

The
**MILWAUKEE
MAGAZINE**

NOVEMBER, 1929



**A VETERAN CUSTODIAN
OF RAILROAD TIME**

Conductor Martin E. Mayer of the Great Northern's crack train, *The Oriental Limited*, is here seen looking at his Hamilton. Mr. Mayer is a veteran railroader who is proud of the Hamilton Watch which has served him satisfactorily for more than sixteen years.



**THE NEW HAMILTON
RAILROAD MODEL No. 6**

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TIME controls these great Leviathans of the rails. Time is their ringmaster as they respond to the spur of ticking seconds. Moving out of the roundhouse—thundering down the track—puffing in at the end of a long run—they obediently perform on split-minute schedules. They are man's answer to the command of the Twentieth Century for speed and comfort in transportation.

And an army of stalwart railroad men are Time's trusted custodians. Upon them depends the safe and on-time delivery of precious cargoes. That is why so many railroad men carry Hamilton watches.

For Hamiltons have been tested in the crucible of long service and proven uncannily accurate—sturdily dependable. Through the years they have met the increasingly stern demands of railroad time.

Stop in at your jewelers. Ask to see the famous Hamilton 992. You will find it altogether worthy of its high reputation for precision and dependability. An attractive booklet illustrating several of our railroad models and a handy Time Book will be gladly sent you upon request. Address Department R, Hamilton Watch Company, Lancaster, Pa., U. S. A.

Hamilton Watch

"The Railroad Timekeeper of America"

CUT THIS OUT

and send it in

Will you please fill out the questionnaire, cut or tear it out and send it R. R. B. to the Editor as soon as you conveniently can?

This information is being secured by us for our advertising representatives, as it will assist them in interesting the big national advertisers in using space in our publication. I think that advertising of merchandise of the type that you and I personally buy for our families will make The Magazine of greater interest and help to you. Therefore, won't you please assist us by filling out this questionnaire?

You need not sign your name as that is not necessary.

Questionnaire

Have you a radio set?..... What make is it?.....
Have you an automobile?..... What make is it?.....
Are you married? How many children have you?.....
Do you own your home?.....
Are you interested in the athletic events on the railroad, such as bowling, baseball, etc?.....
.....
Do you play golf?..... Do you hunt?..... Fish?.....
Do you read The Magazine regularly?.....
What features appeal to you most?.....
.....
Do your women-folk read The Magazine?.....
Would the advertising of automobiles, radios, and other merchandise appearing in The Magazine assist you in deciding what brands and makes to buy?.....
.....
Do you read any other magazines?..... Please name them

.....
Would you like to have us publish a final report on the results of this questionnaire?

.....

CARPENTER KENDALL, Editor,
The Milwaukee Magazine,
Room 790, Union Station,
Chicago, Ill.

Savanna Car Department News Items

Due to illness there are three employes on our absentee list:

Ray Douglas who recently underwent an operation for appendicitis at the City Hospital is now making a nice recovery.

Robert Cassell has been confined to his home for the past ten days.

Louis Gerlich is still a patient in the City Hospital, also having submitted to an operation for appendicitis.

We are looking forward to having these men back on the job real soon.

Car Foreman C. E. Barrett and Floyd Staples now hold the champion speed record for auto trips. The two men recently drove to Waterloo, Iowa, and claim to have made the trip in three hours and 40 minutes. Some record for a 150-mile trip, considering the fact that they stopped for lunch. -

William Jenks, son of Car Inspector Fred Jenks, returned to Cornell College, having

spent the week-end with his parents and friends.

Too bad, girls, too bad! The curly-headed, blue-eyed, smiling Irish gladiator of the Overcharge Department, John T. White, has found the girl of his dreams. He seems to be part Scotch, inasmuch as the lucky young lady has two brothers, one of whom is a tailor and the other a butcher. Johnnie should worry about the high cost of living!

Harry Gerdes of the Freight Claims' office broke his arm while repairing a chimney on his home. Perhaps it would be better to use smokeless fuel and do away with the chimneys, Harry.

Tony Naatz, our genial assistant head clerk of the Central Typing Bureau, has had all his teeth removed. It certainly is too bad! First his hair and now his teeth—yes, sir, the lad must be getting old!

Miss E. Haines, of the Freight Claims' office, is a very sick girl. Let us hope that by the

time this is printed she will be well on her way to health.

Mrs. Whitson, of the Car Accountant's office, reports having enjoyed a wonderful vacation trip through Eastern Canada, thence south along the Atlantic Coast cities as far as Virginia and returned to Chicago much refreshed both mentally and physically.

W. L. Webster, of the Real Estate Department, had his appendix removed. He is now feeling good and is on the road to recovery.

Mrs. Constance Wallin (formerly Miss Thompson), was surprised by the stork with an 8-pound girl.

R. R. Rumps is back with us and now has an official title of file clerk, replacing E. Thompson, who has left the services of this company.

Clarence O'Brien, Ticket Auditor's office, annexed a prize given by the Chicago Evening American in a contest in which mistakes in dancing were to be found.

PATENTS

Send drawing or model for examination and advice.

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Promptness Assured Best Results**

WATSON E. COLEMAN, Patent Lawyer
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You Can't Go Wrong



*If you follow this rule
how to make good
coffee*

Proportion: 1 rounded tablespoonful of ground coffee to 1 full cup of water. (Note—1 full cup of water equals 1½ cups filled to average depth and with space allowed for adding cream.)

Place coffee in pot and add boiling water. Boil coffee and water together for 5 minutes, not longer. Pour out 1 cup to clear spout and pour back into pot. Now pour into pot a large tablespoonful of cold water and let stand for 3 minutes. This will force the grounds to the bottom.

Rockford, Illinois

Second Manufacturing City in the State



W. A. Johnson

WHEN one visits for the first time, any certain locality, or, perhaps, more exactly, any certain town, if he is susceptible to impressions—and who is not?—his first consciousness is likely to be of the “atmosphere” of the place. Not the atmosphere, however, which relates to air currents and smoke nuisances or that like, but to the general feeling it imparts, in relation to its hospitable qualities; whether it has congeniality and if you would want to accept an invitation to “come again.” If Rockford, Illinois, should extend that kind of an invitation—and it is sure to do so—to an inquiring stranger within its gates, it is more than a guess that such a “bid” would be accepted; for Rockford, Winnebago County’s court house town; northern Illinois’ splendid manufacturing city and the Rock River Valley’s lovely home site is distinctly worth a good deal more than “the once over” of a casual caller. You cannot go driving about through its broad thoroughfares, among its great factories, into its handsome and extensive residence sections, or out over its fine highways into the picturesque surrounding country and not get a deep feeling for the reality of its attractions, its desirability and the wonderful future it seems to promise.

A city located on the banks of a winding river where great, old shade trees hang over the stream and green banks slope gently to the water, is bound to be beautiful. Nature has taken care of that; it can hardly miss of being important, for the river provides some of the fundamentals of industry, and it must inevitably bring inspiration, for the ever-flowing stream, pushing onward, interprets and stimulates in terms of progress. Looking back to the few first travelers who came into this section seeking a place to settle down and, likely, go onto

the land to farm, these features might have held out some appeal as promising a favorable site for a market town. The river, winding through its broad valley, rimmed with beautiful wooded hills, fed by countless little streams coursing out of the hills and speeding on to meet their ultimate destiny, serves a countryside rich in agricultural resources, which the early settlers probably looked at from their own angle of tilling the land. But Rockford, a market town for farm produce is a far cry from the great manufacturing center it has become.

The first settlement made in 1832, by a small group of New England “agriculturists”—sturdy, hard-headed farmers, they—had grown into a city with a city charter, only twenty-two years later; and its continuous growth and material prosperity has been the reward of industry and thrift of the most intensive quality. Rockford is now a city of only a little less than 94,000 people (93,800 in exact numbers), within its corporate limits, while including the suburbs and those localities served by the Rockford postoffice, Greater Rockford has a population of 107,631; yet its march of progress continues, the increase in its population during the present decade having been the greatest in its history—these years showing a gain of forty-two per cent. Considering it from the standpoint of territorial length and breadth, according to accredited statistics, its area is 7,792 acres, of which about 195 belong to Rock River and its tributary streams.

