malley has been around a long time, but when we received this notice the other day we were quite surprised: "Father O'Malley of Oshkosh, delivered the temperance lecture at the court house last night to a crowded house. More than eight persons signed the Total Abstinence society pledge. The Temple of Honor attended in regalia." This was dated February 1, 1879. And we were more surprised to see that O'Malley belonged to this society.

Carlton Matthews reports that the rabbit business is again on the gain after the serious loss a few months ago, when a dog got in among the rabbits and killed a good number of them.

Mr. J. L. Bauer has been appointed as our new Safety inspector on the Superior Division, and while we are all sorry to lose Mr. W. F. Esch, we know that we are going to have just as good a friend in Mr. Bauer.

We were all sorry to hear of the death of Engineer Paul McCormick, who died on February 14, 1929. Mr. McCormick had been ill for some time. Sympathy is extended to his family.

West H. & D. Items

"Doc"

REPORTS of broken rails still come in from the East End now and then. P. H. N. and his track force have had enough of this the past month to last them a lifetime. It would seem the rail contracted a species of flu. And a great time they all had trying to find the cause of it all. First it was a flat car wheel and everyone from Hades to China and back again were looking for the offending car wheel with an overgrown flat spot that did the mischief. Trainmen and carmen swore by all that's holy, that no car did any such hammering while it was in their charge. Roadmasters were equally vehement there wasn't

a darned thing the matter with their track. Enginemen were quaking in their shoes wondering when their iron horses would take to dirt; but the broken rails were being found and reported day by day. Section foremen were having nightmares. Gosh! It was a hectic time. Then someone was struck by the bright thought that a car wheel could not make such a series of breaks so far apart as occurred at some points. He figured it was a locomotive driver and none else. Ye gods! And then the roundhouse foremen, master mechanics and enginemen got theirs. First this engine then that one was reported, held up and examined for flat spots. They were O. K. Hah! There was one. "Hold it for inspection" came a wire. The tires were off and replaced. "Hold it" came another wire, "until the big boy from Milwaukee gives it a thorough examination." He passed judgment. O. K., says he. That engine was O. K. too. All leads were run down to naught. And still a broken rail was reported every now and then. Well, what the heck was it? Who knows for a fact? Can someone find a spiritualistic medium that will go into a trance and deliver the goods? Anyway, the breaks are promptly found and the proper remedy applied, so we feel fairly safe. Rap on that table, will you, partner?

Oh, sweet Sunkist oranges of Miami! No. They're grown in California, are they not? What I was going to exclaim about is the unusual length of the severe cold weather we have just experienced. No, the snow did not bother us much. R. E. S. claims he didn't even get his plow properly scoured up on the Fargo Line. But the cold certainly put a damper on the perishable freight business. The Aberdeen freight house simply shut down on the wholesale houses until outside points were on the verge of digging down through the snow to sod for the necessary green goods to substitute for the missing spinach. When the temperature did get high enough to permit loading during mid-day, the force worked at top speed to load as much as possible and close up before the mercury again fell to the depths prohibiting acceptance of perishable goods. Agent Weisbecker and W. W. & I. B. Morgan, on the 24th of January, thought they did a fine day's work. They loaded everything offered in a short few hours, and inspected every blamed shipment before allowing it to be loaded into nice warm cars. They swear every last item was O. K., too. But Old Man Frost got there somehow in spite of heaters and warm cars. Some agents not so far from Aberdeen, found frozen goods as soon as they entered the car. They said so. Well, no one has called anyone else a liar as yet. But frost does find a way at times. One consignee up a branch line, claimed a whole box of canned goods were frozen solid, on which the shipper specified "Box Car Service." Even the agent couldn't find heart enough to argue with him to attempt to salvage some of it, so the whole mess was dumped. The wholesalers claim freezing will not damage canned goods with the exception of tomatoes, sweet potatoes, pumpkin and one or two others. A chance for some more argument as the consignees won't believe it. It looks as though someone had to be shown. The moral for the R. R. men is, of course, to comply with the instructions in regard to perishable freight, and then some. In other words, play safe the best you know how. Watch the perishable.

The past two days the weather has moderated greatly, and the wholesale people are feeling good at getting their held-up stocks off their hands and out to their cold-bound customers. Now, look out, you agents! Here is another chance for you to exercise your efficiency in checking and recording of perishables that are not just what they ought to be when

delivered to customers. Keep right after those shipments and know just what they are when received and when delivered.

And speaking of playing safe—Ray Hoefs has caught the habit. He calls up the local departments and wires all the bulletin board points bright and early each morning—daily except Sunday—handing out the latest in Safety First slogans, and informing all the boys how many have been injured during the current month to date, if there were any. Ray even got so enthused he tried to crowd the dispatchers off the wire in preference to train orders. Well, we are doing fine, anyway. Those sleety, slippery days of spring are about here, boys, so watch out.

Has anyone seen Kelley? No? Well, has anyone seen the superintendent? If you haven't, walk right up. He has a nice, new thick carpet on his office floor. It is very nice and soft and thick. Designed that way especially to let you down softly and quietly. No one has yet experimented with it just that way officially. Agent Bill Nye was a little previous and did not benefit by it. He had to use the old carpet, and it was worn and thin. Not much better, in fact, than the bare floor. Bill intimates, however, he will try the new carpet in the not very distant future—to walk in and shake hands with P. H. N. and show him that his station has been 100% since his last visit.

Before closing for this month's issue, would like everyone to know we did unusually well in reduction of freight claims the year 1928 as compared with 1927. The claim payments for 1927 were \$1,009,538.16, showing a ratio to freight revenue of .77%. The claim payments for 1928 were \$860,515.90, showing a ratio to freight revenue of .615%. The amount in claims filed, of course, was much greater; nearly a quarter of a million reduction in this item. But we had to pay some of them. No getting away from that. The campaign of Claim Prevention and reduction of Claim Payments everyone on the division participated in the past year, has shown results, and we can not be said to be going strong yet. A lot of the fellows thought all the things done about prevention of claims was just gush; that handling of all the O. S. & D. reports back and forth was B. S. If it was, it has shown results in reduction of claim payments. Quite a number of stations show few or no claims filed where there used to be many. It looks very much as though everyone was getting into the game.

Kansas City Division

K. M. G.

ON January 20 we had a special train, consisting of ten cars, with the Good News Company, from Kansas City to Milwaukee, which was handled over the Kansas City Division on schedule.

Thursday, January 31, a dinner was given at 6:30 in the evening, at the home of Miss Jerry Long, by the young ladies of the superintendent's office, honoring Mrs. Leona Wittenmyer, who resigned from her position as stenographer and file clerk. She was presented with a gift. Mrs. Cecelia Dunham, of Waterbury, Conn., formerly an employe of the superintendent's office, was also a guest at the dinner.

Lester Shinkle, one of the old-time roundhouse employes at Laredo, has been laid up for some time an account of illness. We wish him a speedy recovery.

On the night of January 30, the Brick Hotel at Laredo, was destroyed by fire. The Milwaukee train and enginemen, working on the Middle and West Division, made this hotel their headquarters while at Laredo, and the destruction of same is a loss to them.

Flossie Lipp, roundhouse clerk at Coburg,

has been elected to the office of president of the Kansas City Milwaukee Women's Club.

Harold Burnaugh, formerly trainmaster's clerk, Kansas City Division, now serving as secretary to the general traffic manager of the D. & R. G. W. R. R., Denver, Colo., visited at the office of the superintendent on February 4, and renewed acquaintance with many of his former Milwaukee associates.

Edgar B. Sutton, 71-year-old Milwaukee Railroad conductor, died at the Ottumwa Hospital on Sunday, January 27, of pneumonia, after an illness of five days. He had been in the service of the Milwaukee Railroad on the Kansas City Division for forty-seven years and had lived in Ottumwa for twenty-four years. Funeral services were held from his residence, 727 West Fourth street, Tuesday afternoon at 2:30. The remains were taken to Marion, Iowa, where short services were held on Wednesday morning, following which his body was placed in the family vault there. Mr. Sutton is survived by his wife, one daughter, and one son, who have the sympathy of their Kansas City Division friends.

The following was written by Agent Calvert, Ottumwa, to the memory of Engineer Ed. Sutton:

Farewell, Brother Edgar,
God has issued the last call;
Thou hast answered with thy spirit,
As decreed must come to all.
Thy virtues we shall ever cherish
Thy knightly honor shall live on;
Thou shalt never be forgotten,
Though thy earthly mould is gone.

Mrs. Ilee Allen, comptometer operator, just returned from a two weeks' vacation, part of which was spent visiting with relatives in Kansas City, Mo.

Ivar Carlson, chief bill clerk at Ottumwa freight house has been assigned to the position of trainmen's timekeeper, superintendent's office, succeeding Lola D. Smith, who has been appointed file clerk and stenographer.

Engineer J. N. Maybanks left on February 1, for quite an extended trip through the southern states, visiting in New Orleans, Vicksburg, Miss.; Hot Springs, Ark.; Natchez, Miss.; and Viadalia, La.

Engineer Virgil Glore has also migrated to the southern country to abide until spring. He is visiting with his daughter at Oklahoma City, where he will remain until March.

IT'S GONE—WHAT?—Ed's mustache.

Sparks from the East End of the Electrification

Adolph C. Knudson

HERE it is time to tick out "Sparks" again, and, the holidays being over, with five weeks of real winter weather thrown in—for good measure (?)—folks haven't been traveling very much; so there is not a great deal to write about. However, I'll scratch up what items I can and send them in.

Bum weather is what we surely have had. The mercury has become so accustomed to registering below-zero stuff that it seemingly can not get above zero. Severe as the weather has been, over the entire route, our crack passenger trains haven't been over five hours late, arriving at Harlowton.

Mrs. J. R. Beatson, wife of Linesman Beatson at Three Forks, and daughter Beatrice, spent several days here the latter part of January, visiting friends.

It is to wonder what caused our roundhouse blacksmith, Nels Erickson, to end up at the hospital at Three Forks when he left here fully intending to seek medical aid at Butte. Does anyone know? Is that nice nurse with the auburn hair still working at the T. F. Hospital?

Mrs. Arthur McCabe, wife of the cashier at

Avery, spent several weeks visiting relatives here. Machinist G. R. Nodson is out on the coast—as this is written—where he plans to remain for several months.

William Cullen, former chief carpenter here, but now of Lewistown, attended to business and called on friends here during the month.

Evidently figuring that while the head of the house is away she should be also, Mrs. G. R. Nodson and children are paying an extended visit to friends and relatives at Miles City.

Mrs. Andrew Matson of East Helena, spent several weeks at the home of her father, Car Repairer Frank William. The way Frank gained in weight while she was here was ample proof that she is a good cook.

And we now hail C. E. Steinhouser as agent, instead of acting agent or cashier, as heretofore. He received word of his appointment shortly before the first of February. We suppose Augie Bregc is to be cashier, and know for a fact that Harlan Lucas is day warehouse foreman.

John Koster, painter at the roundhouse, was called the latter part of January, to the bedside of his wife, who is ill at the home of a daughter, near Tacoma, Washington. Though still in poor health, she has recovered sufficiently to make it possible for John to be back on the job.

In the Store Department, we say farewell to the old and greet the new. Harry L. Stamp, who has been storekeeper here the past four years, was promoted, effective February 1, to the position of division storekeeper at Moberly, S. D. He has been replaced here by Mr. G. J. Ellis, who comes to us from Othello, Washington. While sorry to lose Harry, we happily greet G. J. E.

On the afternoon of January 14 an interesting and well attended Claim Prevention meeting was held here; Superintendent L. K. Sorenson being chairman of the session.

"Peppy"—that is the way to describe the Safety First meeting held here the evening of January 14. The attendance was just double that of the last meeting held here. As a result of the "Pep" shown by those in attendance, the spirit of "Safety First" is fast spreading and all employes of the terminal will soon be imbued therewith.

Superintendent L. K. Sorenson was chairman of the meeting and also made a fine talk on the subject. Others to make talks were our new safety inspector, L. S. Cunningham; H. W. Williams, assistant superintendent of motive power; E. R. Stevens, traveling engineer; and H. E. Riccus, master mechanic, T. M. Division.

Out-of-town folks present were: Superintendent L. K. Sorenson, Deer Lodge; L. S. Cunningham, district safety inspector, Miles City; H. W. Williams, assistant superintendent motive power, Tacoma; A. C. Kohlase, trainmaster, Three Forks; A. J. Busch, assistant superintendent, Bozeman; H. E. Riccus, master mechanic, Miles City; D. C. Rhynsburger, Division engineer; E. R. Stevens, traveling engineer; F. L. Tavenner, general foreman; C. A. Fox, general foreman, substations; J. O'Dore, signal supervisor; A. Jersey, roadmaster; all of Deer Lodge; and L. E. Neuman, district adjuster, Butte.

During the afternoon of January 15, Mr. Riccus, using "Safety First" as his topic, gave an excellent talk to the men of the Locomotive and Store Departments. He laid great stress on the importance of all employes attending Safety First meetings.

We now have live Safety First Committees composed of the employes of our Car and Locomotive Departments.

Mrs. William Almquist, wife of T. M. engineer, left the morning of February 3 for Minneapolis, where she will visit at the home of her mother.

Harry Wade, Jr., of the station force, spent several days in Billings. Upon his return he eagerly reported that he was married and then, just as eagerly, claimed he had only been best man at another fellow's wedding. We'll leave it to our readers to guess the straight of it. EXTRA!!! EXTRA!!! EXTRA!!! Just as we have these notes ready to forward to the editor, Nels came back from the hospital. He took one look-see at the blacksmith shop, found John F. Gallagher, a competent blacksmith from Miles City, on duty therein, and returned to Three Forks. More details next month.

Conductor and Mrs. Harry Wade have as their guest Mrs. Wade's mother, of the Coast.

Squeaks from the C. & M. Division H. E. W.

THE many friends and acquaintances of Veteran Conductor Thomas E. Bamber were shocked to hear of his death on January 16. Although he had been ill for some time it was not thought that his illness would be fatal. We all unite in extending our sincerest sympathy to his family and relatives in their hour of sadness.

Conductor Walter Emery has decided that the old Janesville Line can run without him and has taken one of the time freights out of Milwaukee.

The cold and snow of the past month has made business boom on the C. & M. and has brought out engineers who haven't run a freight engine in ten years or more.

Engineers Charles Byrnes and George McDonald and Fireman Martin have returned from a trip to Ireland and report a most wonderful time spent in and around the birthplace of their ancestors.

Brakeman Chas. Thompson was painfully injured recently by slipping on an icy stairway while on his way to work.

Conductor A. F. Drews has renounced his rights as a citizen of Rondout and has returned to Milwaukee and taken a job out of there.

Engineer Bill Ivens has been confined to his home for some time on account of illness, but we expect to soon see him back on No. 8. Hurry up, Bill, as the boys miss you.

Conductor "Spoo" Rohde is now planning his regular spring trip to California. Says he will soon be out with the rest of the movie stars.

Engineer Charles Falconer is now spending his winter vacation down in Florida's sunny clime. He don't know what he is missing. Someone ought to write and tell him how nice the snow is up here so he could enjoy himself more.

Our old friend, Conductor Hudson P. Jones, is progressing nicely after his recent illness and we look for him back on the job most any day. Come on, Hud, get back on the job, as you have been missed long enough now.

Second Trick Operator Dan Crowley, at Muskego Yard, is back on the job after a siege of sickness and the boys are all glad it didn't last any longer.

Veteran Conductors O. P. Taintor and James Sweeney have retired on pension to take a well-earned rest after completing more than one hundred years of service between them. Conductor Taintor entered the service on April 18, 1874, which gives him nearly fifty-five years, and Conductor Sweeney entered the service on May 10, 1881, which gives him forty-eight years of service. May they both live to a ripe old age to enjoy the fruits of a well-earned rest after a lifetime spent in earning it. We all wish them the best of health and happiness on their vacation.