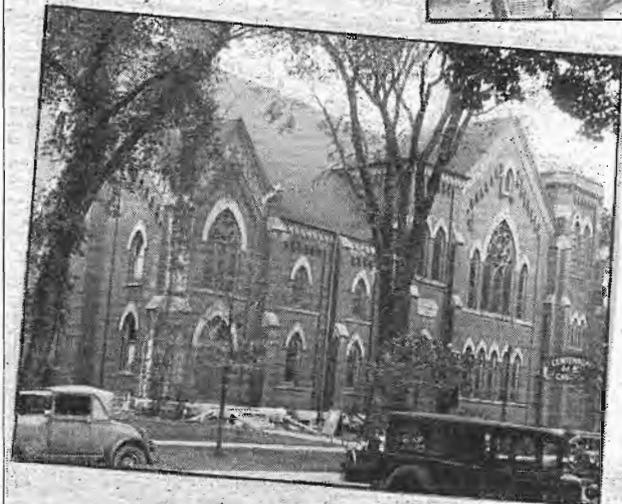
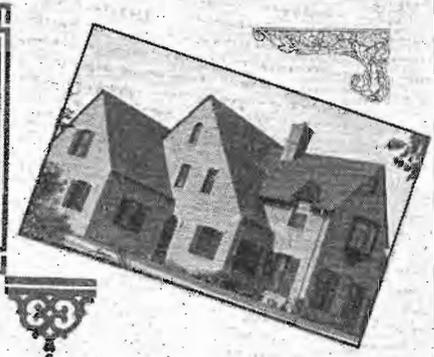
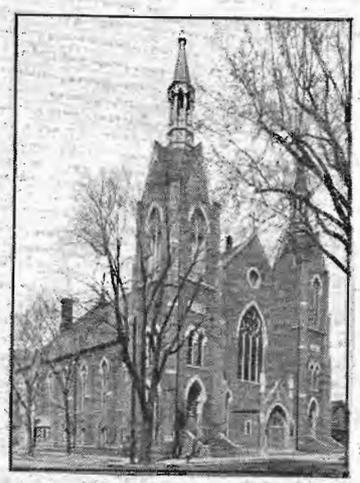
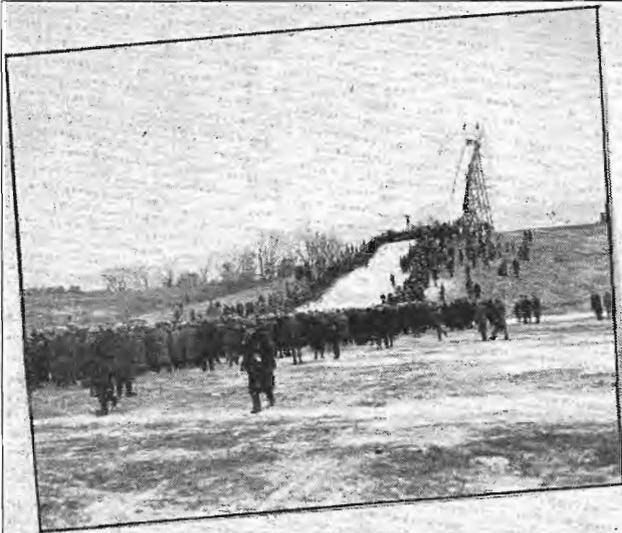
The city is built on either side of the river, and it is told that if you happen to be at one side or one end of the town and desire personal contact with someone or something at the far side, you must cover a distance of five miles to reach your goal. In passing, it may be noted that it is a city of well paved streets, automobiles and street car service, so the distances need not be considered a hindrance, while, of course, the distances present a sense of roominess, and your glimpses of the city as a whole, carry out that picture. Rockford’s factory districts, as well as its business streets and residential avenues are what in engineering parlance would be called “daylighted” by ample space; and often its biggest and busiest factories look like elegant public institutions set in handsome landscaped parks.

Rockford’s wheels of industry move with lightning speed, but those whose business it has been to keep them spinning have not lost sight of the psychological influences of modern methods in factory housing and surroundings.

In the city planning, provision for an ultimate City Beautiful has been kept in mind. This is the latitude of the luxurious shade-tree, and Rockford is bountifully supplied with regal elms, splendid maples, oaks and other leafy monarchs. The rolling, hilly character of the country, covered with verdure heightens the picturesque quality and enlists Nature in the work of embellishment. It is in all respects a region of surpassing loveliness and its possibilities are endless.



Airplane View of Rockford Machine Tool Company Factory



Top—From Left to Right: The Ski Jump at Norge Sld Club; East State Street, Looking East; The Garden of a Rockford Home; First Lutheran Church; A Cozy Suburban Residence; Landstrom Furniture Factories; Two Views of River and City; Centennial M. E. Church; New Abraham Lincoln High.

The statement that Rockford's growth in the past ten years has been for it the most remarkable, covers the certainty of a still greater future, backed and substantiated by its ever-growing industrial development.

Rockford's Industries

Whatever of beauty and business enterprise and civic progress Rockford may claim, the most impressive thing to a visitor is its remarkable industrial development. Factories and manufactured products are its life center—factories of every description line the streets of the industrial district, and products of the widest diversity emanate therefrom. As you drive about, up and down the broad avenues where great buildings house the myriad wheels of manufacturing machinery and their thousands of operatives, you become convinced that nothing in the manufacturing line has been left out. This is the second manufacturing city in the state of Illinois, and conservatively speaking, the list of "made-in-Rockford" products contains more than five thousand items.

In Rockford, furniture is king, but His Majesty leads a battalion of no mean numbers. Among the principals in the manufacturing group after furniture, are knitting mills, knitting mill machinery, wood-working and iron working machinery, agricultural implements, machine tools, oil burners, incubators, furniture hardware, pianos and piano actions, leather goods, saddlery, harness, gas and electric rangers, pencil sharpeners, fountain pens, pumps, textile machinery, foundry products, auto accessories, spot lights, sheet metal products, cutlery, piston rings, shock absorbers, tinware, lithograph tin cans, kitchen wire goods, churns, sewing machines, radio cabinets, water wheel governors, mirrors and art glass, paper boxes, cartons, steel kitchen furniture, shoes, overalls and workmen's clothing, transmissions, universal joints, clutches, silver-plated ware, clocks, structural steel, water softeners, aluminum ware and so on. There is a horse-meat packing plant, the largest in the United States, the material for which comes in over the railroad from the west and the product of which is shipped out, eastward. Some of the product goes to European countries for human consumption, but most of it is made up into food for domestic animals. Incidentally—the puppy's biscuit is quite likely to be a Rockford-prepared article. The list of manufactures is taken from one compiled by the Rockford Chamber of Commerce and might, without doubt, be continued at length, taking in all the smaller industries and adding thereto the commercial enterprises, all catering indispensably, each in its own particular line to the needs of a nation—yes, even to the necessities and desires of the wide world.

Furniture

As heretofore said, furniture is Rockford's outstanding factor in the industrial line. There are thirty-eight furniture factories, with approximately three thousand five hundred skilled workers employed. It is the third ranking furniture center in the United States, Chicago being first and Grand Rapids, Michigan, second. High grade furniture is specialized in the Rockford factories, grading from medium upward rather than in the opposite direction; and the Rockford factories use more American walnut than those of any



East State Street, Looking West



St. Mary's Catholic Church

other city or state in the country—a note of patriotic pride in that record.

Closely associated in the business of manufacturing furniture is the business of making the wood-working machinery that is necessary in all the branches of the industry. Obviously where a great industry is in progress, the economical thing is to have close by, the means of making tools and machines for the purpose in hand. "Interlocking interests," as it were, with a combine that works out for the good of the community as well as the progress of the industry. Such interlocking exists in the several wood-working machine factories in Rockford; and there are others that have a kindred interest, such as art novelties, metal work, lamps and lamp shades, mirrors, varnish, veneered woods, all being made in close proximity to a wholesale demand. Carrying the concept of co-ordination farther, the furniture manufacturers of Rockford maintain a sort of clearing house for shipments, where all goods are sent, regardless of destination and of quantity. Here they are gathered into carload lots, loaded into cars and sent in the direction of their final destination. This speeds up shipment and gives the shippers the benefit of carload rates, and at the same time reducing ship-

ping expenses at each factory. Incidentally, this clearing house facility is housed in a building leased to the furniture companies by The Milwaukee company, and is located on Milwaukee tracks.

One of Rockford's good boosters says that not only did Rockford "make the country's finest furniture, but Rockford makes wood-working machinery used in making Rockford's finest furniture. Rockford makes machine tools used in making Rockford's wood-working machinery that is used in making Rockford's finest furniture." Verily a "House that Jack Built," and there you have it.

Knitting and Hosiery

Another enthusiastic writer on Rockford, in the person of the editor of the State Journal, Mr. A. L. Bowen says: "The Swede who started the first wood-working shop in the hamlet of Rockford had a friend who knew iron working. That is, he knew how to make machines that would turn out tools and other machinery needed in production. He was inventive and devised many tools that are essential today in the development of machine-making machinery of all kinds. And these two had a friend who knew about knitting. John Nelson started the manufacture of cotton hose, the Rockford sock that once upon a time sold for a nickel a pair and was known the world over. John Nelson's knitting machine was perfected in this city and has undergone few changes since. It still is making Rockford socks in this lusty city of ninety (sic) thousand." But Rockford hosiery is by no means confined to a five-cent sock, nowadays. The product of its many knitting mills goes all over the country to a fine and exacting trade, and there are upwards of twenty-two hundred operatives engaged in making this product.

Another "interlocking interest" of this industry is the Knot Tier, an invention of a Rockford man. In years gone by the business of making knitted goods required many hands and tying knots was one of its most arduous and trying processes. Now the Colman machine ties the knots of Rockford's knitting mills, and goes elsewhere throughout the land wherever there is weaving by machine looms. Rockford's knitting plants turn out hose at the rate of 50,000 dozens every twenty-four hours; and send, as well, to all parts of the world, high-grade knitted cotton and silk underwear.

People Who Stick Together

It would take much more than the limitations of this Magazine to tell all the interesting and wonderful stories of Rockford's industrial progress and of the remarkable men who pooled their interests and worked out the necessities, each of his own particular line of endeavor; and then how an inventor or a worker right out of their own ranks always appeared to invent or make the needed article. But summed up, it is the story of "hanging together," perhaps, in some instances, to prevent the possibility of any of them "hanging separately." Again quoting Mr. Bowen: "Raw materials; these men had none. Rockford produced no wool or coal or iron. Brains, thrift, energy, human vitality, vision were the raw materials out of which this community has been evolved. The secret of this industrial center is the class or group consciousness of a clannish people who

stick together, think together and act together toward a common end. That's the answer to the puzzle." And the puzzle worked out along that line all the way through. The greater per cent of Rockford's industries are home-owned. Very little outside capital or personnel has ever entered. The owners are home folks, and the managers have oftener than not, like successful railroad managers, "come up from the bottom." They know the business and all the ropes.

Before taking leave of Rockford's epic of industry and its inspiring story of the industrial life, please take notice that on your shiny, new automobile and on the old "Henry," too, are auto parts and accessories with the "made-in-Rockford" stamp; thousands of castings per day go out of town for Nash cars, Reos, Studebakers, Hupps, Lincolns, Fords, Chryslers, Dodges, Packards, and what not. Auto tops and upholstery, also Rockford-made locks and door fasteners, hub caps, heaters, universal joints, transmissions, clutches and other metal parts for almost any make of car.

In the 371 industries of this remarkable town are 26,000 employes engaged in turning out \$136,000,000 value in their products. The payroll reaches an annual \$31,000,000.

Rockford People and Rockford Life

It has been said that the first settlers in this particular locality came from Yankeeland; but soon there followed a group of Swedish men and women looking for a likely place to alight and go to work. The two elements fuse beautifully, for nowhere on the whole round earth is there a people to whom labor is a more sacred duty than those who rejoice in the New England heritage; while in Scandinavia it is much the same. Therefore when the Swedish inventiveness and initiative came forward from time to time, the Yankees joined up with enthusiasm. Rockford industry is largely controlled and manned by Swedish folk and there is a large Swedish section of the city where the homes of the busy toilers in the factories belong to them personally. Their pride of ownership is evidenced by the goodly size and substantial nature of their buildings—flats, bungalows, cottages and larger homes, all encompassed in beautiful surroundings. Thrift and prosperity everywhere.

Commercial Enterprises

Of its commercial district, it may be said that it is exactly what would be expected and required of such a city. In its buildings and in the business carried on, whether it is retail or wholesale or banking or any other branch of modern commerce, there are all the paraphernalia and trappings of Big Business transacted in a big way. Its banking institutions are sound and substantial. It has hotels as fine and as modernly equipped as you can find in Chicago itself.

Educational

Of course one looks and not in vain for wonderful schools in this city. There are twenty-two graded schools, one high school and two junior highs; one continuation school; five parochial graded and one high school. A large private school for children and two business colleges.

And there is old Rockford College, the pride of all the loyal citizenry. It is a college for women with a wondrous rec-



Rockford College

ord of eighty years of service in the educational field and a graduate roll that contains the names of some of the most prominent and distinguished women in the country. It is, by choice, a small college devoted to the higher education, limiting its enrollment in order that "it may better retain the values of the historic liberal arts colleges of American tradition." Its limited enrollment allows an average of one instructor for every eleven students.

The location of the college, on a beautifully wooded bluff overlooks Rock River and down into the industrial valley. Its elm-shaded campus and handsome buildings of classic architectural type all carry out the feeling for the early "American tradition" that it is the purpose of the college to retain. It has at the present time an enrollment of 650 students.

In the matter of churches, clubs, hospitals, amusements, golf and country clubs, parks and all the various civic institutions, Rockford has a full complement. Its building activities are many, the number of building permits issued during eight months of 1928 showed a percentage increase greater than that of any other city in the state.

Where a city is essentially a home-owning community, beauty of environment is looked for and this element is

not wanting in any part of Rockford's handsome residential districts. The river gives an ideal background for a City Beautiful and Rockford is on its way toward that goal.

There are stately mansions and the no less attractive but more modest homes; and everywhere is shown the care and the serenity which love of home always imparts.

Railroads

Rockford is served by four railroads; and its location on the R. & S. W. Division of the Milwaukee, nineteen miles south of the Illinois-Wisconsin state line, midway between Chicago and the Mississippi River and its facilities in the city afford exceptional service for the entrance and outlet and furnishes a very substantial revenue for the company. Many of the largest factories and coal and lumber yards, of the city are located on or near Milwaukee tracks, and our company enjoys friendly relations with all of the industrial and commercial interests of Rockford. Milwaukee service has as its local representative Mr. Walter A. Johnson, general agent.

Mr. Johnson is a veteran of 46 years of Milwaukee service. His father was a Milwaukee veteran also, and was agent at Spring Green, Wisconsin, for many years. W. A. lived in the station until he was eleven years old and says he



The National Lock Company Factory



In a Rockford Factory—The Sundstrand Machine Tool Company

started at that age, carrying the mail for which he received \$5.00 a month; but his duties were not altogether confined to mail carrier, for he helped out in many other capacities. His real honest-to-goodness start, however, was in Janesville, as car clerk in 1887, receiving promotion to warehouseman, cashier and agent in that city. He was also agent in Madison from 1909 to 1913; and from 1913 to 1918, traveling freight and passenger agent on the Superior Division. During the World War he served in clerical capacities in Milwaukee, and upon the return of the railroads to corporate control, he went to Rockford as agent.

The Spirit of Rockford
Harlan E. Babcock

There is vim in the spirit of Rockford,
No matter what season or time;
There is vigor in every action
Of the town in its up-and-up climb;
There's a clear vital note in its progress
There's a purpose that nothing can stop
As it heads to the highlands of glory
In its march toward the ULTIMATE
TOP.
There's a bright star of hope ever shining
In a sky that is deep as the sea;

And it beams on a great, growing city—
A promise to you and to me.
That our industries ever shall flourish
And add to our riches and fame
'Til the world in its praises is voicing
The fullness of Rockford's fair name.
Just look at the city—consider
Its factories on every hand,
Its metal and knitting industries
None others excel in the land;
Its furniture marts, vast and busy
Where men fashion wonderful things
That fit in the homes of the humble
And adorn the great castles of kings.
Is our beautiful city progressing?
It is growing and setting the pace
In the jousting of Illinois cities
In the merry industrial race?
Why, it's second right now to Chicago
And its spindles continue to hum
A tune that is mightily pleasing,
"Going some, going some, going some."
Yes, Rockford is proof against panic,
Because of its industries vast,
That are built on the Rock of Good Business,
That have stood the keen gaff in the past.
We are nearing a full hundred thousand,
So trot out the banners and band—
Show you're proud of our city
The fairest and best in the land.