Conductor Dan Burlingame, yardmaster in the Healy District, has resumed work after be-

ing on the sick list for some time. Glad to see you back, Dan, and take care so there is no relapse.

Well, well, well. It is no longer Brakeman Bailey on the way freight, but is now Conductor Bailey on the time freight, as Ed has taken a job running one of the timers.

Conductor "Brick" Stafford has been laid up for the past month with an injured hand, caused by having an automobile door closed on it.

Passenger Brakeman Manley was painfully injured recently while getting on his train leaving the depot.

From the reports going around we can expect to see some new conductors soon, as we understand some of the boys are going down for examination soon. Good luck to all of them.

General Office—Chicago Vila

MISS MARILYN McNICHOLAS, who had the misfortune to break her ankle the early part of December, has returned to her position in the Transportation Office. We expect to see her start to dance most any time now, since she has discarded her English walking stick.

"G. P. F.—Those of Us Who Do." Well, he went and did it—slipped on the ice and got himself all bandaged up. We trust that by this time his injured wrist is much better.

The Comptroller's Office was sorry to see two of its family leave the service last month. They are Margaret Hesler and Georgiana Willcox. They are succeeded by Miss Ruth Barrington and Miss Alice Sandberg from our Fullerton Avenue Office.

The sympathy of the Comptroller's Office is extended to Mr. Charles Salle in the death of his father, and to Mr. Elmer Linden, whose mother passed away.

MRS. MARGARET HESLER, of the Comptroller's Office, left the service on December 31, and while we miss "Peggy," we all envy her taking life easy in her pretty little home in Highland Park.

Mr. and Mrs. C. W. Florence were the guests of Governor Len Small at the most brilliant reception of the season, given in honor of the General Assembly at the Executive Mansion, Springfield, January 9, 1929.

News Film Service took movie pictures of the Governor and staff, also Governor-Elect Louis Emmerson and the guests present.

Iowa (Middle and West) Division

Ruby Eckman

MACHINIST LYLE HOES, of the Perry roundhouse force, had a broken thumb, which kept him from work during the latter part of January and the forepart of February.

Engineer I. J. Wolfe, of the Council Bluffs yard force, had a narrow escape from a serious accident, the latter part of January, when he was struck by a C. B. & Q. switch engine, while on his way to work. It was cold and Mr. Wolfe was pretty well bundled up. He stepped out of the way of a freight train and failed to notice the approaching switch engine, and was struck by the pilot beam of the locomotive. He was badly cut about the face and head, but otherwise uninjured.

Fireman Oliver Pearce, of Savanna, who fires one of the through passenger trains into Perry, passed out the cigars the latter part of January, when the news reached Perry, that he had been married on January 9. His bride was Grace Law, of Savanna. Oliver has the best wishes of his friends in Perry.

George Lyons, a Perry fireman, made his maiden trip as an engineer, in January, after

having been qualified to ride on the right side of the cab for eight years. George was promoted after having worked the required number of years, and while many younger men have made trips as engineers, he never happened to be the oldest extra man in Perry, when a vacancy occurred. He thinks now that the charm has been broken, there will be more work for him.

Miss Lina Wagner, daughter of James Wagner, of the Locomotive Department, and a sister of Jake, Frank and John Wagner, all of the Milwaukee family, was married January 14, to Mr. O. L. Dennis, of Detroit, Mich. The ceremony took place in Detroit. Mr. and Mrs. Dennis will make their home in the Automobile City, Mr. Dennis having gone there a few months ago, after having been employed as an automobile salesman at Perry. The young people have the best wishes of a host of friends in Perry.

The Perry depot is all that remains of the original buildings erected in Perry when the line was built through in the early eighties. The second to last landmark was torn down recently, when the building west of the M. and St. L. crossing, which housed the water works machinery, was torn down. When the roundhouse and yards were enlarged and moved west of the town, the roundhouse and other buildings in the east part of Perry, which could not be moved, were torn down, but the old water works building still stood. It was given away recently to the party who would wreck it and remove the bricks, and that work is now being done.

Several of the extra men from the Middle and West Division lists, were loaned to the East Iowa Division, during January and February, as that division had several work trains requiring extra crews in the pool.

Day Yard Clerk Marlow Stotts, of the Perry force, was off duty for some time, in February, on account of sickness.

General Roundhouse Foreman A. J. Kressen was called to Davenport, the forepart of February, by the serious sickness of his brother, Herman Kressen, foreman of the roundhouse at Nahant.

Mrs. Douglas Jones, wife of one of the veteran engineers at Perry, died at the family home, January 19, following a long illness. Mrs. Jones was about 65 years of age. She had suffered from stomach trouble for about three years. An operation brought temporary relief, but the trouble again appeared. Besides the husband, Engineer D. Jones, a daughter and three sons survive.

Machinist Elmer Swanson and Ed Krull and Boilermaker W. J. Barth, were all in Ames, during January, to attend the short course in electric welding. The state college had a demonstration for three days, which was open to all mechanics, and the Perry men took advantage of their opportunity to get some new ideas about the work, which will be put into practice in the Perry roundhouse.

The signal department, on the Iowa Division and the C. N. W. as well, had a job of repair work, the first of February, as the result of a truck driver trying to use the main lines for an automobile highway. The driver drove three directions over the interlocking plant at Slater before his truck was overturned, and he had to abandon it. Considerable damage was done to the interlocking plant.

Machinist Orin Lutze's wife received honorable mention for a Tabloid Book Review, which was published in the Sunday edition of the Des Moines Register, recently.

Conductor A. J. Fuller has been trying for some time to find out just what kind of milk is worth \$2.00 per quart. A. J. had a Rabbi for a passenger recently. The man had boarded a C. N. W. train at Omaha in error and in his

haste to leave the train at U. P. Transfer he forgot his bottle of milk, which he had placed in a water cooler. As soon as Milwaukee No. 41, on which he was ticketed, pulled out the man started fussing about the lost bottle and Mr. Fuller had difficulty in keeping him pacified until the train arrived at Tama. Arrangements had been made for agent Tanner, at Tama, to meet the North Western train, get the milk and get it to our train. The Rabbi insisted that the milk was worth \$2.00 and would not be satisfied with any offer of substitution of Iowa cow's milk.

Conductor Fred Bolender is now a business man as well as a railroad man. He recently purchased a restaurant at Manilla, which will be operated by his son.

Raymond Smithson, the eleven-year-old son of Brakeman Albert Smithson, had both legs broken in an auto accident. Raymond has been helping George Mullen on the milk route, and was riding on the side of the milk truck when a passing truck skidded on the icy pavement, and caught the lad between the two trucks. Both legs were broken in three places. George took the lad to his home and is giving him the best of care.

Mrs. R. W. Dennison, of Tacoma, Wash., has been visiting relatives and friends in Iowa, for a few weeks. Her husband, who is now employed on the lines west, was, for years, in train service on the Middle Division.

Monday, February 4, Jack Richardson, son of Engineer and Mrs. A. L. Richardson, and Miss Fae Stevenson, were united in marriage. Ardis Rawson, daughter of Engineer Rawson, and Lloyd Riffle, of the B. and B. Department, were the attendants. Jack is now in Milwaukee, completing his apprenticeship as a machinist, and the young people will make that place their home until he completes his time.

Tacoma Shop Notes

"Andy"

THE weather man must have been getting his schedule all mixed up in dishing up Coast weather for the past month. He must have got it mixed with his North Pole recipe, and we like it—Brrrrr ho-o-w-w-w-e like it! Anybody can get a skate on now, cheap skates, too. We even had to put anti-freeze in our ice box.

The other day a terrible noise was heard on the flats, and many were the opinions advanced as to its source. Some thought it was a Lima engine coming up the track with a flat tire, others claimed it was a road scraper, yet it sounded like the loading of scrap iron, but we soon found out that it was only Ernest Larson driving in with his Clover Leaf model Overland, Serial No. 1.

The question of grape fruit, or morning showers, seems to have again ripened. Mr. Brewster still maintains that they grow individually such as lemons, oranges, apples, bananas and cucumbers, in spite of the fact that encyclopaedic records inform us that they grow in clusters like grapes and women's clubs and other man-eating vegetables. Brewster's latest eye witness in favor of the independent grape fruit is Rosemary Sullivan, whose photo will not be found on the last page. The aforementioned witness claims that on her recent visit to California, she personally, without cause, complaint or favor, plucked one (grape fruit) and informs that they grow very similar to the Citrus Aurantium and the Citrus Limonium—now if such is the case, from whence did they derive their name. They don't smell like them, look like them, taste like them, can't wear a cluster of them on your hat, unless you have a different size collar, and pyramids with shoes on, like Jim, so we are still in the dark, or like the fly in a barrel of molasses, we are stuck, so any reliable dope on this subject is invited.

Life is now one path of roses for Ingvald Johnson, for he recently became the proud papa to a baby girl. Cigars and candy were of course passed around, and we all offer our congratulations and best wishes.

Mr. P. B. Strickland, the new adjuster in this district, paid us a visit, so now we are all adjusted. Mr Strickland has taken Andy Bullwinkel's job and Andy has gone to Spokane.

Wallace Durham, boiler inspector, is on the sick list and we hope he is better soon.

Louis Grant, the night shift counter jumper for the Stores Department, had the pleasure of being arrested the other night on suspicion. While waiting for a street car to take him home following a visit with his lady love, the police wagon drove up and gave him a lift. It appears that a burglar had been active in that neighborhood and Looney being the only person in sight of the officers, he was picked up, but what burned Looney up was the fact that his efforts to prove his identity were all phooey, and his opinion of the department of safety was expressed in terms we are not permitted to use in this column.

Evidently Dick Nofke's car has quit running on its reputation, for we saw him recently with a can headed for a gas station, at least we assumed it must be a gas station, for there are no saloons and we are too far from the Canadian line for government stores.

Since Jim the messenger put rubber heels on his pavement pounders, we will have to change his nickname from "Thundering Hoofs" to that of "Pussyfoot Jim." The improvement is quite noticeable, he does not shake the building near so much when coming up the stairs. Jim is also loud in his praise of his old home town, "Eagle Gorge," in fact he was the one that took it off the map, and what's more he did not even let them put it on the map—Jim can tell of many thrilling adventures at Eagle Gorge, where he is affectionately termed as "Two-gun Jim."

"S. C. D. Notes"

F. B. H.

ROSE HYKES (formerly Rose Schultz, of this office), gave a very lovely dinner-bridge, and invited several girls from the S. C. D. office. Rose's dinner was delicious and I'm sure she knew that we enjoyed ourselves. We went out right from work and we swooped in there like a pack of hungry wolves—ate as though we hadn't seen food for at least eight hours (which deduction is about right). Bernice won first prize and May won second. We all vote that Rose is a very charming hostess.

One Sunday in January, Walter Stark was playing the part of the good Samaritan over at his church by helping to move a piano, when a sliding door slipped and hit poor Walter on the head. It was necessary to call a doctor, and he put four stitches in Walt's head. However, he was able to come to work on Monday. If Walter were absent from work, we would surely have cause for concern. He is a regular Old Faithful!

Julia has been all agog for two weeks—she and her Amos are going to the prom, and Julia has been more than busy getting ready. She has a gorgeous white outfit, and has even had a henna, which is becoming. Well, I'll bet she will look real sweet. Wish we could all peep in at the Barrow's home before they leave.

Ralph Haslam went to school last Thursday and was sent home because he was sick. Now that's what we call tough luck—wonder if Ralph does?

Charley Kreil gave us a big surprise, the other day, by coming in with new glasses. Now all the girls are telling him how pretty he looks.

Leona Schultz gave us a still greater surprise by coming in about eight minutes late one morning—really, we could scarcely believe our eyes, for Lee is never late. Then on top of that—she didn't show up at all on a certain Tuesday. She says she went to Chicago on business for the Women's club. Well, all we can do is take her word for it, and it's usually pretty good, still we sort of wonder if there wasn't a little monkey business.

Bernice was showing Leona some snap shots of herself—one was especially cute and Leona asked Bernice why she posed that way. Then Bernice had the nerve to say she was trying to act silly, but didn't know how. Now, can anyone beat that?

Eddie Geis followed the fashionable crowd and caught the flu, but we are glad to say he has fully recovered and is back at work.

Most everyone is talking about Good News, the show that was here for two weeks, and all who saw it enjoyed it to the utmost. While we are on the subject of Good News, it reminds me of ours. We have hot coffee every noon and most delicious coffee, too. Mrs. Gregory makes it. For years we've been choking down dry sandwiches, and we all agree that this is something to be thankful for, AND WE ARE.

Seattle General Offices

D. H. B.

A TARIFF has just been issued for the 1929 season of the Milwaukee Road Bowling League, applying at Seattle, Washington. The league, of which D. T. Peck is president, and M. Notske is secretary and treasurer, has the following teams:

1. Vice-President's Office.
2. Ocean Dock.
3. Transportation Department.
4. Local Freight House.
5. Engineering Department.
6. Yard.
7. Depot Offices.
8. Land and Tax Departments.
9. Passenger Department.
10. General Freight Department.

On every turn one hears conversation about bowling and the preliminary workouts that are going on. Lunch time has now become something more than a time for lunch.

The first games of the season are to be played on January 21, with all teams in action.

Mrs. Ferris has returned to the Legal Department, from which she has been absent for several months.

We have the name Gladys Atkinson on our pay roll now and discover that it is our Gladys Rasmussen, who was married several months ago, although she has just recently let us know about it.

Ruth Hammerslaw's many Milwaukee friends are sorry to hear of her illness.

There have been several changes in the Seattle General Offices. Melvin Lervold has gone from the vice-president's office to the Transportation Department, replacing Roy Hurd who now has the night shift of the Transportation Department's new 24-hour schedule. Reynold Olsen, formerly of the Traffic Department, is on the evening shift. Earl Beacock has moved from the general manager's office to the vice-president's office, and William Murphy (belonging to the same family as Leona) has taken his place.

Athletic News from Seattle

THE Milwaukee Bowling League got under way on January 21st, at the new alleys of the Seattle Recreation Company. Twelve teams representing various departments in Seattle have entered the league. Departments located below Yesler Way are well represented with

four teams, the freight house, ocean dock, yard office and the oil dock.

The Transportation Department have been getting much publicity from the fact that they have a "Shut Eye Ball" artist, but Ocean Dock is not to be outdone by them, as they too have an artist in none other than Louis Weigand and his famous "Hook and Eye Ball."

On January 28 ocean dock took two out of three games from the Transportation Department. The duel between the "Shut Eye" and the "Hook and Eye" artists was one of the features of the contest. Both are of the "Steam Roller" type, and the next meeting of the teams is looked forward to with much interest.

Martin Notske's "Mud Hoppers" took two out of three from the depot offices while the freight house was doing likewise to the Engineering Department. If the oil dock boys can perk up a little the folks down at the freight house will keep in the limelight in the league standing.

Agent W. H. Campbell drew a "Charlie Hoss" and on advice of counsel is now congregating among the spectators on Monday nights.

Illinois Division

M. J. S.

THANKS to our stationary firemen at Savanna for the comfortable atmosphere at the superintendent's office during the extreme cold weather during January and fore part of February.

Lynn Castle, assistant chairman and secretary-treasurer of the Brotherhood of M. of W. employes, former B. & B. foreman at Savanna, with Mrs. Castle, visited at Savanna, January 21, at the home of Mr. Castle's brother, Engineer J. P. Castle, and wife.

Transit Clerk Virgil Tyler, and wife of Savanna, are the parents of a daughter, born at the Savanna Hospital, February 4. Congratulations are extended.

Miss Doris Calehan, file clerk, superintendent's office, attended the funeral of her aunt, Miss Belle Calehan, at Dubuque, February 9. Miss Calehan died February 7, at the Finley Hospital, after an illness of about a year. Interment was made at the Linwood Cemetery at Dubuque.