A Detachment of Illinois National Guard at Camp Grant

The Magazine acknowledges courtesies of data from Rockford Chamber of Commerce and pictures from Rockford Daily Republic.

—EDITOR.

Nels Andersen

NELS Andersen, employed in the Car Department at Council Bluffs from May 18, 1888, to October 29, 1928, passed away at his home on August 15 after a lingering illness. During his many years of service he was a true and faithful employee.

John M. Horan Acknowledges Gifts

At the Empress Hotel, in Victoria, Mr. Horan was presented with a beautiful silver plate inscribed with his name, age and years of service, a gift of the city of Victoria. The following letters from Mr. Horan fittingly acknowledge his appreciation of the honors showered upon him at the September meeting of the veterans:

To Mr. Green and the Directors:
October 11, 1929.

Mr. Joshua Green,
Director,
The Chicago, Milwaukee, St. Paul &
Pacific R. R. Co.,
Seattle, Washington.
Honorable Sir:

To express my real appreciation for the beautiful and cherished urn which you so graciously presented to me at the Eleventh Annual Meeting of the Veteran Employees' Association of the Chicago, Milwaukee, St. Paul and Pacific Railroad, assembled for the banquet at the Civic Auditorium in the city of Seattle on September 18, 1929, would mean, at least, as a comparison, to multiply my seventy-four years of service with the "Milwaukee" by my ninety-one years of age, and then some.

From the time of my youth, I have been provided remunerative employment by the Milwaukee Company, during my entire employment I have been shown consideration by my employers, in the last few years I have been showered with laurels by my fellow workers, officials and executives, all this being climaxed by you, a director, bestowing upon me a token of recognition, the value of which to me is far beyond my ability to describe; and all of which clearly demonstrates the unequalled courtesy and attention conferred by an employer on an employe, and I am sorry that I must resign from the task of attempting to properly explain my appreciation, due to my inability to command adequate expression.

That the Milwaukee Railroad, its directors, executives, officers and all others connected with it, may continue the best in the world, as they are now, is the sincere wish of

Yours very truly,
(Signed) JOHN M. HORAN.

To the Mayor of the City of Victoria:
October 11, 1929

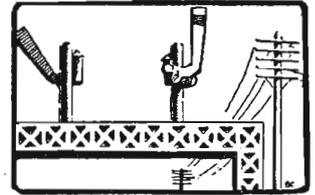
Mr. H. Anscamb,
Mayor of Victoria,
British Columbia.
Honorable Sir:

The time which has elapsed since September 19, 1929, the date on which Your Honor presented to me the beautiful and cherished silver cake plate, with appropriate inscription, at the almost unprecedented greeting, tendered by yourself and associates, to thirteen hundred and fifty members of the Veteran Employees' Association of the Chicago, Milwaukee, St. Paul and Pacific Railroad, at the Empress Hotel at Victoria, has not provided me with the ability to couch in suitable terms an expression of my profound appreciation of the lovely gift, but an ardent desire to disclose, in my altogether too humble own way, the esteem in which I hold this remembrance, prompts me to communicate to you at this time this message of gratitude, and included herewith is my earnest wish that you and your admirable people enjoy a bountiful share of health, wealth, and happiness for many, many years to come.

Very truly yours,
(Signed) JOHN M. HORAN.



BUREAU OF SAFETY

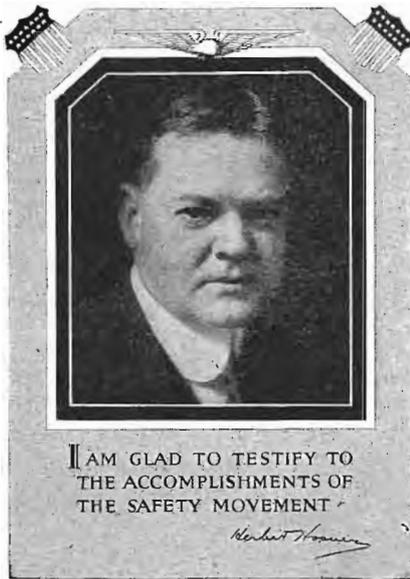


Safety Records

Attention, Supervising Officers!

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

M. J. Flanigan
Assistant to General Manager



The President of the United States Endorses Safety First

ABOVE is a picture of President Hoover with his testimonial to the Safety Movement.

Safety First Flag Raising, Savanna M. J. S.

THE "Six Months without an Accident" record established by the shop employes of Savanna Roundhouse was formally and fittingly observed at Savanna, Ill., Wednesday, September 4.

Promptly at 3 p. m. the roundhouse whistle was sounded and employes of all crafts of service, and those taking part in the program, assembled at the large platform erected on the pretty lawn just east of the roundhouse.

An invitation was extended to the general public and Savanna schools to attend the Safety First ceremonies, and the teachers and students from both the public and high school attended in a body.

Master Mechanic P. L. Mullen acted as master of ceremonies and gave the opening address. He complimented the shop men on the splendid record achieved, stating there are only two causes for accidents: unsafe conditions and unsafe practices. "Are we our brother's keeper in this Safety First movement?" Mr.

Mullen next introduced Machinist Otto Enz, committeeman, who spoke in behalf of the roundhouse employes, and remarked that they hoped to continue the good work, and co-operate with the supervisors in furthering the splendid record.

Six Veterans, representing the various shop crafts at the roundhouse, carried the beautiful Safety First Flag from the roundhouse to the flagpole: Hostler James Pulford, Carpenter Charles Hersey, Machinist O. C. Hansen, Boilermaker Helper John Schueller, Machinist Helper Frank Monty and Stationary Fireman John Wilson. The large flag, ten by twenty feet, green in color, with the word "Safety" in white letters in the center, was raised by Mr. James Pulford, the oldest employe in point of severvice. The unfurling of the flag brought an enthused cheer from the assembled crowd.

Several other speakers were next introduced by Mr. Mullen, who gave brief remarks, as follows: General Roundhouse Foreman J. R. Slater, Local Safety Inspector Machinist John Dyer, District Safety Inspector John Hemsey, of Milwaukee, Wis., Superintendent W. M. Thurber, Savanna, Mayor C. N. Jenks, Savanna, James Pulford, oldest employe in point of service, Soren Lund Jr., youngest employe in point of service, General Superintendent E. W. Lollis, Chicago, Mr. John Early, Claim Prevention Department, Cedar Rapids, Iowa. Communications were read by Mr. Mullen from Chief Operating Officer J. T. Gillick, General Manager O. N. Harstad, General Superintendent of Motive Power R. W. Anderson, General Manager's Assistant in Charge of Safety Bureau M. J. Flanigan, General Chairman Carmen's Association of the System.

District Safety Inspector J. Schabarker, representing Mr. M. J. Flanigan of the Safety Bureau, gave the principal address for the day's program, and responded to Master Mechanic Mullen's introduction as follows: "I am pinch hitting this afternoon for Mr. Flanigan in this splendid program, and it is the first of its kind that I have ever attended. When I get back to Chicago and tell Mr. Flanigan the fine program carried out here this afternoon, I know he will regret very much that it was impossible for him to be with you. I can assure you all that I am glad to be here.

Splendid Record

"That flag unfurling to the breeze at the top of that flagpole designates a splendid record attained by the roundhouse employes and supervisors of this

city," he said. "It is a record of six months, or 184 days, without a personal injury. That is remarkable for hazardous work, and I only hope the record continues for months to come. The 200 or more men are to be congratulated on the record, and it is a pleasure to me to express my appreciation. You and your supervisors have something to be real proud of, and this program has been a most fitting one. In the year of 1923," said Mr. Schabarker, "at the annual meeting of the National Railway Men's Association, it was planned and determined to find some way to decrease the many injuries. The Safety First movement was organized and plans were studied and arranged so that causes of accidents could be removed. Since that time the Safety First movement has shown splendid progress and is now one of the outstanding features in railroading.