Henry Hurd, former engineer on the Illinois Division, now traveling for a wholesale concern at Minneapolis, visited at Savanna recently, on his way home to Minneapolis, from a business trip to Rockford and Chicago.

The caller at Savanna roundhouse, Wilbur Lartz, and wife, were pleasantly surprised the evening of February 6, by a number of friends and relatives, the event being their first wedding anniversary.

James Philip is the name of the little stranger that recently entered the home of Instrumentman Jos. Skelton, Engineering Department, Savanna, and wife. His birthday is January 31. Congratulations are extended.

Freight House Storekeeper, Maynard Dunham, wife and little daughter, Jacqueline, of Sabula, visited at the home of Rail Mill Accountant H. Jess, and wife, at Savanna, January 25. The occasion was a birthday dinner, celebrating the birthdays of Mr. Dunham and Mrs. Jess. A further coincidence is that just seven years ago, one cold day in January, while walking across the ice in the big Mississippi pond, from Sabula to Savanna, Hans "fell in" (through an air hole), and Maynard "pulled him out." That proved a chilly day for both, but "warmest regards" have been held for each other ever since.

Harold Homedew, former C. M. & G. clerk, at the superintendent's office, Savanna, has accepted the managership of Montgomery Ward retail store at Columbus, Indiana.

John Herring, of the rail mill, who was quite ill at his home, has recovered sufficiently to return to his duties again.

Paul Hammerstein, injured machinist, Savanna roundhouse, and wife, have gone to Los Angeles for a few weeks' visit, at the home of Mr. Hammerstein's sister.

Machinist Marion Lund, of Savanna roundhouse, and wife, are at Hot Springs, Ark., in the interest of Mr. Lund's health. His friends and co-workers hope for his speedy recovery.

B. & B. Department Employee Fred Horner, of Lanark, who had his right hand injured some months ago, in an accident while on duty, is slowly improving. He has been placed in charge of the water treating plant at Kit-tredge.

Freight House Check Clerk Warren Jamieson attended a meeting of Chapter of Illinois Fourth Division Association, held at the La Salle Hotel, January 30.

Brakeman Harold Feers, and wife, of Savanna, are the proud parents of a son, born January 20, at the Finley Hospital, at Dubuque. The lad has been named Harold, Jr.

Dubuque Division Passenger Brakeman Geo. Mahood, of Savanna, is resting as easily as can be expected, from his recent injury, when he fell on the icy pavement, and broke his knee cap. Mr. Mahood was recuperating from the influenza when the regrettable accident happened.

Mrs. Albert Kramp, wife of Hostler A. Kramp, of Elgin, visited at the home of Engineer J. P. Kindell and wife, at Savanna, recently.

Mrs. J. J. Flanigan, wife of Davenport Terminal Trainmaster J. J. Flanigan, passed away at her home in Davenport, February 9. She had been failing in health for over a year and her condition was more critical for the three months preceding her death. Mrs. Flanigan was well known in philanthropic and charitable organizations in Davenport, and worked with untiring effort, until ill health forced her retirement. Mrs. Flanigan was also contralto soloist for St. Anthony's Choir at Davenport for a number of years. The surviving members of the family are, her husband, one sister, Miss Lillian A. Buxler, and one brother, Engine Foreman, Davenport Yard, Jos. A. Buxler.

Congratulations are extended to B. & B. Carpenter Frank Wires, and wife, of Savanna, on account of the birth of a daughter, Saturday, February 9, at Savanna.

Sympathy is extended to the family of Jas. Carey, on account of his death, January 25, at Savanna. Mr. Carey was 59 years of age and employed at the Car Department, as box packer, for a number of years. Funeral services were held at the Savanna Catholic church and the cortege left Savanna by automobile, for Galena, where burial was made in St. Michael's Cemetery.

Mrs. Winnifred Brown, widow of deceased Engineer Chas. Brown, of Elgin, accompanied her daughter, Mrs. H. Stenwick, of Elgin, to Mayo Bros., at Rochester, February 1, for an operation.

Engineer O. T. Bush, and wife, of the Dubuque Division, were guests at the home of Rail Mill Accountant H. Jess, and wife, at Savanna, January 22. They were returning to their home in Dubuque from Iowa City, where a specialist was consulted in the interest of Mrs. Bush's health.

Mrs. B. W. Schmidt, wife of Conductor Bernie Schmidt, attended the funeral of her cousin, Mrs. Minnie Perrin, held at Flora, Ill. Interment was made at the Belvidere Cemetery.

Bill tells that Lillian Crowley went into Chicago about two weeks ago, and about fifteen new brakemen have come to Savanna since, to hire out for work as brakeman!

Winter house-cleaning at the superintendent's office, January 30. Happy and Irvin donned the overalls, and the work was thoroughly "donne," judging from the looks of them. All files cleaned out and dirt chased away, to be sure.

C. M. & G. Clerk Lloyd Heisler, received a special delivery letter from "Her," and the next day took sick with the flu. Sorry it affected you that way, Lloyd!

Chief Clerk Jim Tigerman and Chief Timekeeper Wm. Wires, of the superintendent's office, attended a timekeepers' meeting at Chicago, January 24.

Freight House

We are glad to have Oscar back with us again, after his recent illness.

Bughouse Fables:

Schmidel carrying out the ashes.
Nelle at home one night.
Rusty shaving once a week.
Mickey without his dog.
Bill with a bad disposition.
Rudy carrying in a pail of coal.
Mil getting up without an alarm.
Sheik Crowley coming to work without falling down.
Mr. Gray getting his full quota of exercise.
Virgil getting a whole night's rest.
Rudolph has also returned to work after his recent operation.

"Out Where the West Begins"— Trans-Missouri Division

D. H. A.

WE regret to write of the death of Mrs. Paul Byington, who passed away on January 16, from flu and complications. Mrs. Byington leaves to mourn her loss, her husband, five children, her mother, father, brother and sister. Funeral services were held at the Congregational church on Sunday, Rev. E. H. Holman of St. Paul, officiating. Rev. Holman was an intimate friend of the family during their stay at Marmarth, and came here especially for the services. She was laid to rest in Greenwood cemetery. Sincere sympathy is extended to the bereaved family.

Mr. John Tankoff, section foreman at Hettinger, is suffering from rheumatism, and was brought to the Moberge Hospital, for treatment.

Mr. H. F. Love, general chairman of the Brotherhood of Railway Clerks, spent a day in Moberge on business.

H. W. Williams, of Tacoma, superintendent of motive power, and H. E. Riccius, of Miles City, division master mechanic, transacted business in Moberge, last week.

A daughter was born to Mr. and Mrs. Irving Rudolph, of Evanston, Illinois, on January 1. Mrs. Rudolph was formerly Miss Helen Farquhar, of this city. Mr. and Mrs. Farquhar are the proud grandparents and Mrs. Farquhar has gone to Evanston to get acquainted with the new granddaughter.

Paul Nylen would like to know just what Mrs. Middleton meant, when she told Ernie Rinderneck, "Your opportunity has come." SH! It was just a magazine.

Mr. C. J. Vincent, agent at Regent, N. D., and wife, passed through Moberge, enroute to Seattle, and points on the West Coast.

Miss Besse Swanton, general clerk at the freight office, is spending her two weeks' vacation visiting friends at Helena, Mont.

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

Ann Anderson, Leona Kellaher, Doro Anderson and Min Brekke spent the week-end at Aberdeen.

Larry Hourigan, our musical trucker, has returned from his trip to Los Angeles, and reports a wonderful time, says the weather there

is like our July weather and he almost broke his arm carrying his overcoat around. Has lots of new ideas for dance music, so watch Hourigan's Derby's go, from now on.

Miss Wilma Kern, of Harlowton, Mont., spent her Christmas vacation with her Moberidge friends.

Herman L. Farr, of McIntosh, formerly a fireman on the Milwaukee Railway, passed away at an Aberdeen hospital, on January 12, death resulting after a nasal operation. Mr. Farr is a son-in-law of Mr. and Mrs. E. J. Rinderneck, of this city. His remains were taken to his old home at Madrid, Iowa, for burial.

Our Popular Storekeeper E. G. Grisius, has been transferred to Sioux City, Iowa. Mr. H. L. Stamp, of Harlowton, Montana, has come to take his place.

Our Perishable Freight Inspector Philip Johl, is now gone on the "soup route," having had all his teeth extracted. He was compelled to take a few days off, and his place was filled by Chief Inspector D. S. Westover of Spokane.

We are glad to know that Bert Doud, who was ill at the Moberidge Hospital, has now fully recovered.

Earl Stevens and Frank Ginthner are now employed as truckers, at the Moberidge freight house.

Conductor Louis Scheifelbein, who has been under the weather lately, has gone to Miles City, to go through the clinic there. He was accompanied by Mrs. Scheifelbein.

The Krueger Ice Company, of Aberdeen, are busy filling our railroad ice house here, the ice being shipped here from Ortonville, Minn.

We are sorry to hear that Agent DeLa Hunt of New England, has again gone to Rochester, for treatment. His position as agent is being filled by Pete Collins.

Bob Chase has bid in Walker permanently, and will move his family there, in the near future.

John Baum has fully recovered from his siege of flu, and is now back to work, in the freight house.

"Ding" Childers, our popular cartoonist, has been on the sick list, and absent from his duties for several days.

Traveling Auditors F. L. Otto, of Miles City, and F. H. Langer, of Aberdeen, checked the Moberidge freight office and ticket office, on January 22.

We understand the car toads waited until the wrecking crew was called out, then they put on a big party and feed, invited their lady friends and entertained them royally. How about it, Arvid and Jake?

We are sorry to know that Ed Harville is laid up with a game leg, and will be unable to work, for thirty days or more.

Refrigerator Blues

The Wallflower

March winds—

Bring April showers,

April showers

Bring May flowers.

May flowers for

June brides—

? ? ? (Rosie, hoz abot dot bran noo spaklar you warink?)

Welcome to our department, Donald Youngs! The girls of the Pass Bureau well may sigh for the loss of their spick and span "Don." Don—his nickname, but in truth a title that fits like a glove, for don't ye think, girls, that he can step smartly along side Don Juan and Don Quixote? He has the features and smile of Geo. K. Arthur, screen comedian and humor to match the antics of the screen's gloom chaser.

Congratulations! We've heard of the Franco-German peace pact but here's another—the German-Irish peace pact; in other words, congratulations to the bride and groom—Mr. and

Mrs. Lloyd J. Moore since the seventh day of February, 1929.

On the wedding day all was serene until Lloyd's "Velie" refused to navigate when leaving the church and the boys had to push it back home. (Lloyd will crown the fellow yet, who put his car out of commission.)

WISE CRACKS

Party calling (slightly ruffled): "Oh, has Mae gone; how long ago?"

Chief Clerk: "Well, it's one minute after five and she's gone two minutes."

Bob: "Is that Yates calling?"

Claude: "No, I can hear this guy."

Promise of Spring: Ellie says she's heard Tony ravin' about the horse races.

Pink tea and sweet cookies are not the only things served at Afternoon Tiffin any more—hot tongue and cold shoulder have been added. Ask Rosie, she knows.

East H. & D. Division

Maude Hamlin

FROM all reports and indications, we should have an early spring. The old ground hog did not see his shadow and Easter is early, so get your spring finery all ready—it won't be long now.

Got a brand-new clerk in the trainmaster's office, A. E. Maloney by name. He came from Fargo, and took up the reins of office February 1, taking the place of Julian Sauvegeau, who returned to Fargo, where he accepted a position in an insurance office.

Ice cutting at Ortonville is all finished, and some mighty fine carloads of this commodity were shipped out. Storekeeper Jay Gove, was on the job, during the ice harvest, and reports the ice as being of nice thickness and clearness. Our ice house at Monte will be filled in a few days—ice is on track now.

Division Engineer H. C. Blake spent several days in our office the first of the month, checking up bridge and building work with Chief Carpenter Wolff.

This is the season of heaved track, rough roadbeds and dry cisterns. The last item has caused much trouble and inconvenience to some of our more delicate skinned enginemen. It is easy to procure a toilet-water substitute for a shave or wash, but it is a more serious proposition when they have to consider a daily bath. Now if Mr. Krueger had only dropped some of the above mentioned ice into that cistern things would have worked out O. K.

Engineer Steve Brophy is now sojourning in the sunny clime of California—basking in the beautiful sunshine and the smiles of the natives. Have been informed that he contemplates purchasing a villa near the wild sea waves, and is at the present time busy looking for a housekeeper for said villa.

Yours truly spent a very enjoyable week-end with the former H. & D. girls at Aberdeen. Makes a body feel sort of lonesome when they get back, seems if.

Lots of snow this last month—in fact, I guess our weather in January, was about as severe as anyone can remember around these parts. Below zero weather was a daily occurrence and we sure had to go on high all the time to keep from freezing.

Wish to make a slight correction on my notes of December, wherein I stated, that brakeman Frank McAvoy, was married. Well he wasn't, and in talking to Frank, recently, he assured me he still retained his single state, and it was the rheumatism that made him look so crabby, not marital difficulties.

Informed that Ben Bishop has been searching all the sporting goods stores for a 16-gauge choke, 12-gauge bore gun, as he was informed there was such an animal and that it would sure bring in the bacon. To date he has not been successful, however.

We clerks are anticipating a day in the cities on the 22nd, as it is one of the seven, you know, and it wouldn't be right to spend it at home.

Wilfred Towner, who suffered a serious accident some time ago, resulting in the loss of part of his right foot, is now able to be about with the aid of a cane, and made a trip to Minneapolis, to have the correct sort of shoe made for his injured member.

Storekeeper Arthur Lowe, has been quite seriously ill for the past month, being confined in the Montevideo hospital, since the middle of January. At this writing, however, he is reported getting along nicely and is expected to return home the last of the week. He is being relieved by Mr. Jackson, of Aberdeen.

"Heinie" Stromquist and Walt Bowman, have changed places recently, and you can now see Walt taking care of business during the day time and vice-versa.

A lot of interest is being displayed in the different slogans on "Safety First," the said slogans being submitted by various employes. 'Course we can't all win first prize, but we can watch the issue of "Safety First," and put our division at the head of the list.

At the Cross Roads of the World

Roberta Bair

JOHN R. MAHALEK, who has been chief clerk in Bedford freight office, is to report in Chicago, Monday morning, February 18, to be given a trial as Traveling Auditor. Mr. Mahalek was with the Southeastern in various clerical positions. He started as messenger boy at Terre Haute, December 1, 1912. John is a very popular and capable young man, and we wish him every success in his new position.

Many communities are being benefited by an organization of their shippers and railroad representatives. With the thought of securing similar benefits, an organization of this kind is being formed in Terre Haute. The organization meeting, will be held in the Terre Haute House committee rooms at 7:30 p. m., Tuesday, February 19.

Safety First Meeting was held in the Women's club rooms, January 21, at 7:30 p. m., with some 68 in attendance. At the close of this very interesting meeting, the ladies of the Women's club served doughnuts and coffee.

Mr. J. F. McConahay, our former signal supervisor, now of Milwaukee, Wisconsin, paid us a visit, January 21.

Mr. T. I. Colwell, of the assistant superintendent's office, is sporting a new Buick sedan.

We are glad to hear of the improved condition of our former Superintendent A. J. Elder's little daughter, who has been quite ill with scarlet fever.

By the time this is published, Valentine Day, Ground-hog Day, Ash Wednesday, Lincoln's and George's birthdays will have departed, and no doubt, we will all feel better for it.

Mrs. T. N. Walters, wife of our assistant division accountant, underwent an operation at Union Hospital, the first part of February, and we hope she will soon have recovered her health.

West Clinton

Talleydale mine, which is located in the West Clinton district, is the largest mine operating in this section, at the present time. The records show that this mine produced more tonnage during the month of January than any other mine in the state. With over 3,000 tons per day, the mine works every work day, employing hundreds of men.