Reduced 75 Per Cent

"The efforts have borne fruit and the Milwaukee Railroad has advanced rapidly in the past year or two in the Safety First movement. There has been a reduction of 74 per cent in accidents and injuries. In June of this year over June of last year there was a decrease of 67 per cent. Strenuous campaigns to prevent highway accidents are under way. The railroad will work together with the public and with this co-operation should lessen highway accidents. Let me say this: 'Be cautious, and instruct children to be careful, and any one else, when on railroad premises'."

How They Did It

"Safety First" is the goal for attainment at Savanna Roundhouse, and has been held uppermost in the minds of the employes.

August 1 of this year a Safety First clock was installed in the shops, giving the number of days and months without an accident. Below this clock is a blackboard. Each day a Safety First rule is written on this blackboard for the benefit of the employes. A container, fastened below the blackboard, is used for any Safety First suggestions that the employes wish to write, and these with other Safety First bulletins are posted on the bulletin board.

The committee in charge of the program, who deserve a great deal of credit for their untiring efforts in the fitting observance of the first "Safety First Flag Raising" at Savanna, are as follows: Machinists Otto P. Enz, Roy Hersey, O. C. Hansen, Master Mechanic P. L. Mullen and Roundhouse Foreman J. R. Slater.

"Watch Your Step"

FOLLOWING is a little safety verse that appeared on a bulletin put out by Superintendent J. A. Macdonald:

"Watch your step," is an ancient phrase,
Truly a wise one, all will say,
Deserving of heed, awe, and praise
Where SAFETY FIRST leads the way.



The Chicago Terminal Safety Meeting

ABOVE are two pictures, the lower showing a part of the number present at the meeting of the Chicago Terminals Safety First meeting held in the Conference Room, Union Station, on the evening of September 30, at which more than three hundred were in attendance. The picture cannot, of course, do full justice to the occasion, because of the limitations of the camera and the fact that the room was so crowded that the photographer could hardly get in and find a place to set his camera.

The lower picture shows Mr. M. J. Flanigan addressing the safety inspectors who are: Top row, left to right—L. S. Cunningham, J. L. Thompson, Victor Hansen, W. F. Esch and J. L. Bauer. Second row—H. G. Smith, John Jemsey, W. W. Schabarker, G. R. Hannaford and E. B. Crooker. The pictures were taken by Machinist Apprentice H. Curtis Clare, Galewood roundhouse, Chicago, on his own initiative, for the special purpose of publication in the employes' magazine; and the Safety Bureau deeply appreciates Mr. Clare's work in turning out these two very fine pictures.

Superintendent C. L. Whiting presided at the meeting, as chairman, and District Safety Inspector J. L. Thompson as master of ceremonies. Nine of the safety inspectors from all points on the system east of Avery, Idaho, were introduced by Mr. Thompson, all of whom had come to Chicago to attend the National Safety Congress at the Stevens Hotel. All of the inspectors gave short talks on the subject of safety and what we are doing to get the employes to go along with us in our campaign. Mr.

Flanigan also spoke to the assembly in his usual forceful and convincing manner. There were brief addresses by Superintendent Whiting, Master Mechanic C. L. Emerson and other Chicago Terminal officers. It was the best safety meeting the Chicago Terminals has ever held, with an attendance far beyond the seating capacity of the room.

The meeting, held on the evening of the second day of Chicago Safety Week, was signalized by those present pledging themselves to perform their duties in a safe manner, not only during the week in question, but during the entire month of October, and from then on. We hope they will fulfill their pledge.

Wear the Right Shoes

"ATTENTION is called to the necessity for employes wearing shoes which will safeguard their toes from injury. There are many good brands on the market, which have a rigid toe, and it is suggested that men working in the shops and those in other branches of the service, where there is a possibility of material dropping on their feet, provide themselves with such shoes so as to avoid mashing their toes. Employes working in repair yards, where there is the possibility of stepping on upturned nails, should see that the soles of their shoes are in good condition at all times."

M. J. FLANIGAN,
Assistant to General Manager.

Something To Do in November

THERE is something to do in November,

That in other months we have failed.
Our accidents are few and scarcer,
But all of these can be curtailed.

I know we are trying to be more careful

In our duties, that we daily do,
But we have not been wholly successful
For a month, to pass safely through.

If at times you feel uncertain

On the safely doing of your task,
Call it to your foreman's attention

And he will eliminate the hazard when
you ask.

Always bear in mind the need of Safety,
Whether at home, or where you work.

Do all things with percipency

To refrain from getting hurt.

Let's all help and do our share,

In this great safety drive.

Let's all watch, take heed and care

And have a "Non-Accident Month" to
prize.

WILLIAM TRENKLER,
Storehelper, Marquette, Iowa.

A Hand Car House Safety Bulletin

THE following is copy of a bulletin found posted in the hand car house of Section Foreman C. York, at Hastings, Minn.

No special publicity was given the posting of this bulletin and it was only discovered when an inspection of the building was being made. It is of sufficient value in safety work to find a place in other prominent spots on the railroad.

Your efforts to correct unsafe conditions and prevent carelessness will make it safer for you and your fellow workmen.

Safety appliances are all right, but what we need is safe men to operate them.

A factory inspector chained to every machine in the shop wouldn't keep some men from getting hurt.

(Continued on page 11)

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Milwaukee Employes' Pension Association Members Entered on Pension Roll September, 1929

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

Name	Occupation	Division or Department
W. H. Colville	Agent	R. & S. W. Division
Richard Meekma	Trucker	R. & S. W. Division
John W. Morgan	Trucker	Twin City Terminal
Doc Carmody	Trucker	Dubuque Shops
Geo. H. Cook	Carman	Kansas City Division
Philip Doherty	Crossing Man	Police Department
Frank A. Williams	Carman	Iowa Division
Charles Pearson	Trucker	Kansas City Division
A. O. Cunningham	Yard Brakeman	Milwaukee Terminal
Charles Whipple	Switchman	Milwaukee Terminal
C. H. Slagle	Agent and Operator	I. & D. Division
Halvor Olson	Section Laborer	H. & D. Division
H. A. Long	Agent	La Crosse Division
Maurice J. Clarey	Engineer	Superior Division

C. W. MITCHELL,
Secretary-Treasurer.

Found—Camera

THE general chairman of the Veterans' Association Convention advises that a CAMERA which was left in one of the buses or in an auto, between a hotel and the C. P. R. Dock the morning of September 19, is on hand in his office. Owner may have same by applying to Mr. Carrick, Milwaukee, and proving property.



John Fleming

Fifty Years of Service For The Milwaukee

ON October 15, 1929, Mr. John Fleming, of Wabasha, Minnesota, completed fifty years of successful service with The Milwaukee Railroad. Looking back through these years, Mr. Fleming has seen many phases of railroad life. He has gone through struggles, times of strife and times of triumphs as well. He has seen and watched with keen interest the growth of the railroad.

Starting to work October 15, 1879, in the machine shop at Wells, Minn., which was under the supervision of Mr. Wm. MacFarlane, with Mr. E. A. Williams, general foreman, Mr. Fleming began his career for The Milwaukee Railroad. After working there for a period of three years he was sent to Eagan, S. D., to take charge of a new engine house that was being built, where he also had charge of the car department, as this was a terminal and the end of the S. M. Division at that time. In 1885 he was sent to Woonsocket, S. D., to take charge of the roundhouse at that point. He also served as roundhouse foreman at Madison, S. D., and in 1891 he was made night foreman

Old Homestead

I went down today to an old, old farm,
And I saw red apples on a tree,
And long, dim shadows, within a barn,
And a place where roses used to be.
Some cars went by on the state highway,
And quail flew low in a field of wheat,
And I had forgotten the apple tree,
And the barn's long shadows, cool and sweet.
But I heard a voice, that is long since stilled,
And laughter, and children's feet.