The West Clinton office receives billings, from the mine, three times each day, and both the Bledsoe and Coal Bluff Mining offices, have very genial and efficient office forces, always willing to cooperate with the railroad.

We are indeed proud that "Talleydale" is located on the Milwaukee Road.

Spring is just around the corner and Joe W. has almost paid for his overcoat.

Conductor H. J. Kutch has been on the sick list for several weeks. We miss him and wish him a speedy recovery.

Sympathy is extended to Paul Ritter and family in the death of their little son in January.

O. W. Tindall, clerk, had quite a battle with old man "flu" the first of February and was confined to his home for several days.

Frank Hunnicutt, of the Car Department, was reported sick the middle of February.

The G. Y. M. wants to know who sent him that valentine.

We are looking for H. T. McCown to drive out in a new Buick any day now.

C. H. Dietz is supporting a new Essex. Herb had a good car, but he wanted more speed and also liked a lower radiator cap. He won't be able to get married for another year now.

And we hear that Jos. Wright has the "New Car Fever."—That means a new car.

The agent at St. Bernice is A. A. Danner. Who does his work in an A-1 manner.

F. C. Stephenson, sheik, pugilist and clerk, is back from Terre Haute freight office and working here.

Geo. T. Dunbar, of the Central Inspection & Weighing Bureau, was here the 2nd of February.

Car Johnny: "Well, what do you know?"
Yard Clerk: "Oh, I know that the world is round and all the people are square."

Conductor Wallace Jordan is the proud father of a baby girl, born the first part of January.

J. C. Davis, foreman at the Car Department, was back at work the first of January, after a very severe illness.

Marion Davis is back from a short vacation in Chicago, and looking fine. He is planning on going back in the spring.

Bob Ashley has been seriously ill for several weeks, and we hope he will regain his health soon.

Twin City Terminals

Mac

MR. FRED H. PORTER, B. & B. carpenter, retired from active service and duty to accept pension from the Milwaukee Pension Association. Mr. Porter became afflicted with rheumatism during December and was unable to resume work. This, however, improved and enabled him to get around.

On date of January 19, a luncheon was given in honor of Mr. Porter, significations were threefold: Mr. Porter having a birthday on that date, having attained seventy-seven years of age; he had retired from service, and also was leaving Minneapolis to live with his sister at Janesville, Wis.

All employees of the B. & B. Department attended the luncheon except John Schinzel, who had taken upon himself a bride that day. While all regretted seeing Mr. Porter leave, who had a record of 46 years of service with the B. & B. Department, they at the same time offered congratulations to Mr. John Schinzel.

On January 31 a meeting was held in the local freight office. Mr. C. S. Christopher and Mr. C. L. Kennedy spoke to the employees and explained how the welfare and success of the Milwaukee Railroad depended on the way the public was treated by each and every employee. Courtesy at all times is to be the slogan. They also explained the object of the meeting wasn't a reprimand to the employees, as at different times reports had come to their attention showing that employees had done all in their power to give individuals the best of service. It was just to encourage them to keep up the good work.

Mr. C. A. Buckley, rate clerk in the commercial office, is back to work. He was operated on at St. Joseph's Hospital, St. Paul.

Except for C. P. Cassidy's excellent marksmanship with layer cake, there were no casualties at the Fruit and Produce dance, at which the Milwaukee was well represented.

James Hayes was transferred from Superintendent Bannon's office to the Engineering office. Lawrence Holstad from the Roadmaster's office is filling the vacancy.

Jimmie Hayes came to work the other morning with his neck bandaged up. We understand that Jimmie was at a "necking party" the night before. So it is nothing to be worried about. We have heard about such cases before and we are told they are back to normal again in the course of a week or ten days.

We hear that Alice Hemsey received through the mail a comic valentine. So did the boys and girls in the cashier's office, local freight. Some enjoyed the joke and others not so well. Elizabeth Hessburg thought Mr. Valentine could have got a better looking likeness of her. She will have to excuse him, because it takes time to pick out likenesses and he is perhaps a working man and his noon hour is short. You know Fred Johnson wouldn't be late for work for anything, I should say not. Just ask Mr. Frank Foster and he will tell you, "that it is not so." O yes, and Mr. Frank Foster received a valentine too. It was a likeness of a "school teacher." Why he should get one like that we don't know. You will have to ask Fred Johnson. He knows all our secrets. He sent himself one, it was a picture of a "henpecked husband." That is an idea; he took it home and showed it to his wife. That is an easy way for a husband to hint to his wife that he don't like to be a "henpecked husband." We will ask him how it panned out and let you husbands know later. That is if he lives to tell it, she may see through his plan.

Robert Ramstad, trucker in the Baggage Department, died February 11. The sympathy of his fellow workers is extended to the family.

Leda Mars, tracing clerk, local freight, was badly bitten by a dog. At the present writing she is home and improving slowly.

One cold morning recently Elizabeth Hessburg, cashier's office, local freight, broke out in a new smock or whatever you may call it. It has all the colors of the Japanese flag and inspired much comment among married men. Al Wareham, the big boy in the office, remarked that he hadn't seen such a sight since the big fire at the National Hotel. Now the bunch have to wear colored glasses.

Minneapolis Pin News

THE Badgers seem to have the league race fairly well to themselves. Jones, Spencer and Ekman are staging a close fight for individual honors. Francis Longley seems to have deserted the league, or maybe his alarm clock is not in working order. Slim Johnson is still the undisputed gutter ball champion, no one having been able to approach his record of two in one game. O. Neuwirth thrilled the audience by producing eight consecutive strikes in his second game. The boys are all getting on edge for our annual tournament. This big event will take place at the Central Bowling alleys, 9 North Sixth Street, Minneapolis, Minn., between the dates of April 6 to 14, inclusive, this gives us two Saturday and Sunday dates to take care of all our visitors. So let's go! Make this the largest tourney we have staged yet. There are many points on our system, who have not been represented in our past tournaments, so let's hear from you. For any information you may desire, get your com-

munications to Chris Behr, Secretary, 2633 29th Avenue South, Minneapolis, Minn. Mr. James Dolan, Central Alley owner, is donating a beautiful medal to the winner of the all-events. LEAGUE STANDINGS AND INDIVIDUAL AVERAGES—CAREY LEAGUE

Team	Won	Lost
Badgers	38	10
Eagles	32	16
Tigers	28	20
Crows	27	21
Owls	27	21
Cubs	17	31
Gophers	12	36
Hawks	10	38

INDIVIDUAL AVERAGES

Name	Games	Avg.
W. Spencer	15	186.10
S. Jones	48	184.42
L. Nelson	48	184.36
R. Ekman	48	183.18
W. Jones	42	178.29
J. A. Johnson	42	178.22
O. Neuwirth	39	177.4
C. Johnson	48	176.31
J. Ritter	48	175.32
J. Hunziker	48	174.11
F. Wandberg	48	173.1
G. H. Webb	48	171.20
R. Moore	9	171.5
B. Shelton	27	170.19
M. Marrin	36	170.1
W. Cleath	27	169.10
W. Johnson	33	169.7
H. Sugler	48	169.6
C. B. Lenmark	42	167.20
B. Roal	33	166.14
G. Jones	33	166.6
K. Cosner	32	165.22
G. Hirsch	39	165
G. Sich	48	163.32
F. Hirsch	42	163.15
J. Erickson	21	163.3
H. Lempke	3	163.2
E. J. McGuire	44	162.32
H. Lindberg	42	161.38
J. Clifford	30	161.25
R. B. Wilson	48	157.44
L. King	39	157.32
J. Monson	48	155.46
E. Neuwirth	39	154.16

High Team Average—Three Games—

Badgers 2836

High Single Game—

Crows 1010

High Individual Average—Three Games—

O. Neuwirth 659

High Single Game—

F. Wandberg 278

Iowa (East) Division and Calmar Line

J. T. Raymond

THE funeral of Edward Sutton, conductor on the K. C. Division, was held at Marion, January 30. Mr. Sutton used to reside at Marion, and was a passenger trainman, between Marion and Council Bluffs, more than 40 years ago. His death is much regretted by many old-time friends on the division.

Miss Nerrine Coon, of Cedar Rapids, and Charles Ferris, of Savanna, were united in marriage, at Clinton, Iowa, February 2. They were attended by Mrs. Marie Barth and James Sites of Savanna. A wedding dinner was served at the LaFayette Inn. The bride is a registered nurse from Mercy Hospital at Cedar Rapids. Mr. Ferris is a trainman on the Eastern Division. Mr. and Mrs. Ferris will reside at Savanna. The Magazine extends congratulations and best wishes for the future.

George McGuire, 53 years old, died shortly

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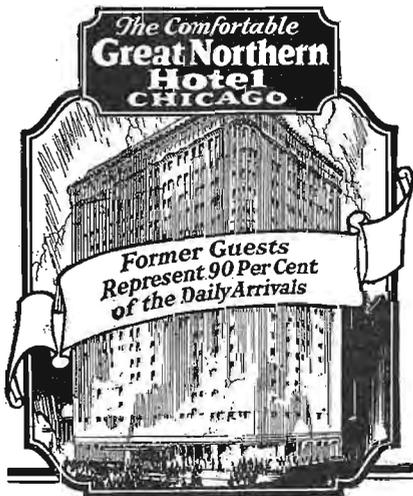
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PATENTS

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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

after 7 o'clock p. m., Sunday, February 3, following a heart attack. He had arrived in Savanna on Soo City 62, shortly before that time, being the engineer on that train. According to other members of the crew that left Atkins with him, Mr. LeGuire was in good health when he took charge of his engine, he talked and was jolly with the train crew before leaving on the trip east; on arrival at Savanna roundhouse he washed up and started for his home. He evidently felt his sickness coming, for he walked up on the porch of the Nolan home, and rang the door bell, and when the door was opened he fell upon the floor, and asked that his family be called, and in twenty minutes he had passed away.

Geo. LeGuire had been in the service of the company for 33 years. Mr. LeGuire was considered a first-class locomotive engineer. The news of his sudden death was a great shock to every one on the division and is deeply regretted. He will be greatly missed from the ranks. Surviving are wife, two sons, Gerald and Francis, and other relatives. The deepest sympathy of all is extended to the family in their great loss.

Frank Higgins of Marion, had one of his arms injured, in an accident at Cedar Rapids, and was out of service for some time on that account.

L. H. Baker, agent at Hawkeye, passed away at his home, February 4. Mr. Baker had been in the employ of the company since 1918. His death is much regretted by friends on the division. The Magazine extends sympathy to the bereaved family.

The Roundhouse at Maquoketa burned, February 10. The branch line engine, which was housed in it, for over Sunday, was fired up by Fireman John L. Long, and run out of the house with very little damage.

Mrs. Geo. R. Barnoske has taken one of the stenographic jobs in the superintendent's office, Marion.

Agent L. M. Halsted, of Preston, went to Grinnell to witness the graduation of his son Burton, in piano and organ, from the musical department of Grinnell College. Burton expects to make his home in Chicago.

William Lenahan, section foreman at DeWitt, was found dead the morning of January 27, at his home. Mr. Lenahan had been in the employ of the company for nearly forty years and was a faithful employe, his sudden death is greatly regretted by friends on the division.

The Magazine extends sympathy to the surviving members of the family in their bereavement.

Henry Dersch has returned to Marion, and is at work, feeling all right again. Mr. Dersch went to the Washington Boulevard Hospital for treatment and was there for a couple of weeks.

A well attended Safety First meeting was held January 25, in the club rooms, on the second floor of the Cedar Rapids passenger station. Superintendent Elder presided, giving an interesting and impressive talk, afterwards introducing Mr. Vic Hansen, Safety First Supervisor for this division, who spoke briefly, telling of his work and asking the cooperation of everyone. There were general remarks participated in by nearly everyone present, pledging earnest co-operation in doing their best to place the Iowa Division at the head of the list for the best record along Safety First lines.

Passenger Conductor Wm. L. Hyde, on the Davenport-Milwaukee run, is flashing a 45-year button, which was presented to him by Captain of Police George Layton, at Savanna, recently.

Miss Ida Harry, has been assigned to the position of file clerk, in Superintendent Elder's office, at Marion.

Mr. Sam Dime has been calling on old friends at Marion during the past week. Mr. Dime was formerly stenographer in the super-

intendent's office at Marion, and left here 21 years ago to become chief clerk in the superintendent's office at Des Moines. Mr. Dime now has mining interests in Washington and expects to leave in a few days for Spokane, where he will make his future home.

Passenger Conductor C. R. Cornelius, Pile Driver Engineer Charles L. Davis, and Chief Carpenter Ed McGuire, have received 50-year service buttons. We offer our hearty congratulations on the achievement that these buttons indicate.

S. M. West
B. W. B.

F. E. POWELL, Fulda, is holding a temporary position as agent at Okabena, F. G. Barr having bid in Colman, S. D.

J. E. Felker, agent at Ramona, is laying off for a period of six weeks. He is spending the time at Hot Springs, Ark. F. H. Bruha is relieving him.

Elmer Hanna, section foreman at Erwin, has returned to work, after having taken a leave of absence for eleven months, on account of sickness.

R. A. Helser, operator and cashier at Westington Springs, has been appointed agent at Okabena.

Ed. F. Lucas has been appointed agent at Chandler. Understand he plans on making this his permanent home. However, congratulations will not be in order until further announcement is made.

Arthur Larson, who has been working as section laborer at Iona Lake, has been promoted section foreman at Winfred, S. D. Fred Patro, the former section foreman, is farming in North Dakota.

Ed Flynn, conductor running out of Madison, visited Rochester, Minn., for an operation. His Brother Frank, also an S. M. conductor, was with him. Reports of his condition are favorable at this writing.

One of the largest Safety First meetings ever held on the S. M. West was held Tuesday, February 12, in the passenger station at Madison, with Mr. VanDyke, presiding. Mr. Hannaford, recently appointed Safety First inspector for this district, gave a very interesting talk on safety matters. Mr. A. G. Bantly, author of a recent article appearing in this magazine (when at work, our division freight agent), gave an interesting talk on an important safety item.

Roadmaster A. E. Kemp has been confined to his home on account of sickness, for the past two weeks.

The ice business is just starting at Madison, S. D. We expect to have in the neighborhood of 100 cars of revenue ice. The company ice house is being filled at this time.

During our snow storms the past few weeks the coal situation was getting rather acute, but was relieved on the first train in, after the line was clear, by bringing in 12 cars of commercial coal.

Our annual ski "yumping" special ran out of Madison to Canton, on January 27, where the Sioux Valley Ski Club held their annual tournament.

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

THE death of Mr. R. W. Magette, trainmaster, on February 6, came as a profound shock to his many friends and acquaintances on the Trans-Missouri Division and the Milwaukee System. Mr. Magette succumbed after a final unsuccessful operation for kidney trouble following an illness of nearly two months. His attractive personality and friendly interest in those who worked about him will long be remembered.

After a short service in Grave Moritorium here in Miles City, his body, accompanied by Mrs. Magette, was returned to Wilson, North Carolina, for interment.

His passing is a distinct loss to us all, and we join in expressing our deep sympathy to the bereaved family.

To Mr. Jacob Jacobson and to Miss Flora Jacobson, his daughter, we also extend our heartfelt sympathy in their recent loss of wife and mother. The unexpected death of Mrs. Jacobson from heart failure was a severe blow to her intimates and friends in Miles City.

The gaming fever is at its height among the pencil-pushing, typewriter-pounding desperadoes of the superintendent's office. Swan Nelson, yardmaster, comes under this classification, too. It seems that for the sum of twenty-five cents each week one has the privilege of guessing what the total score of the basketball games held here weekly will be. The lucky guesser wins the pot. Those whom Lady Luck has favored with the weekly pot so far have been Joe Peschl, George Hilton, Helen Bugby and Swan Nelson.

Peter Coecia, Store Department helper, who spent a three months' leave in sunny California, has once more resumed his duties.

Henry Swartz, chief clerk in the Yard Office, grows chickens for a hobby and plays cards for recreation. At a recent social meeting of the Clerks' Union he carried off the prize. Just a week before he brought back his farm yard fowls from the local poultry show with several blue ribbons to their credit.

Other Milwaukee employes with prize-winning birds in the poultry show were W. N. Ross, agent; Walter Dyba, machinist; Gus Schultz, fireman; Harley Eaton and C. A. Caudel.

Twenty-five stalwart he-men are now members of the local Milwaukee Woman's Club, in a contributory sense. The "contributory" part, however, is understood to mean appetites, and the expectation is entertained that cake, coffee and revelry will be the future lot of the gallant, above-mentioned twenty-five.

Without a word of warning, Bill Dougherty, wire chief, dropped in on us the other day from across the seas. Bill, who has been seeing Europe for the past few months, was understood to be wintering in Spain. He is now back on the old job with all the earmarks of enjoyment.

A new arrival in the superintendent's office is C. A. Capon, former chief clerk to the storekeeper at Deer Lodge, who holds the same position to the storekeeper, here. Welcome to our city!

Ralph Burbridge of the Store Department has just begun a three months' leave.

Vacations during the past month were taken by Mrs. Nellie Krutt of the Store Department and Harold Fuller of the Timekeeping Department. Both have now returned to work.

The blond and fascinating Willard Hauser created a furore when he appeared at work one morning in a new blue suit. The furore has finally died away, but Willie likes his suit as much as ever.

Now that Valentine's Day is approaching, we notice that Bradley MacDonald, our messenger boy, is counting over his money daily to see if he has enough to buy valentines for all the girls in the office.

Well, this seems to be about the extent of it this month. News seems scarce for some reason or other. The forty-below weather, perhaps, of which we've had our share. Earnestly hope to have more news to report next month.

Dubuque Division

E. L. S.

PASSENGER BRAKEMAN GEO. MAHOOD, had the misfortune of breaking a knee cap, by falling on the ice, near his home, at Savanna, the latter part of January. Up to this writing he has not returned to work, but we hope he can soon be with us again.

Snow and more snow, and extreme cold weather (plenty of it) on this Division, like a good many other divisions, we presume.

Mr. Morris Kauffman, from Savanna Division Engineer's office, came to our division recently, as assistant to Mr. E. H. Johnson, division engineer. He fills the place left vacant by Wm. Nelson's transfer to Chicago. We welcome Mr. Kauffman and hope he will like it here.

Rule Examiners, B. H. McNaney and Oxley, were at Dubuque, to conduct re-examination classes for train and enginemen, January 24.

Francis Collins, passenger brakeman, who has been on leave of absence for some time, returned to work on No. 3 and No. 4 with Conductor Kearney the latter part of January.

Switchman Earl Peck, met with quite a painful accident, January 28. He was in the hospital for about a week, but at this writing, he is at home and recovering nicely.

Wm. Beerman, a former section foreman on this division at Guttenberg, died at his home in Guttenberg the latter part of January. Sympathy is extended to his bereaved family and friends.

Engineer A. S. Graham is now working as engineer on the south-end way freight. He was formerly on No. 66 and No. 67, north-end.

We extend sympathy to A. C. Calehan, in the superintendent's office, on the death of his sister, who died at Finley Hospital, February 7. She had been ill a long time.

Perishable Freight Inspector Lloyd Moore, was married to Miss Grace Schroeder, of Dubuque, February 6. Congratulations and best wishes extended.

Managed to "squeeze" some news out of Dubuque Freight House gang, and here it is:

Al Brady, employed at the freight house for some time, has left the service of the company and joined the Dubuque police force. Al says he wants to arrest a Milwaukee man or woman first, so watch your step! Ask him to tell you about some of his "blind pig" experiences.

John Ames is temporarily filling the vacancy left by Al Brady, and E. Geogreen is taking Ames' place.

Martin Cahill, one of the freight house boys, was married the latter part of January. Congratulations and best wishes!

Rumor has it that Ed Doran has gone on a Coca-Cola diet.

Most all of the freight house employes have been on the sick list the last two months—even hale and hearty Agent Whelan. However, at this writing, they are most all back on the job again.

Coast Division

C. C. C.

WE are happy to announce the marriage of Mrs. Josephine Ebbing and Mr. F. L. Rehbock, yardmaster, Tacoma, which occurred on Sunday, January 27.

Engineer W. L. Keen of the Coast Division, was commended by Superintendent Devlin for his action on January 28, when rather than delay Train No. 17 account motor being frozen up, he took the train from Othello to Tacoma without having any heat in the front end of the motor. With the weather we experienced during January, Engineer Keen deserves a great deal of praise for this action.

Engineer A. W. (Bert) Bagley returned to

work February 4, having been off duty three months account sickness.

George Carew, operator at Hyak, passed away January 27 while on duty, from heart disease. He had no known relatives. The Spanish-American War veterans of Seattle took charge of the services and burial was in their plot in Washelli Cemetery, Seattle.

On January 27th our delayed winter arrived with a "bang." When the storm was over we had nine feet two inches of snow on the level at Hyak, which is the summit of the Cascade Mountains. A high wind which accompanied the storm made it difficult to keep line in operation for traffic. Under the able direction of Assistant Trainmaster J. S. Eccles, who was filling the position of "Snow King," trains were put into terminals with very little, if any, loss in running time. The maintenance of way, trolley and signal forces also deserve special commendation for keeping switches and sidings open for use, as well as the signal and trolley wires in service. Commendation is also due train and engine crews for their untiring efforts.

As an example of the severity of the winter, three out of four employes of the trolley maintenance crew were badly frosted while making repairs to "High Line" over the "hill." General Foreman "Dick" Wende is now directing operations from Tacoma until one foot and hand, which were badly frosted, are back to normal.

Living up to the Milwaukee principle of being on time, the freight house, ocean dock and yard office employes kept the slate clean during the recent snow storm when street car schedules were off, by getting to work on time. In one instance this was accomplished by applying the clothes line to the rear tires of the antique. Mr. Guy Anderson will furnish further particulars to those wanting the information in event of any further heavy snow.

The Coal Creek Lumber Company of Chehalis, are already making plans to increase their daily cut, and a number of other woodworking plants and lumber mills affected by this change have tentative plans for enlargement when this project get under way. With a direct connection with Centralia mills, our company will benefit by handling through, the shipments now given us for the short haul only from Minnesota Transfer and Council Bluffs.

The Midland Lumber & Mfg. Co. of Harvard, Wash., is preparing to resume operations, having been closed down for the past several years. They are ordering a planer from the East via our line from Chicago, and when this is in operation other machinery will be ordered. The planing mill will be run 24 hours per day, with three shifts; this plant will be a large one when all the machinery is installed, and will cover five acres. The new company will be known as the Specialty Lumber & Manufacturing Corporation, and will feature the manufacture of coffins for shipment to Ohio, Pennsylvania and New York points.

La Crosse and Northern Division

Items

Eileen

SNOW, snow, beautiful snow; more snow, and more beautiful, and then the poem "The Beautiful Snow." It's a cinch the guy who wrote that poem was on the inside looking out, sitting beside a red-hot stove. He never had to wade around in "beautiful," sixteen inches deep at New Lisbon, setting them out and picking 'em up on a stormy night with the indicator sticking around twenty below.

Timekeeper to baggageman: "As you make no claim for the mail rate on Train No. 99 for January 12 and have sent in no form 2540 to support time slips, cannot tell if you are

entitled to this differential. Do you, or do you not claim the mail rate for this trip?"

Baggage man writes across the face of the letter: "Yes."

Timekeeper again returns letter saying, "Yes, what?"

Baggage man's reply: "Yes, sir."

Some fellows get a lead early in life and hold it. Some fellows never get a start. Most fellows are always a jump behind the running. They are the ones that keep conditions righted. They are forever trying to catch up. What class are you in?

With the passing of Station Agent John Hancock, whose demise was announced in our previous issue, this division loses one of its oldest and most trustworthy employes. "Honest Johnny" as the boys used to call him, was born at Fall River, Wisconsin, June 25, 1850, and died at Tomah, December 30, 1928. He was appointed station agent at Tomah in the year of 1883 and held that position until his death. Generally of an amiable and quiet disposition, but a tiger when roiled. Many an unruly lumber jack he beat up when Tomah was considered a frontier town and a terminus and distributing point for the W. V. Division. He laid claim to being a direct descendant of John Hancock of Revolutionary fame, a fighter and statesman and the first signer of the Declaration of Independence. No doubt Johnny acquired his fighting strain from this ancestor. He will be sadly missed by his co-workers.

Said the warden to the fisherman who had two pike on a stringer tied to his boat, "Don't you know that it's unlawful to catch pike this season of the year?"

"Sure I do," replied the fisherman, "But it's this way. Those two were taking my bait all the time and I tied them up on that account. I'll let them go again when I get through fishing."

"FREDDIE ON THE WYE"

Now here's a tale, that ain't no lie,
'Bout Freddie Kruger on the Wye,
'Twas a balmy day, all things looked slick,
When Freddie worked an Old Line trick.
Most everything was quite sedate,
As long as the bloomin' trains ran straight,
But when they made the Wyes and Loops,
Fred let out some big war whoops,
They are backing up,
They are going ahead,
They are turning on Wyes and Loops, he said,
Gosh all hemlocks—what a fuss,
With four sections of the bus.
The gosh darn thing is hard to beat,
But if they ever stop, I'll make a meet.
Fred lit a pill and waited then
For the welcome relief, at 4 P. M.

The many friends of Charles Hawtrey, son of Mr. and Mrs. Edward Hawtrey of Menomonee Falls, will be interested in the following item:

"Charles Tate Hawtrey, son of Mr. and Mrs. Edward Hawtrey of Menomonee Falls, Wisconsin, was ordained to the diaconate in the Chapel of Nashotah House on the morning of December 21st, by Bishop Benjamin F. P. Ivins, Coadjutor Bishop of the Diocese of Milwaukee. He was presented to the Bishop by the Rev. Arthur H. Lord. Mr. Hawtrey has been, for some time, a student at Nashotah House where he will continue his studies for another year. On Sundays he assists the rector of St. James with special reference to the work of the Church School."

Miss Ethel Davies of the Superintendent's office at Portage, is taking a month's leave of absence on account of ill health.

Foster Phillips, who we thought had forever pledged his allegiance to the Bachelor Society, has now taken unto himself a wife, and

the bachelors are mourning their lost member. Mr. Phillips and Miss Lois Buffmire, former roadmaster's clerk at Watertown, were quietly married the last of January. We all extend our best wishes to the newly-weds for a happy and prosperous life together.

Read 'em and weep. Just listen to this from Roadmaster Carlson: "While I was up north on a deer hunt, I spent several days out but with no luck. Finally, the last day, tired and disgusted, I turned my weary steps homeward, thinking about the one shell left in the gun and what I should do with it. Lo and behold, I caught sight of some game and managed to get three birds. Looking around I saw a deer which was mired while trying to cross a creek. I waded out to free the animal, dragged it back to shore and killed it empty handed. My boots had become filled with water and when I emptied them I found 12 nice creek trout. I gathered up my load consisting of birds, deer, trout and my gun and started for camp. Naturally there was somewhat of a strain on my suspenders. Suddenly one of the buttons snapped off and flew over, striking a rabbit 20 yards away. I then picked up the rabbit, and went home with my game, highly pleased with the day's hunting."

Section Foreman R. E. McMahan of Wycena is the proud father of a very fine young son born in December.

Understand that Roadmaster Carlson has been promoted from the Chevic class into the six cylinder class. Don't know just what kind of a boat it is, but I expect he will be out to get a supply of Ludefisk.

Some of the boys in the Superintendent's office are beginning to believe the old saying, "We were strangers and he took us in." Who? Art. The other evening he invited the boys over for a game of——well, I really don't know what it was, but anyway some of them came to work next morning minus considerable they had possessed the day before, while Art displayed the missing articles. Anyway, it was a very enjoyable evening, and one of the very nicest things about it, I've heard, was the lunch that Mrs. Reifentuhl served them. That she is a very good cook they all agree, and they are not a bit sorry for anything they lost.

Mrs. Murphy was leaning against the doorpost of her house when her friend, Mrs. Carr, happened along, bearing in her arms her twelfth child.

"Arrah now, Missus Carr, and there you are around again with another little Carr."

"Yes, Bridget, another little Carr it is, and as far as I am concerned, I pray the Lord he's the caboose."

Fullerton Ave. Building

By A. M. D.

ONE of our prominent fellow employees handed the correspondent the following letter to be passed on to those who are in need of a set of false teeth:

"Dear Mr. F.:

"Knowing that you are in the market for a serviceable set of false teeth, we take this opportunity to inform you that we are now placing on the market a set of false teeth that will meet your requirements—

"These teeth are made of wood and are hand-carved. The idea was originated by Julius Bruno Sliver, M. D. and D. X., of Berlin, Germany. We have been fortunate enough to secure the services of Dr. Sliver and each and every set is personally inspected by him. Dr. Sliver devoted his entire life-time thus far to developing a hard finish to be used in the manufacture of these teeth and which he has now developed and which will withstand heat, cold

and moisture. The teeth are carved from wood secured from the forests of the Sahara Desert and the finish may be had in various shades—dark mahogany, light mahogany, fumed oak, light pine, etc., to match the complexion of the individual. They are absolutely unbreakable and will last a life-time.

"There are many advantages gained from wearing a set of these teeth—it is economical, as it is not necessary to clean the teeth with an expensive tooth paste, and a tooth brush is not required. All that is necessary is a small quantity of furniture polish or use of an O'Cedar mop.

"These teeth also prevent the fatal disease of 'Lint on the Lungs,' which is caused by chewing of the rag. They can be worn without fear of having them shaken out while riding on our city buses or those on the Northwest Highway.

"I wish to mention the fact that a certain prize fighter wore a set during a famous fist fight, and his opponent having hit his head against these remarkable teeth, was forced to take a fourteen count before being able to regain his feet (or bicycle). Prominent politicians wore Sliver teeth during the last presidential campaign, as they were the only teeth able to withstand the hot air handed to the public.

"In Holland they use wood on their feet, but here we go them one better and use wood in our mouth.

"In buying a set of these teeth, an impression is not necessary. All we would require is the size of your feet and the size of the collar you wear.

"Hoping to be favored with an order from you for a set of these teeth, I remain,

"Yours very truly,

"WAL NUT,

"District Manager."

OUR MOTTO:

"Wooden Teeth for Wooden Heads"

I might add that the employe who received this letter is a very promising prospect for a set of these teeth. All those interested will kindly communicate with the correspondent.

The Car Accountant's Office offered a barren field for the news-gatherer, who was unable to learn of anything interesting to the readers of our Magazine.

In conversation with one of our automobilists in "K" Bureau, we learned that he came to the office one morning with his gears stripped because his motor was overheated. That is going some, considering the kind of weather we have had.

Another of our male clerks has been having the "Artistic Strain" for several days, but it looked to us like just plain backache.

Two young ladies in "D" Bureau were the recipients of Pre-Valentine packages which looked suspiciously like candy. We'd call them lucky.

A Miss in "K" Bureau declared herself supremely happy, which may mean a great deal more than appears on the surface. We are watching the young lady closely and will advise any serious attempt on her part to put something over on us.

The only other prospect we found was two young women discussing the merits of Peter Pan as a kitchen utensil. While we lingered eager for further information, they adroitly changed the subject to that of the weather. What can a poor guy do with a crowd like that?

One of the expert left-handed checker players of the Real Estate Department is laid up with "Pink Eyes." What's the cause, Walter? Too much glancing at red checkers?