N. B. D.

at Austin. In 1903 Mr. Fleming was transferred to St. Paul, and the year 1905 finds him roundhouse foreman at Wabasha, which position he still retains. With the exception of the first three years of his career Mr. Fleming has always served in an official capacity. During his time he has worked under various superintendents of motive power, dating as far back as Mr. J. M. Lowry.

One of the many joys that Mr. Fleming cherishes in looking back is the fact that he has always had the perfect co-operation of all his master mechanics and superior officers. His contemporaries are becoming very scarce and he finds it difficult at times to go back into history with someone who has passed over the same period. Mr. Fleming has had experience with all the different types of power, from the wood burner to the present modern American locomotive. His career has been a long one, but one that has been marked with pleasant memories and his association with the company has been most pleasant.

Time has brought changes and many of them, but memory weaves webs of thought that are not easily effaced, he is still enjoying good health and attending to his duties daily at the Wabasha roundhouse. Good health, and many more years of active service is the wish of his associates.

Card of Thanks

WE wish to thank our many friends, especially Harlowton Lodge, Brotherhood of Railway Carmen of America, for the kindness shown us at the time of our late bereavement, the loss of our husband and father, John O. Mathews; and, also, for the many floral offerings.

MRS. JOHN O. MATHEWS,
MR. AND MRS. J. R. MATHEWS,
MR. AND MRS. T. W. HICKS, JR.



Everett City Office Window Display

H. H. Tavenner, General Agent

THE above picture is that of the window display in our Everett city office during the annual fall opening celebration on the part of the Merchants' Association of Everett, September 20th and 21st. An added attraction of the opening this year was the dedication of the new street lighting system in the downtown district and thousands of the townspeople were on hand to see the lights flash on and to witness the attractive window displays.

This window display in our city office attracted lots of attention and caused a good deal of favorable comment. It was timely because George Rector, the director of cuisine of our road, was also present in Everett that day and had addressed the Rotary Club at its weekly luncheon at the Monte Cristo Hotel, Friday, September 20.

The Bureau of Safety

(Continued from Page 9)

It is easier to do a thing right than to explain why you did it wrong.

A minute of judgment is sometimes worth a day of energy.

You are responsible for the safety of others as well as yourself.

When a railroad man takes chances, the lives and limbs of human beings are the stakes.

Every man who gambles loses sometimes—generally many times—but you can't afford to lose once.

You have no right to take chances; the other fellow may have to take the consequences.

Do things the way you are told, then if trouble comes, it's up to the Boss.

You are paid to comply with rules. Have you any right not to comply? Think of that when you sign the payroll.

Don't think because an accident has not happened, that it won't happen.

Do things right and you won't have to put on gloves when you open personal letters from the Boss.

To be careless, thoughtless, or reckless, means injury, sooner or later to yourself and others.

Safety should be the first consideration of every employe.

Every accident is a notice that something is wrong with the methods, material or man and should be investigated at once by the man in charge, to ascertain the cause, and apply a remedy. Whether the injury received is slight or serious is not material.

No safety appliance is safe in the hands of an unsafe man.

A First Class Booster



Master Bobbie Peck

THIS will introduce Master Bobbie Peck, five-year-old grandson of veteran Engineer C. S. Daniells, and son of Mr. D. C. Peck, chief clerk to the master mechanic at Deer Lodge, Montana.

Bobbie is a first class safety booster among the children of Deer Lodge. He has made what he terms "My Safety Book," in which he has pasted pictures and some verses relative to the manner in which children should cross streets and what to do when in the vicinity of railroad yards.

Bobbie's book contains five pages, and his illustrations with text, cover street car and railroad crossings, arterial highway signs, policemen's signals, crossing watchmen with "Stop" sign; the old-time "Lookout for the Cars," and the later "Stop, Look and Listen"; the Safety Zone and the Silent Policeman in the stop and go box, who says:

"Oh silent policeman standing here,
When you say 'Go' I need not fear."

THE following slogan comes from Superintendent H. M. Gillick:

"ACCIDENTS, not wedding bells
are breaking up THAT OLD GANG
OF MINE."

District Safety Inspector Victor Hansen



Victor Hansen

Mr. Hansen entered the service of the Milwaukee Railroad in the B. & B. Department on the H. & D. Division in 1907 and remained there until 1913, when transferred to the I. & D. Division at Mason City as Chief Carpenter. He was later sent back to the H. & D. Division as chief carpenter in 1923 and in 1927 was transferred to the Iowa Division in the same capacity, which position he held at the time of his appointment as District Safety Inspector in January, 1929.

Mr. Hansen's territory covers approximately 1,458 miles of rather busy railroad and he calls attention to the fact that good safety records are what he is out to accomplish. He is energetically working in an effort to save the lives and limbs of employes within his territory. He urgently requests all employes in his district to change their old habits to safe ones and protect their fellow-workers at all times. He further asks that the safety and operating rules be studied and complied with, and that you keep wide-awake while on the job, for by doing these things, you will not only protect yourself, but those most dear to you at home, your fellow-worker, and your job.

Mr. Hansen says: "The real key to safety is THINK." He will appreciate the support of all employes in his territory.

M. J. FLANIGAN,
Assistant to General Manager.

Do Goggles Save Eyes?

W. W. Schabarker, District Safety Inspector

THE following are a few of many cases where eyes were saved by the proper use of goggles:

A man, while truing up an emery wheel by the use of the ordinary emery wheel dresser, had one glass of the goggles shattered by one of the hardened steel discs breaking and striking the glass. He wore his goggles over his eyes.

A man, while turning tires on a locomotive while wheels were still under the engine and all tires were being turned at the same time by moving the locomotive along the track, was cutting off the outside turned over edge of the tire when a piece of the metal about the size of a lead pencil flew off and struck the goggles. The end of the steel sliver sticking into the fractured glass without injury to the eye. He wore his goggles over his eyes.

A man was using a handle chisel and sledge hammer to cut the rough pieces of

brass off a driving box that had just been rebrassed when a piece of the metal about the size of a walnut flew up and struck his goggles, breaking one glass into a thousand pieces. The only injury the man received was a small cut on the side of the temple caused by the force of the blow on the goggle. He wore his goggles over his eyes.

A coal shed laborer, while breaking coal at the coal shed, was struck by a piece of coal, fracturing one glass in his goggles. He saved his eye because he wore his goggles in the proper place—over his eyes.

SO—GOGGLES SAVE EYES.

Safety Goggles

THE following is from Safety Committeeman T. Galey, of Galewood Shops.

Mr. J. Hale, G. F.,
Galewood Shops.

Sir:

In complying with Rule No. 20-a of our safety rules, I received a few days ago my prescription goggles (ordered by me) and I wish to state that they are satisfactory in every way.

Realizing the fact that my eyes are hard to fit, I expected that there would be some fault to find, but I am proud to say that the lenses, bridge, pupillary distance, in short, everything is 100 per cent. As I have seen the many different makes and shapes of goggles that have come into our shops in the last six months and worn by the men, I was afraid that when they did come, I would not like them, and accordingly, I had my mind made up that it was then up to me if I did not like them, to get a pair that I would like, for what does it profit a man to save a few pennies and sacrifice his eyes.

I am referring now to the frame. My frame insures equal comfort at all points, also 100 per cent protection without the use of rubber or leather or other unsanitary binding, they are not heavy, and I would be pleased if you would tell those that you come in contact with who have the misfortune to have defective eyes, that I, a man who has worn goggles for many years, say that this is the only frame to give positive eye protection with comfort.

Thanks to you and all concerned.

(Signed) T. GALEY,
Safety Committeeman.

Illinois Division Safety First Records—Year 1929

ON October 15, 1929, the following departments on the Illinois Division had gone through the entire year without a single reportable accident:

Yard Engineer and Firemen, P. H. Hughes, supervisor.

Police Department, Geo. Layton, supervisor.

Engineering Department, R. G. Heck, supervisor.

Davenport Car Department, F. A. Shoulty, supervisor.

Store Department, C. C. Smola, supervisor.

Gary Line Track Department, R. J. O'Connor, supervisor.

Savanna roundhouse under the supervision of General Foreman J. R. Slater, has gone 228 days since the last reportable injury, which occurred on March 1, 1929.

Nahant Roundhouse under the supervision of Roundhouse Foreman J. H. Lord, has completed 223 days without a reportable injury.

The station forces on the Illinois Division

employed at the freight house at Savanna and Davenport, completed 244 days without a reportable accident.

At the Savanna rail mill where the work has been exceptionally heavy during

the past summer, a record of 255 days without an injury was made up to October 15, 1929.

The Signal Department has gone 247 days without an injury up to same date.

Safety Records

THE following are a few records established by switchmen in the Chicago Terminals:

In the Division Street District, where 21 engines are operated with five men to an engine and three switchtenders, they did not have an injury of any kind during the month of September. This record was due to the efforts of Assistant General Yardmaster Thomas Seidel and Yardmasters William Barbour and Joseph Warner.

In the Halsted Street District, five engines operated with five men to an engine, had no injuries during September, credit being given to Yardmasters Joseph Hogan and R. P. Hayes.

In the Kinzie Street District, where six engines are operated, five men to an engine, there were no injuries in September, credit going to Yardmaster William L. Ruleman.

This makes a total of 160 yardmen, five yardmasters and three switchtenders in Trainmaster John Costello's territory that had a perfect record in September.

The Locomotive Department on the I. & D. Division under Master Mechanic A. M. Martinson went through the entire month of September without a reportable or lost time injury, and in addition to this, the following points have not had a reportable injury during the months shown:

Station	Supervisor	No. of Men	No. of Months
Calmar	A. W. Parker, W. S.	7	9
Mason City	A. Casey, R.H.F.	103	7
Spencer	R. E. MacDuffie, W.S.	3	9
Canton	N. P. Hanson, W.S.	3	9
Sanborn	L. McDonald, W.S.	5	9
Mitchell	C. H. Bradbury, R.H.F.	89	3
Rapid City	Thos. Hickson, W.S.	3	9

The following is the record of the Mechanical Department on the Iowa Division under Master Mechanic W. N. Foster, which shows commendable performance:

Station	Supervisor	No. of Men	Last Reportable Injury Since Jan. 1, 1928*
Atkins	W. E. Cooper	99	Sept. 1928
Cedar Rapids	R. E. Brousard	27	None
Co. Bluffs	A. C. Law	78	Feb. 1929
Monticello	J. A. Donahoe	2	None
Manilla	A. H. Farley	10	None
Perry	A. J. Kressin	185	March, 1929

*As far back as the record goes.

The Car Department in the Chicago Terminal, consisting of a force of approximately 815 men and women, went through the entire month of September without a lost time or reportable injury. A very fine record and one which District Master Car Builder W. Snell and his foremen should be proud of.

The Locomotive Department forces of the S. C. & D. Division under Master Mechanic F. L. Paul, at the end of September 30, completed the third consecutive month without a personal injury of any kind. This is a very nice record.

Agent W. N. Ross at the Miles City, Mont., freight house insists that preaching Safety First will not bring results unless we practice what we preach, and as a result of his firm conviction along these lines, the records show that he has not had a reportable injury to any of the men under him during the past ten years. Furthermore, a bruised finger was the only injury suffered during this period. Credit is also due Foreman H. G. Klickman and his force of men numbering from four to fifteen depending on the amount of business at this point. While the force is not particularly large, the record shows what can be accomplished by practicing Safety First. Agent Ross has something to be proud of and has established a record for other freight houses to shoot at.

The following are the Safety First records of the foremen under Roadmaster J. S. Healy of the Southern Minnesota Division. Roadmaster Healy is very proud of this record.

Paul Weber, foreman, location, Ramsey. Began work for the company April 1, 1918, and was promoted to foreman September 1, 1926. There has been only one personal injury to men under his supervision and that was on April 25, 1927.

Ernest Rasmusen, foreman, located at Hayward, began work on April 1, 1920, and was promoted to foreman on December 8, 1927. There have been no personal injuries on this section.

Andrew Amundson, foreman, located at Hayward, began work on April 1, 1901, and was promoted to foreman on June 1, 1908. This section has also gone without a personal injury.

Roy Prosser, foreman, at Albert Lea, began work April 26, 1918, and was promoted to foreman on January 1, 1926. This section is another with no injuries.

P. Christenson, foreman, Albert Lea, began work May 15, 1911, and was promoted to foreman on January 1, 1913, with no injuries to his men.

Alex Erickson, foreman, Matawan, began work on May 15, 1913, and began work as foreman on September 23, 1920. There have been two personal injuries on this section, the last occurring on July 8, 1929.

Joseph Fogal, foreman at Waldorf, was employed on October 3, 1919, and became foreman on June 15, 1921. This section has had no personal injuries.

Andrew Peterson, foreman, Armstrong, began work May 1, 1900, was foreman on September 1, 1904. There has been only one injury which occurred on May 1, 1920.

Martin Mathison, foreman, Alden, was employed on May 1, 1883, and was promoted on March 1, 1893. There have been but two personal injuries to his men during this time, the last injury occurred on December 2, 1927.

Jergen Arneson, section foreman at Wells, began work on April 28, 1896, and was promoted to foreman on May 4, 1898. There have been three personal injuries on this section while he was foreman, the last one on July 13, 1929.

William Perske, foreman at Minnesota Lake, started work on September 1, 1896, and was promoted to foreman June 1, 1898. Only one personal injury—January 13, 1921.

Herman Hanson, foreman, Mapleton, began work April 1, 1887, and promoted June 1, 1898. One injury on June 15, 1928.

Frederick Schliecker, foreman at Good Thunder, began work on April 1, 1896, and was promoted to foreman September 1, 1909. One injury on this section on September 8, 1916.

John Nelson, section foreman at Rapidan, started work on April 1, 1874, and was promoted March 2, 1880. There has been only one injury while he has been foreman on this section and that occurred on May 16, 1923.

Henry Daby, Mankato, began work May 1, 1897, and was promoted August 16, 1923, has had six personal injuries; the last one on February 5, 1929.

George Traynor, Easton, commenced work September 1, 1909, and was promoted December 1, 1921. There have been no injuries.

Jesse Eaton, Delavan, started work on March 4, 1923, and was promoted February 14, 1924. There have been no injuries on this section since he became foreman.

Carl Weber, Winnebago, began work August 1, 1908, and was promoted February 1, 1921. There have been no injuries to men under him.

Andrew E. Martinson, Granada, commenced work March 1, 1900. Was promoted to foreman June 3, 1908. There has been only one injury, but there was no time lost. This occurred on May 15, 1928.

Peter McMahon, Fairmont, began work on February 26, 1883, and was promoted to foreman on May 3, 1885. There has been one personal injury and this happened on September 26, 1928.

The Locomotive Department forces under Master Mechanic T. F. McFarlane at Madison, S. D., where Roundhouse Foreman Pfeiffer is in charge of 43 men, have gone through 18 months without a reportable injury, and at Austin, Minn., where Roundhouse Foreman Keck is in charge of 125 men, they have gone through seven months without a reportable injury.

The Locomotive Department forces at Miles City Shops under Master Mechanic H. E. Riccius and General Foreman Barry Glen, consisting of approximately 155 employes, have not had a reportable injury since February 5, 1929, and only one lost time injury, which occurred on August 1, 1929.

Roadmaster O. Miller at Moberg, S. D., who started to work as a section laborer on the Kansas City Division March 28, 1898, has not had a reportable injury to any of the men under his jurisdiction since September, 1928, and has hopes of going through the balance of this year and each year hereafter with a clear record. He has accomplished this record and pro-

poses to continue it by being a Safety First enthusiast himself. The following are a few pointers, which he has called to the attention of his section foreman.

(1) Avoid confusion, nervousness, and over-anxiousness, be even tempered, think safely and work safe.

(2) Each foreman must work out his own problems with his men every day and prevent injuries by a safe system of supervision.

(3) If two or more crews are working together have an understanding at the beginning who is to be boss. Don't wait for someone to come and tell you what to do. Be a manager. Be familiar with Safety First rules and observe them.

The following paper was read by Roadmaster Miller at a recent Trans-Missouri Division Safety First meeting at Mobridge:

SAFETY FIRST AS IT APPLIES TO MAINTENANCE OF WAY FORCES

Hours can be spent talking "Safety First" and thousands of dollars can be spent for safe tools and appliances, but after all is said and done, the most important thing is "Supervision on the job." If you will make a check of a well supervised crew, you will find they are not only making a good showing with their work, but also a record for man days worked without an injury.