You better hurry and have your teeth replaced, Minton, as you are no treat for sore eyes with your uppers missing. You remind us of the dame they call "Toothless Lizz."

The Real Estate Department was very well represented at the Women's Club Dance held last Thursday evening. Mrs. Ogden, Mrs. Wallin, Miss Beckelman, Miss Dell and Miss Gotti were present with their crews, and numerous others that space will not permit me to mention. The writer's only regret was that the dances were too long to enable him to dance with all of his friends. We hope that another dance will be given soon.

Watch for the big May Party to be given by the Fullerton and the Union Station chapters of the Women's Club. Let's make it a record-breaker by boosting the good work the club is doing among our employes.

Mrs. Merle Steffen wishes to thank her many friends who kindly remembered her at the time of her baby daughter's death.

Ossie Osmundson, the "Holler and Yell" tariff clerk in the Auditor of Overcharge Claims' Office is looking forward with pleasure at the approach of the balmy spring days. He states that he will soon take his new Ford out of the moth balls where it has spent the winter. Imagine packing a Ford in moth balls!

The Kelly sisters, of the Ticket Auditor's Office, have left the service of the company, to enter a convent at Springfield, Illinois.

Elmeare Martel, Ticket Auditor's Office, is vacationing in Florida. We understand there are no alligators on the beach—the sharks have frightened them away.

A bunco and bridge party was given in the Women's club rooms on Monday evening, February 11, by the girls in the Central Typing Bureau.

Hand-painted ties, guaranteed not to show soup stains, seem to be quite the vogue in the ticket auditor's office.

Northern Montana Division

Max

THE coal dealers of Lewistown complimented the Milwaukee very highly for the very prompt handling of coal from Roundup during the very severe sub-zero weather in January. Superintendent Bowen was in constant touch with the mines and arranged with the Trans-Missouri Division for advice of arrival at Harlowton. Chief Dispatcher Cornwell arranged his train schedules so there was a crew at Harlowton to bring the coal into Lewistown promptly and Yard Conductor Short saw that it was spotted as quickly as possible.

Service to You Is a Pleasure to Us

We did not accept any perishable freight for a period of eleven days in January account of the thermometer registering from five to twenty-nine below zero.

Another interesting claim prevention meeting was held during the month of January, and all present were asked by Superintendent Bowen to make an unusual effort to prevent claims due to the unusual weather conditions. The handling of livestock was discussed fully.

Chief Dispatcher Cornwell left for his old home at Milwaukee, Wis., to attend the funeral of his mother who died at the age of eighty. Mrs. Cornwell had been in fairly good health up to within a week of her demise.

Mrs. D. Fiock, wife of our genial agent at Coffee Creek, left for Plankinton, South Dakota, to visit her parents.

In looking over the seniority roster of agents and operators we find that H. C. Kearby, chairman of the district for lines west, heads the list, his date being October 3, 1907. R. D. Crowder, agent at Judith Gap, Mont., is second, he having entered the services of the Milwaukee in this territory, August 4, 1908.

If you want to get a real conversation out of T. J. Hansen, train dispatcher, just mention the word radio and he will tell you what is the last word in real reception. We wonder

if "Hans" has anything to say when there is static. As a rule he don't talk much.

D. S. Westover, the new chief inspector for the refrigerator service, lines west, who is located at Spokane, Wash., was a visitor on the Northern Montana Division.

R. H. Kôube, extra dispatcher, is working a trick during the absence of E. B. Cornwell, chief dispatcher. Rex is a very competent man and does not find it hard to secure other employment when there is no dispatching to do.

After "bucking" the extra list for several years, W. L. Reeser is now located at Suffolk, Mont., as permanent agent.

Night Yard Conductor Ernest W. Johnson left for Seattle, Wash., where he will attend a meeting of the brotherhood of railway trainmen. Frank Conrad has charge of the engine in the yard during the absence of Mr. Johnson.

Next to the Superintendent about the busiest man around Lewistown Yard is Section Foreman John Petro, who has had a number of extra men under his supervision removing snow. John says, "I can't be every place at once."

F. M. Byrne is relief agent at Winnett, Mont., during the illness of Mr. Boyd.

Joe I. Jost, formerly operator at Three Forks, Mont., has been assigned second trick at Lewistown Yard. He says "As a telegraph job Lewistown Yard is a fine place for a car clerk." However, Joe likes Lewistown and will soon move his family here.

Miss Nell Vivion, stenographer and clerk at Lewistown, bid in the position as assistant cashier at Great Falls. Before leaving for her home town she was entertained at a number of farewell parties given in her honor by her numerous Lewistown lady friends.

Mrs. Janet Argersinger has been appointed stenographer and clerk at the Lewistown freight station, there being no bids on the position.

H. J. Winston and wife left for Long Beach, Calif., where Mr. Winston expects to take employment until business demands his return to this division.

Mrs. Everett Zwolle, daughter Elizabeth, and son Jack, of Roy, Mont., left for Chicago via Kansas City.

Mrs. H. H. Heath of Great Falls, Mont., is visiting friends in Seattle, Washington.

District Surgeon F. F. Attix of Lewistown, is spending ten days with Mrs. Attix and two daughters. The young ladies are attending the University of Washington.

General Manager Buford of Seattle, accompanied by Assistant Chief Engineer Middleton, were on the Northern Montana Division in connection with improvements for the coming season.

Division Freight & Passenger Agnt Randall and Traveling Agent Craig spent several days in Lewistown during the early part of February.

H. W. Jackson, the hustling warehouse foreman at Lewistown, was successful in securing a carload of granite from Vermont for our line. There is not a month goes past but what Mr. Jackson turns in several routing orders. He has a fine contact with the transfer companies and always influences the routing of household shipments for the Milwaukee.

C. H. Ginther and wife of Glengarry, Mont., are spending the winter in Los Angeles, Calif.

Mrs. Lyle Ingalls of Pownal, Mont., is visiting her mother at Des Moines, Iowa.

Mrs. Harry Morrison of Salem, Mont., left for Seattle, Wash., to be absent for a month.

Miss Ida Thompson of Tiegan, Mont., is visiting with school friends at Moore.

A. C. Hohman, rate clerk, Lewistown freight house, is very popular with the livestock shippers. He takes such good care of them that they invite him to their homes for dinner.

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

Nora B. Decco

LOOKS pretty funny, just the same, if they are getting out so much good wood down there by the Jefferson River, that they can afford to give it away, haul loads of it around to the poor and fill back yards with whole trees and bundles of kindling, soon as the folks leave home in the afternoon, so that their basements are so full the folks have to put some of it outside; and they have incorporated and will furnish samples of every kind of wood they get out to any one, any place in the United States, free of charge, well packed in sawdust, and have so many orders to fill they have to lay off to keep up with the saws. Why is it then that all of a sudden Ted Asher finds the weather too cold for him and leaves for California, and why does McKenna get wire transportation and beat it for Kansas City, and Townsley grab every passenger run that shows up, and Chester Bales just lives at the Bank? . . . Something will break loose soon and the Headwaters Fuel and Navigation Co. will float down the Old Green river along with that waterpail they tried to dip the river into their truck with.

Anyway, with this cold weather, believe me, that wood certainly came in handy, and we had the first good fire we have had this winter, so far.

Engineer John, and Mamie Williams, have returned to our city and moved back again into their own home here, from the Butte Helper. Glad to see them home again.

Harry Helton, son of Conductor Helton, is working in the roundhouse at Deer Lodge, for a while.

Engineer James Crockett, who has been working on the Lombard helper for some time, has gone to the northern Montana, where he is running on passenger.

Congratulations to Fireman Wm. Merrill and wife, who are the proud parents of a baby girl, born January 12, at the local hospital. The best pleased of the whole family, we hear, was small Betty Merrill, we don't blame her a bit. Mrs. Merrill's mother is visiting her, for a few months, she comes here from Wisconsin, and has been in Seattle during the holiday season, where she visited with another daughter, sister of Mrs. Merrill.

We were honored by a call from Tom Waite from Haugan, one evening while the train waited for him to shake hands with us, and as usual, those same hands were covered with nice black carbon, which always rubs off on the hands we are shaking, but he said he didn't care as he always got carbon all over his hands every time he copied train orders, just like we did. He is a very nice person to know.

Wire Chief George Taylor has gone to California, where his health is very much improved. During his absence, our friend Slim is wire chief, and Mr. Joiner is working his shift, he lets the man at Seattle get away with calling me "kid," and never says a word. Thank you, "J"; . . . don't ever let him know the truth, will you?

Conductor Coffin and wife, who spent several weeks during December and January with friends and relatives in Nebraska, have returned home and glad to get back, but planning just the same on another trip next year.

Conductor Wilson and wife also were away during the holidays, which they spent in Kansas, but have both reached home again.

The most wonderful thing that has happened locally for some time, since I won a prize from the Milwaukee Magazine, was the story by our fireman friend, "Pink" Simms, now on the

Lombard helper, which appeared in the Frontier last month. This magazine is published by the University of Montana, at Missoula, Montana, and we wish to congratulate Mr. Simms on this work. It is indeed a nice thing to have done and the Rocky Mountain Division should well be proud to know that one of their employees has written well enough to have been selected for such an honor.

A clipping was also mailed us some time ago of a little article written by Esther Humphrey, daughter of the agent at Hilger, on the Northern Montana Division. Miss Esther is a dancer, but if we know what well written news is, we will say she has other accomplishments, and offer our very best wishes to her for success in whatever she may undertake. The clipping in question, told of a visit to the old home town of Tom Marshall and was well written and interesting.

Mrs. Rector, wife of the agent at Three Forks, was on the sick list for several weeks with the flu, but is out again now.

Mrs. C. R. Johnson was a patient in the hospital during the holidays, about the worst thing C. R. had to do was send out all the Christmas cards. He just can't see any sense to such a thing.

Everett Nelson was a visitor at his home here over the Christmas week. His sister, Miss Beatrice, was sent from the high school here to the Girls Vocational Congress at Bozeman, and understand she made a hit while over there, well, I should say so, why not?

Mr. and Mrs. Myles, of Gallatin Gateway Inn fame, were travelers out our way near Christmas, stopping off to see all the old friends, and we were glad to see them, too. They were on their way to the coast.

Mrs. Thomas Lefever, and son, Dick, have returned to Monmouth, Ill., where Dick is going to school, they were here for Christmas holidays with Tom.

Miss Gladys Sickmiller, stenographer for our trainmaster, Mr. Kohlhas, went out to Seattle and Vancouver for the holidays, and she had an awful time. Every time she went across from our country to that other one she got her feet wet, and they stopped her so long, both coming and going, she didn't have time after the customs officials finished with her, to look around, and so she doesn't know anything about her trips into Canada. Well, she is not alone in that. We have heard many a tired and worn out returning traveler from Canada, who couldn't remember anything to tell us about the trip. I think the best thing to do is to make it ourself some time. She did bring back a swell-looking skating outfit, and wears her hair in curls now though.

Operator Joe Jost has bid in Lewistown Yard, and will go over there as soon as he is relieved. What on earth we have done that he wants to shake this crowd we don't know, when we have never been anything else but kindness itself, and always an influence for good. Well, that is the way of the world. Now Florence will just have to manage him all by herself.

Fireman Jack Hamilton has returned from Rochester, Minn., where he made a quick trip the last of December. He looks well and happy, so guess he must be.

Next time kindling wood is delivered to my house I do wish it could be cut in the proper stove lengths, it is really a nuisance having to hunt up the ax, that I haven't used since I tried to cut a tie up five years ago this winter, as reducing exercises, to get kindling ready for morning, when it could just as well have been cut the right size to begin with. Of course it was a gift and all, and I do appreciate it, but I only weigh 106 pounds, and the ax weighs more than that.

West H. & D. Division "Doc"

THE flu is no respecter of persons. Even Surgeon General Cummings at Washington capitulated on the eve of his call to the convention of the medical fraternity to discuss the cause, prevention and cure, etc., so the failure of West H. & D. items in the January number is partly explained, anyway. People in our territory have all evidently recovered and are trying to forget about it.

One physician says his experience shows the girls that put on an extra pair of stockings during the cold weather—and some of them were socks, with the cute little rolled effect, you know—suffered from flu in proportion of about three to one to those that didn't add to their wearing apparel.

And an imaginative artist depicts in a popular magazine a young lady going golfing in her teddies next summer, and her escort in B. V. Ds.

Ah, well, eventually why not now?

And what, with scanning the almanacs and casting weather eyes around the horizon, our local golf enthusiasts are already discussing the golf courses. Yes, sir. P. H. N. and W. J. W. were even trying out a round or two on the Hyde Park course a day or two after Christmas.

M. J. Skord, of Chicago, is now trying his hand as Assistant Trainmaster on the West H. & D. He seems to like the country pretty well, although he has had hardly time enough to form an opinion. We haven't had any blizzards yet this winter.

Some of our old-timers were recalling that 41 years ago today—January 12—this country experienced the worst blizzard in history. Trains couldn't get anywhere, to say nothing of starting, and dozens of people were never seen again until the snow drifts melted in the spring.

Never mind, Mike. That was a long time ago.

The supply train made a successful trip over the division the past two days, with Mike accompanying it and computing the cost. We understand some section foremen were quite peeved not being able to get more supplies than was coming to them. And likewise, none were able to accuse some other foreman for taking what had not been tagged to him.

On December 17, 1928, three Safety First meetings were held at Aberdeen with an attendance of 603 employees at these meetings. This is the largest attendance on record to the best of our knowledge. We all appreciate the special efforts made by our Superintendent toward placing Safety First where it belongs, i. e., of first importance in the discharge of duty. Employees from every department received valuable assistance by attending this meeting.

We must express our thanks to the "Milwaukee Women's Club" for the nice lunch that was served at each of these meetings.

Roadmaster Loftis enjoys the nice weather that we have in South Dakota more than he enjoys the high shimming that is required.

Hunting season is now over. E. W. H. is in favor of opening the season for a period of six months twice a year.

Everyone interested in keeping the passenger trains on time. The H. & D. Division leads the way in Safety First (we are certain of this) and we feel that we can give them, all a run for their money on passenger train performance.

Art Phelps and Bill Whalen spent Saturday at the stock yards. It was 28 below but there is one nice thing about the cold in this country: "The air is dry and you don't feel the cold." That's what Dispatcher J. S. Keenan says. Of course he is usually not to exceed six feet from the radiator.

With the change of service on the Linton Line, Mac says we will be able to get better acquainted with the residents at Linton.

Roadmaster Boland appeared very much excited the other day endeavoring to find out whether or not you would consider it a reportable injury if a section man froze his finger and lost four days time. Charley was going to issue a requisition for woolen mittens.

Roadmaster A. J. Anderson received a grandson for Christmas. A. J. is all smiles.

Chief Clerk V. M. Reichert is the proud daddy of daughter No. 2. Vic couldn't wait until his daughter was brought home so he played that he had the flu and took a berth at the hospital.

Forty-seven days without a reportable injury is our record to date and we are all strong to continue this record indefinitely.

I see by the Safety Bulletin this morning that we have not had any reportable accidents to date. That is the talk on the H. & D. Division as Mr. Nee puts out the bulletin at 9:00 a. m. daily and it is furnished to all employes and officers on the Division.

The stock business has shown a nice increase at Aberdeen as our local hog business has increased to the extent that it is necessary to run a few additional stock extras each week.

Jim Sheehan says, "If they shoot out any more signal glasses we better get some metal instead of glass." Emmett Burke says, "Never mind that, I'll put the heat under them."

Everyone knows that we are the originators of the "Marathon No Reportable Accident Campaign," and now that we have gone through 47 days of our preparatory exercise we have the edge on the other divisions and our wind is in good shape and our muscles hardened so that we should give them all a run for their money throughout 1929.

After checking the 208-A for November, Bill Whalen says, "You can see that I was not on my vacation in November, I took mine in July. Chief Clerk Reichert says, "I was away for a while in July, too." and the Superintendent says, "There was something wrong in April too." Regardless, we had the pleasure of making an improved showing in cost per 100 GTM every month in 1928, except April and July as compared with same month of previous year.

Don't forget "Safety is of the first importance in the discharge of duty." Practice Safety and correct the other fellow if he doesn't. It is your debt to humanity.

Idaho Division

R. C. P.

WE regret to report the death of Conductor N. H. Lombard, which occurred on January 17, due to the after effects of influenza.

Interment was at Spokane.

The fifteen-months-old daughter of Carman and Mrs. John Crider of Othello, passed away on February 7, pneumonia being the cause.

Conductor "Dutch" Schurch has given up the Spirit Lake-Metaline Falls local and taken a P. & R. passenger run, displacing Eddie Bell, who took the local.

Conductor Graham is to be commended for the fine condition in which he keeps the P. & R. "Bug." He was seen the other morning on the rear platform, at Usk, sweeping the snow off a lumberjack's feet before he went into the coach.

Some Milwaukeee service.

Conductor T. J. Hennessey, while acting in capacity of brakeman, on a local, fell from the top of a box car at Elk River, February 3. He was hurried to the hospital at that point, but was so seriously injured, that he died on February 7.

Conductors H. H. Gallagher and Peter Colwell accompanied the remains to Lanesboro, Minn., for interment.

Agent C. H. Coplen, and family, Elk River, returned from a California trip, just in time for the big snow, and twenty degrees below weather. What do you think of that?

After stupping at the Davenport Hotel, with his wife and son, the other evening, Trainmaster E. E. Johnson led them through one of the corridors. Passing the flower shop the sound of a deep, dull thud caused him to look back, just in time to see Mrs. Johnson's nose flop back into shape, and directly in front (behind the glass), were beautiful orchids.

Ed grabbed son's arm, and the two, Dad and son, hastened on! Just the two. There was no third member in their party.

Conductor and Mrs. Frank Quimby, and Engineer and Mrs. Burrell, are spending the winter in California. They will visit many old friends while there, including former Conductor and Mrs. Al Phillips.

Mrs. Ray Thompson, wife of Conductor R. J. Thompson, of Spokane, is spending the winter at Long Beach, California, with the hope of regaining her health.

Inventories of Material and Supplies

(Continued from page 27)

(4) Adjustments Due to Authorities for Expenditure.

Charges of this nature are numerous, representing material used and not charged to an AFE, as well as material erroneously charged to AFE prior to the date of inventory. This can be reduced materially if the charges are checked by the Accountant to determine if the material reported represents the amount required on completed projects. In almost all cases the Accountant will have sufficient information on hand to enable him to make a fair check.

(5) Errors in Listing, Pricing and Extending Inventory.

Errors in listing can be corrected by more complete check by the observers; the pricing can be corrected by better supervision of the Storekeeper; and extending by more careful work by the Accountant. If the inventory is properly extended and checked there is little reason for errors of this nature.

(6) Material Issued But Not Charged Out.

Total delayed charges determined since the inventory of May 31, 1928, are comparatively high. These may be occasioned by various causes other than delayed charges under AFE's, the nature of which I am sure can be overcome by careful observation and co-operation with department heads. Material that is known to have been used, and has not been covered by charge out requisition, should be referred to the department head. Material requisition received subsequent to the month in which the material was used should be called to the attention of the Storekeeper so that items of this nature can be eliminated or held down to a minimum. This large discrepancy is not in line with the policy of charging out material in the same month as issued.

(7) Errors in Classifying Material.

The total of items improperly classified prior to the inventory and in the inventory of May 31, 1928, will affect 17 stock classes and result in charges and credits to approximately 60 operating accounts. Some of these items cover large amounts and affect stock classes where small stocks are carried. A careful study by the Storekeeper and the Division Ac-

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countant of the monthly stock report of material and supplies, Form 1719, will result in some of the discrepancies of this nature being determined and eliminated. All balances on hand at the end of the month that are down to a very low figure or amounts which already result in credit figures being shown representing stock on hand, should be investigated to determine the cause for the condition of the stock class.

(8) The Store Department is undoubtedly doing its best to maintain the integrity of the Stock of Material Account. On a property where material is used in such enormous quantities as is the case on this railroad and where there is such a wide divergence on the number of items carried in stock, we cannot entirely avoid differences within the Stock of Material and Supplies Account to various stock classes resulting from erroneous classifications. This is particularly true with reference to castings, forgings, lumber, miscellaneous hardware and with reference to material which may be classified by some individuals as usable and by others as scrap, particularly rail; but there is a certain definite field in which the intensive co-operation of the accounting representatives having to do with material disbursements, material transfers and material recoveries, can be of great assistance.

(9) In bringing out these points it has been my desire to point out ways in which better results may be obtained in the future. One other thing which will be of great advantage to any accountant and also to the railroad as a whole, is that each accountant should be thor-

oughly familiar with the operation of the stores on the territory with which he is dealing. He should be conversant with the kinds of material handled, he should exercise close supervision over those clerks which have to do with material accounting and should keep himself in close touch with the storekeeper who is in charge of store stocks. He may also be able to improve the service by giving the storekeeper and his subordinates pertinent information on the accounting requirements.

Safety First B. & B. Department, Northern Division

F. E. Smoot, Chicago Carpenter
ACCIDENTS

DURING the year ending November 1, 1928, there were two minor accidents charged up to the Bridge and Building Department on the Northern Division. A total of 1 man day or 8 man hours was lost on account of these two accidents. During that period there was worked 6,956 man days, or 55,648 man hours. In checking up the record of injury report for the years 1925, 1926 and 1927 it was encouraging to note the remarkable headway that has been made in the reduction of accidents. This, no doubt, was accomplished by keeping the question of working safely before the men at all times.

Bridge and Building Work

No doubt but that bridge and building work is one of the most hazardous jobs on the railroad. Whereas a large percentage of the work must be done from ladders and staging, the hazard increasing during the winter months, when materials, tools, staging, etc., are subject to being covered with ice, increased precaution should be taken during this time to prevent accidents. The handling and unloading of heavy material and the operating of motor cars contribute their portion toward accidents. Staging plank, hangers, rope and tools should be inspected from time to time and any found to be defective should be repaired or renewed. One of the principal unsafe conditions we have to contend with is the employment of and breaking in of new men each spring. These men frequently do the wrong thing, which results in an injury to an experienced man. Too much precaution cannot be given to the new men, instructing them the safe way to do their work.

Motor Car Operation

The operation of motor cars should be assigned to a qualified man in each crew. He should familiarize himself with the machinery and, if possible, make what adjustments are required for safety. Before starting, the brakes should be tested to insure that they are in proper working condition. There should be a thorough understanding at all times as to what part each person is to take if an emergency arises, necessitating proper handling of the car; flagging equipment should be in its place on the car at all times; all persons riding should be seated and the car limited to the seats available. The men should be assigned to face both forward and backward, to act as lookouts. Material and tools should not be placed on the car in a manner where there is danger of it falling off or fouling the brake lever or movable parts of the car. All highway crossings should be approached under control, especially cross-

ings where the operator's vision may be obscured.

Flagging

Two men of experience should be assigned to do the flagging when structures are being repaired or renewed and are unsafe for the usual speed of traffic. There are three considerations that should be given as to the equipment and distance required for the safety of men at work and movement of traffic: (1) weather conditions—clear, cloudy or stormy; (2) curvature, obstruction of cuts, etc.; (3) grade.

General

I believe it is an accepted fact that the larger percentage of all accidents on the railroad are caused through haste, carelessness or unsafe practices, other than through unsafe conditions. The best SAFETY appliance is a safe man. Each employe has his responsibilities and it has been pointed out that, instead of decreasing, the responsibilities are constantly increasing as the problems of safety become more of a daily issue. Many of the employes of the various departments have done much for SAFETY, but if there is any officer, foreman or employe who thinks he has gone the limit to promote SAFETY—first, it would be well for him to appraise his standing in SAFETY, and then work carefully and honestly.

I wish to add a few remarks on Safety First. "SAFETY FIRST"—what does it mean? It means just what the phrase implies. Some people use "SAFETY FIRST" as a byword, and lose sight of its real meaning, and instead of practicing safety first when danger arises, they forget all about safety first. Some think that safety first pertains to safety appliances, safety devices, safety signals, and such, and forget that it applies to their own safety. For the benefit of those who are inclined to be careless, I wish to call to their attention that whatever class of service, whether on duty or off duty, whether on the railroad or off the railroad, whether driving a car or walking in the street, if we keep safety first uppermost in our minds we will soon learn that accidents can be avoided.

The Habit of Safety

F. P. Lawton, Conductor, La Crosse
Division

A BEING'S most treasured possession is a body, sound in mind and limb, and no material gift will ever measure up to its equivalent.

What an enormous amount of suffering and misery could be prevented if every person employed on the great railway systems of America would at all times keep the above paragraph in mind, and then in the course of his daily work practice the outstanding theory of "Safety First."

Railway accidents, insofar as personal injuries to employes are involved, can well be placed in three brackets, namely:

- (1) Carelessness on the part of the injured person.
- (2) Carelessness or negligence on the part of a fellow employe, who by reason of such carelessness or negligence contributes to the injury of a fellow workman.
- (3) Mechanical defects with which the employe comes in contact; such defects are oftentimes the result of careless inspection by the persons charged with this responsibility.

It is unfortunate indeed, that many railway employes and others have formed the opinion that accidents are unavoidable and bound to occur. It is true that unavoidable accidents are bound to occur, but by no line of reasoning are all of the accidents which cause loss of life and usefulness unavoidable. It is safe to say that less than one-third are unavoidable; and more than two-thirds can be prevented if proper and necessary precautions are taken in advance.

When it is considered that the personal injury ratio is greater among experienced train and engine men than among inexperienced employes in the same classes of service, it is indeed time for us to take stock with ourselves, find out where the trouble lies and then attempt to correct it.

Why should the accident ratio be greater in the ranks of experienced employes? In the writer's opinion this is the answer — RAILWAY EXPERIENCE IS TOO FREQUENTLY ACCOMPANIED BY A FEELING OF IMMUNITY FROM PERSONAL INJURY, THE THOUGHT BEING THAT THEY ARE PROOF AGAINST ACCIDENTS.

Ordinarily we are in too great a hurry, we take chances and do many things in a careless, thoughtless way which could be handled with much more safety to ourselves and our fellow workmen if we would only think first and act afterwards.

In many instances we have formed the unfortunate habit of moving first and thinking afterwards, which is frequently too late for our own good. We must do our best to forget this habit and see if we cannot form a new habit—habit of thinking first. Our employers want us to form this new habit. They are ever attempting to safeguard our activities. But it remains with us workmen to do the one big thing that will prevent more accidents. One careful workman, who can think before he acts, can do more to prevent accidents than the most careful employer.

I oftentimes wonder why we will not exercise the same theory of safety in our working life that we inject into our home life. Every person has a desire to get ahead. At home he economizes in order to have something left from his pay check to deposit in the bank which will fortify him in the event of adversity. He will frequently deprive himself of the necessities of life in order to save a few dollars. At work he does just the reverse. He takes chances and runs risks that may cost him his life or land him in the hospital, from which he may emerge a cripple. What good is his savings account then? The chances are it will be all wiped out and he will be no longer able to earn a living.

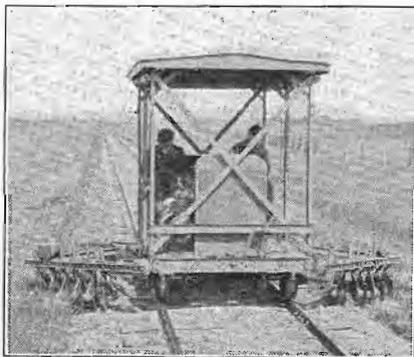
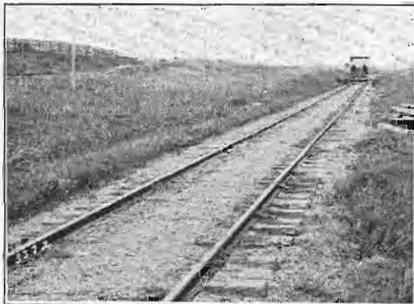
It is not necessary for us to be told not to spend our money foolishly; it should not be necessary for us to be told not to risk our lives foolishly. It would be much better for us to be extravagant and spend our money needlessly, if we could only be sure that we would always live or would always be able to earn a living.

Those who have met with accident or injury, if they recall incidents leading up to the case they will have to admit that the accident could have been avoided if the proper precaution had been taken in time.

Accidents generally happen when our minds are occupied with something outside of the work we are performing, and it is up to us to keep our minds constantly on our work, while we are in service, and when we get off duty we can think over any other business or pleasure we see fit.

I will add a few "DON'TS" for engineers. Don't keep your feet on quadrant when engine is running; lever may unlatch and crush your foot. Don't go out on running board of engine while it is in motion, you might fall off. Don't look to see how the lubricator is working when approaching a highway crossing, you might prevent an accident at that crossing. Don't step on adjacent track while oiling or inspecting engine, there may be something moving on that track which you did not hear or see.

Some will say that the above is a lot of bunk, and that I am trying to make a good fellow of myself, which is not the case here. I have been requested to write this matter, and I am writing it from personal experience. I have been in the service a little over 40 years and the only injury I received in that time was burning my hand with steam, which obliged me to lose a round trip—two days' time—and that could have been avoided had I practiced safety first. This case was where the drain pipe broke off air pump and I tried to plug it while train was in motion, burning my hands in doing so. This could have been avoided had I stopped the train (which I afterwards did) and repaired the leak. I may have been lucky in escaping injury, but we can all be lucky if we keep safety first uppermost in our minds at all times.



S. M. Division Discer and Track

An interesting development in maintenance of way equipment is seen in the roadway discer shown above.

Unlike the older motor car auxiliary attachments, this is a self-contained unit with a six-cylinder seventy horsepower motor. The disc beams are raised and lowered by air hoist and the crew consists of one operator, one helper, and a pilot who handles train orders.

Ballast discing can be accomplished with this discer at the rate of 5 to 7 miles per hour, cutting a five-foot width on each side beyond the ends of the ties, and covering as high as forty miles per day, depending on the traffic. The average labor cost varies from 50 cents to 70 cents per mile.

The Conductor's Creed

By William S. Wolner, General Safety Agent, Northwestern Pacific Railroad Company

FOR one hundred years passengers have been transported by rail. During all this century of rail transportation I have been responsible for the safety and comfort of those who have entrusted themselves to my care. Insofar as the passenger is concerned, I am the General Manager of the railroad, praised for its accomplishments and responsible for its failures. In all these one hundred years I have never shirked my responsibility. My first thought has been for the safety of my passengers and I have been ever-vigilant in their protection regardless of the effort, hardship or personal danger that may have been involved.

Second only to my care for their safety has been my endeavor to assure passengers' comfort and convenience. Appreciating their patronage, I have treated them as I would treat the visitors in my home, that is, I have endeavored to have them realize that they are welcome guests, and that as their host it is incumbent upon me to provide for their comfort to the fullest extent of my ability. I welcome the passenger with a cheery greeting, see that he and his belongings are properly cared for, and that the trip, which may be an event in his life, is made as pleasant as it possibly can be made.

It is to the honor of my calling that unaccompanied women and children are entrusted to my care, and I cheerfully recognize the responsibility by making their care my especial purpose.

It is my hope that on the completion of his journey the passenger will say, "This is the best railroad on which I have ever traveled," because I know that that will mean that I have fulfilled the tradition of my profession—I am a successful conductor.

Who Makes the Railroad?

THE train dispatcher spends his days,
When traffic's smooth or in a haze,
Arranging points for trains to meet,
And jotting figures on a sheet.
He says, "It's me; I am the brains
That keeps a-moving all these trains.
I keep them going night and day
Upon the busy right-of-way.
Without my will they cannot start;
I play a most important part.
And so, as anyone can see,
The railroad most depends on Me."

Said the engineer while oiling around,
"The dispatcher's sure a busy hound.
But it's Me who sits, eyes straight ahead
A-watching signals green and red.
I am the guy," said the engineer,
"Whose mind's alert and eye is clear,

Milwaukee Employees
living in the same locality
can save money by club-
bing together to buy coal
in carload lots.

Write us for Prices

Binkley Coal Co.

Burnham Building
CHICAGO

WE SHIP ANYWHERE

Who watches out for precious lives
Of children, sweethearts, husbands, wives.
I drive ahead through snow and storm
In winter cold or summer warm.
I rather guess you'll all agree
The railroad most depends on Me."

The conductor smiled. "The engineer
The fireman said to the engineer,
"You may be right, but looky here,
Don't you forget, if you please, by heck,
The boy down on the rollin' deck;
The boy who bends his weary back
As she's a-reelin' down the track;
The boy who keeps her hot and poppin'
Without restin', without stoppin'.
I'll tell the world, and it's no dream
I am the boy who makes the steam.
You can't deny it, no siree.
The railroad most depends on Me."

Is the works," said he, "or pretty near.
The fireman on the rolling deck,
The dispatcher, too, I guess, by heck.
But the trains all stop and stop dead still,
And never move a wheel until
I give the signal with my hand,
'Cause I'm the boss, you understand?
And it's Me, the man in navy blue,
Who gathers up the revenue.
I'm the captain of the ship!" said he.
"The railroad most depends on Me!"

The section boss, a-standing by,
Said, with a twinkle in his eye,
"Let credit fall, where credit's due,
I disagree with all of you!
Now listen here," he said with pride,
"You're all important, 'tain't denied,
But who works out, in rain or shine,
A-keepin' up the old main line?
Who puts in ties and raises joints,
Tends the switches and lines the points?
You're all important, I'll agree,
But the railroad most depends on Me!"

The Superintendent, happening by
Said, with a keen appraising eye,
"Each one is wrong, yet each is right,
You keep it going day and night,
But don't forget to bear in mind,
The other men, who stand behind.
The eager young, the gray and hoary,
Deny them not their bit of glory!
Each has his daily task to do.
And, 'less he does it well and true,
The road will suffer, I'll confess;
Co-operation spells success!"

—Selected.

An Amazing Sequence

By G. O. Lightly

THE trouble shooter was repairing the trolley in the East Yard at Deary and Conductor Carry Bullard strolled into the switchmen's shanty to see if any of the old guard were around and to get a line on the latest stove committee dope as to what changes were to be made in the official family and to gossip about the possibility of extending the branch line up to Big White Foot River.

Carry had been in the service of the Cincinnati, Marion, Pittsburgh and St. Peter Railroad for twenty years and prided himself on being one of the oldest conductors of their Western extension, having a speaking acquaintance with 70 per cent of the farmers along the right of way, knowing where to locate the skeleton of past sins of most of the brakemen whom he had helped to educate, and had seen promoted to conductors; and in his heart he was glad to see them settled down, sober and conscientious employes.

As Carry entered the switchmen's sanctum a discussion was going on as to who was the oldest brakeman, some claiming Sootie Quinnett, some thought it was McClarkie, and still others that it was the Dutchman; so in the absence of a seniority list they put the matter up to Carry, it being known that he was familiar with approximate dates of each of the parties in question.

After some thought Carry began: "I was on a work train on the West Division along in 1910; Quinnett was an old head and McClarkie had just been transferred from an Eastern Division. We were tying up at Poland and only went into terminals for work on the engine when necessary, and both of the boys were dead anxious to get back in chain gang service. The railroad was new and there was many a pleasant party to be thrown and young blood was as hot then as now, and my crew changed so often that I got to know every time the slow board changed at Red Lodge.

"I think it was in April, about the 10th, we had gone into Deary for a boiler wash, and when we came to go out I was not surprised to find an entire new crew. The engineer's name was Art Blackwell; I have forgotten the fireman's name, but Bad-Eye Tisher and Dutch were the brakemen and I soon found that I had a real crew. Blackwell was shortened to 'Blackie,' and he and Dutch were on the job with me until it was completed, and I never saw two guys get along like they did. We slept in the caboose and boarded with the section crew. No one was too good to have a joke played on him or too bad to be left in on the fun.

"One day after we had cleared the pit for dinner, a premature explosion crippled two 'Wops' and a Bull Coyote hole digger, and it was up to us to get them to a doctor at St. Annie. Going through Deary we picked up Dr. McNellan, who administered to their wants and after easing their pains he and Dutch got pretty chummy. After we had delivered the injured to the hospital and were laid up for three hours or more, the doctor, Blackie and Dutch proceeded to see the sights. From what I learned they saw it all, from the hospital on the hill to the end plank in the pier where the boathouses were anchored.

"Luckily for us, a derailment of a gravel train had the road tied up for several hours and we were not called to return until the following morning. The caller had no trouble finding us and to all outward appearances my crew were 100 per cent plus when we left the city of St. Annie. Blackie and Dutch had been entertained so well that they felt under obligations to the doctor, and as they were determined to throw a party for him, it being impossible to go into the terminal, they decided that when we were laid up for a Sunday they would have him come out.

"A keg of beer was ordered and came consigned to John Brown at Boland. It was arranged that if the beer arrived a wire would be sent like this: 'Brown met with an accident, come at once!' Everything went according to schedule. The beer came and was placed in the creek to be kept cool, the doctor was notified and we all waited for him. At 11:00 p. m. the doctor had not shown up, and as two freight trains had passed Dutch decided we had best put the beer on tap so as to have it all over with, and have Sunday to come out of the party in. So we put the keg on tap, but Blackie decided that he had better see if the doctor was coming, and after waiting a time for a message, he wrote one, saying, 'Brown worse, suttering terribly,' and came back where we enjoyed a nice party until about 4:00 a. m., without the doctor. The keg was empty, so Dutch went to the office and sent the following message, 'Dear doctor, don't come, Brown is dead. Dutch.'

"Like many a frontier town during construction days, Deary was wide open and on the night of the party the sheriff of Granite County was making them a visit. At Deary we had a kid operator not yet learned to the ways of the world and to the rules of the company. Upon seeing the message to the doctor he thought something awful must have happened, and his imagination got the best of him. Going to the deputy, he told a tale of foul play at Boland. The deputy caught the first train, arriving on the scene about 7:00 a. m. Coming to the caboose he demanded to see Dutch and woke him up, demanding who had killed Brown. Dutch, half asleep, pointed to Blackie, saying, 'There's your victim.' When Blackie was questioned he maintained that it was Dutch. Finally I had the deputy step outside, and pointing to the empty keg told him the story. He had a good laugh, made no reports, and two years after, when he ran for sheriff, he carried the railroad vote by a handsome majority.

"Yes, things have changed; Blackie hasn't taken a drink in fifteen years. He married a nurse or a schoolma'am and is the best hog head pulling a flyer on any man's railroad. Dutch quit, also, but for a little while nibbled at it. Now, thanks to Volstead, he is a teetotaler and one of the happiest of rails when, on pay day, you see him buying ice cream or some other treat for his little granddaughter." About then the trouble shooter bell rang and Carry had to beat it, with a "So long, guys, will meet you at the Y. M. C. A. tonight."

General Office News

We were all very sorry to hear of the misfortune Marilyn McNicholas had in breaking her ankle. We miss her smiling face and hope she will be with us again in a very short time.

A Maiden fair,
With auburn hair,
Went shopping at a Loop store.
When she got there,
She did not beware,
Until the crowd knocked her down on the floor.

Then "out" went her light,
The crowd gazed in fright,
As she lay huddled up in a heap.
When she opened her eyes,
As blue as the skies,
She wondered who put her to sleep.

A handsome doctor came
And shortly exclaimed—
"My little girl you have broken your foot!"
She gazed in his eyes,
And thought of paradise,
So she fainted again, "Oh my foot."

Now she's at home
And so all alone,
With no one to whom she can chat.
Here's hoping she'll atone
With her broken bone,
For those guys who fell for her—flat.

(To the tune of "My Blue Heaven")
When Marilyn falls
And the doctor is night,
He hurries to her—Oh Blue Heaven.
She turns a little white
From pain and from fright
And he holds her hand—Oh my Blue Heaven.
It certainly could be a whole lot worse,
She could have been riding in a hearse;
Then Harry will come
She's not so dumb,
For she's found her Blue Heaven.

FAIR ENOUGH

"I'm going to shoot you."
"Why?"
"I've said I'm going to shoot anybody who looks like me."
"Do I look like you?"
"You do."
"Shoot!"

"Since I bought a car I don't have to walk to the bank to make my deposits."
"Ah, you ride there?"
"No, I don't make any."—Temple Topics.

BELIEVE THIS SIGN

Low: "What is it a sign of when your nose itches?"
Brow: "Going to have company."
Low: "And what if your head itches?"
Brow: "They have arrived."

TRUE, BROTHER, TRUE

A Swede boarded a crowded street car and was hanging onto a strap. The car gave a lurch, and the Swede landed in the lap of a stout lady passenger. The following dialogue took place:

Lady Passenger: "Here, who do you think you are?"
Swede: "Ay bane thought Ay bane a Swede, but Ay guess now Ay bane a Laplander."

Thrilling Scenery!

The New Olympian

Chicago-Spokane-Seattle-Tacoma

Moving swiftly, silently through abysmal canyons, hemmed by sheer and tinted walls;

—winding its *electrified* way up snow-crowned slopes, often timberclad and fragrant;

—coursing the valleys of rushing waters whose force eventually moves its wheels;

—emerging from tunneled mountains that once seemed insuperable barriers;

—the new Olympian traverses the most spectacular of the glorious Rockies, and the Cascades where Nature's architecture inspires and thrills.

For 656 *electrified, cinderless* miles the mountain trip is a marvel of scenic travel. Roller bearings contribute wondrous riding ease. Coil spring mattresses induce refreshing rest.

For enjoyment and comfort—observation-parlor-club car, ladies' lounge, maid-manicure, shower baths, barber-valet, library, soda fountain, afternoon tea, far-famed meals—*no extra fare*.

The Milwaukee Road is the shortest route between Chicago and Puget Sound and the only line operating over its own rails all the way.

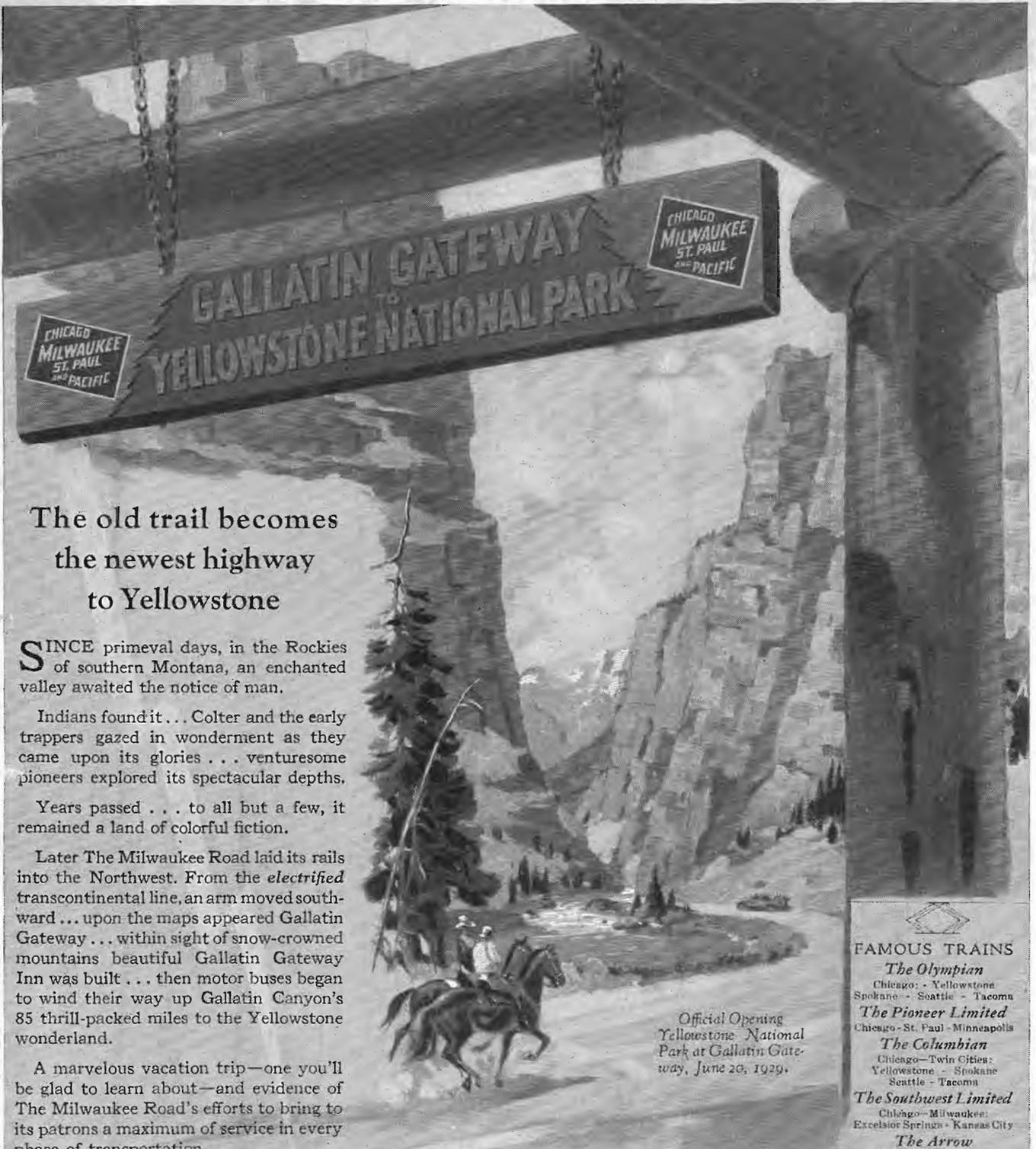
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Pass'r Traffic Manager General Pass'r Agent
Chicago



The MILWAUKEE ROAD

WORLD'S LONGEST ELECTRIFIED RAILROAD





The old trail becomes
the newest highway
to Yellowstone

SINCE primeval days, in the Rockies of southern Montana, an enchanted valley awaited the notice of man.

Indians found it . . . Colter and the early trappers gazed in wonderment as they came upon its glories . . . venturesome pioneers explored its spectacular depths.

Years passed . . . to all but a few, it remained a land of colorful fiction.

Later The Milwaukee Road laid its rails into the Northwest. From the *electrified* transcontinental line, an arm moved southward . . . upon the maps appeared Gallatin Gateway . . . within sight of snow-crowned mountains beautiful Gallatin Gateway Inn was built . . . then motor buses began to wind their way up Gallatin Canyon's 85 thrill-packed miles to the Yellowstone wonderland.

A marvelous vacation trip—one you'll be glad to learn about—and evidence of The Milwaukee Road's efforts to bring to its patrons a maximum of service in every phase of transportation.

Official Opening
Yellowstone National
Park at Gallatin Gate-
way, June 29, 1929.

For your copy of Gallatin Gateway folder or other information concerning this railroad, address The Milwaukee Road, Room 884-S, Union Station, Chicago.

FAMOUS TRAINS

- The Olympian*
Chicago - Yellowstone
Spokane - Seattle - Tacoma
- The Pioneer Limited*
Chicago - St. Paul - Minneapolis
- The Columbian*
Chicago - Twin Cities -
Yellowstone - Spokane
Seattle - Tacoma
- The Southwest Limited*
Chicago - Milwaukee -
Excelsior Springs - Kansas City
- The Arrow*
Chicago - Milwaukee -
Des Moines - Omaha - Sioux City

The MILWAUKEE ROAD