Supervising officers can prevent injuries by talking to their men and foremen. Foremen must supervise in detail the work being done, and also the manner in which his men are handling tools and appliances.

Don't say, "Boys, go down there and get a rail and bring it here." Take your crew, or men, and boss the job, and see that the men handle the rail so that they are not going to get hurt. Don't let your men handle tools to suit themselves; you must have a safe and proper way for handling all tools to be used and see that your men handle them your way. Don't let your men put tools on gas car any old way; have a place for each tool and don't forget instructions as to carrying jack, water keg and lin-

ing bars. Don't haul a push car without a rigid coupler. Don't leave your car on highway crossing, it may cause an accident.

Don't argue Safety First. Practice Safety First on the job by strict supervision of your crew. Watch your men on the job and have some system so that your men will know what it is, and when you hear of an accident, study the case carefully and you will probably find a weak spot in your system of handling the work. You should take the responsibility on your own shoulders and not blame the man and offer the excuse, "I told you to be careful." Foremen sometimes say, "That man is awkward." That may be true, but it is very often the case that the man is awkward because he doesn't know any better, and it is the foreman's business to teach him. Make a safe man of him by supervision.

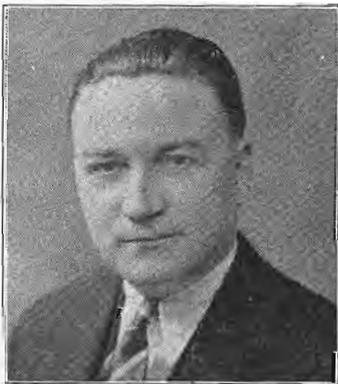
Don't let your men stand close to track while train is passing. You have instructions on this and it is poor supervision on the part of the foreman if he allows any of his crew to do this. The only road to success is proper supervision.

Let us add one more word to our motto so it will read: "SAFETY FIRST SUPERVISION."

For the month of August, 1929, there was a reduction of 59 per cent in the reportable personal injuries when compared with August last year, and for the eight-month period of 1929, compared with the same period of 1928, the records show a reduction of 48 per cent for the System. During the eight-month period, 1929, a total of 26 employees were fatally injured, as against a total of 33 last year, making a reduction of 7. We had 997 reportable injuries, as against 1,941 last year, a reduction of 944.

The September, 1929, figures are not yet complete, but the indications are, that there will be a reduction of approximately 54 per cent. There were seven employees fatally injured in September. All employees are requested to lend their co-operation in an effort to bring about a further reduction in the fatalities and reportable injuries. You are asked to do your work in a safe manner so as to avoid injury to yourself or your fellow-workers, thus preventing the suffering which goes hand in hand with a personal injury.

Our Off Line Agencies The Western Group



J. M. Cunningham

The "Milwaukee Road" at Winnipeg

J. M. Cunningham, General Agent

THE Milwaukee Road first opened an office at Winnipeg in 1907, Mr. J. G. Gillick being commercial agent. After several years in Winnipeg he was succeeded by Mr. C. T. Jones, who continued in that capacity until succeeded by Mr. P. H. Scanlon. Mr. Thos. Donald succeeded Mr. Scanlon early in 1917. Effective September 15, 1917, Mr. S. A. Eddy was appointed commercial agent, Mr. Donald, however, retaining the title of passenger agent. Mr. Eddy held the position until January 1, 1918, when he left to take up a similar appointment at Pittsburgh, and one month later the Winnipeg office was closed on account of the U. S. Roads being taken over by

Federal Government for war purposes. The office was re-established May 1, 1921, Mr. Ed. Mathern at that time being appointed traveling freight and passenger agent with territory north of the international boundary from Fort William, Port Arthur, Ont., to and including part of British Columbia. In July, 1925, Mr. Mathern was appointed general agent, Winnipeg, and Mr. J. H. Bradley, formerly with the Burlington, was appointed city freight and passenger agent, being succeeded by Mr. J. E. Marshall. On May 1, 1926, Mr. Mathern was appointed general agent at Portland, Ore., and Mr. J. M. Cunningham, general agent for the Milwaukee in Vancouver, was made general agent at Winnipeg. Shortly after this, the territory was slightly changed, the Vancouver office being given the entire Province of British Columbia. On March 1, 1927, Mr. Marshall, C. F. & P. A., was appointed city freight agent at St. Paul, and Mr. D. R. McPherson, city freight agent of the Canada Steamship Lines in Winnipeg, was appointed to succeed him.

A ticket office is not maintained, as the only tickets sold are sleeping and parlor car, including Pullman. Unfortunately we are unable to work up any Gallatin Gateway-Yellowstone business in this territory for the reason that we have no competitive rates from Winnipeg. Our passenger service between the Twin Cities and Chicago, however, is given wonderful support by the local ticket offices.

Freight business is, of course, our chief concern. The movement from the United States to Canada, as far as we are con-

cerned, is by far the heaviest, constituting about 80 per cent of the total. This consists of practically all stable commodities, the larger movements being agricultural implements, oil and gas, fresh fruits, etc.

In connection with the implement movement, it might be interesting to point out that within the last year there were ten trainload shipments of tractors alone to western Canada from Milwaukee, West Allis, Wis., Charles City, Ia., Minneapolis, Minn., and Hopkins, Minn., four of which we were successful in securing. This indicates the extent of the agricultural implement movement into our territory.

The southbound traffic consists principally of newsprint, there being six paper mills in the territory, with an average capacity of 240 tons per day. The bulk of the output from these mills goes to United States points. There is an annual winter movement of frozen fish, principally from Manitoba lakes, to points as far south as Savannah, Ga. Since the beginning of December we have handled over 100 carloads of this commodity. In Manitoba we now have a fish pool, known as the Manitoba Co-operative Fisheries, which operates in a similar way to the wheat pool.

At one time the U. S. roads enjoyed a large grain movement from this territory, going to millers in the Middle Western States, but the Fordney Tariff put an end to this traffic.

Although the customs feature enters into our business in Canada, in late years development, both industrial and agricultural, has been such that business has greatly improved in spite of this drawback. There has been a great deal of building activity in the territory during the past year, which has also stimulated U. S. traffic to a certain extent.



H. W. Porter

The San Francisco Agency

H. W. Porter, General Agent

THE San Francisco territory embraces that section of California north of Bakersfield and San Luis Obispo, to the Oregon State line, and includes that lumber producing section of Oregon in and around Klamath Falls. It also extends eastward to include the western section of the State of Nevada.

We maintain separate solicitation offices for the Freight and Passenger Departments, the latter being located in a street office in the Palace Hotel.

California needs no introduction, for probably no section of the world is receiving the publicity that this state is, and probably no section has had a more rapid growth in population and the general development of business.

This state is the Mecca for travelers from points the world over and in Northern California the principal sections which are of interest to the foreign traveler are the Yosemite Valley; Lake Tahoe in the high Sierras; the Monterey Peninsula, where the world-famous Del Monte Hotel is located, this also including the Pebble Beach—the district where the recent National Amateur Golf Tournament was held; the San Francisco Bay region; Mt. Shasta territory on the Southern Pacific Lines en route to Portland; and the Redwood section, a strip of very beautiful territory running approximately three hundred miles north from San Francisco, to Eureka.

The products of this section are so numerous and diversified that I will not attempt to mention all of them. The principal tonnage for our company is fresh fruits and vegetables and this amounts to approximately 57 per cent of our entire eastbound tonnage. With the increase in production of various vegetables, we have a year-round movement from here, although the heaviest season is when the fruit movement starts in May, which extends up to the end of the year.

The fruit producing section is not confined to one district, but extends the full length of the San Joaquin Valley; the Santa Clara Valley is another heavy producing territory, and still another district is located north and east of San Francisco, of which Santa Rosa is the center.

The month of May sees the cherries starting, which movement is principally by express, followed by plums, apricots, pears, apples, grapes, and then the early Navel orange movement from the lower end of the San Joaquin Valley usually

starting early in November and extending to the first of the year, taking care of the Thanksgiving and Christmas markets.

By far the heaviest fruit movement is that of grapes, last year approximately 67,000 cars of this one item were shipped.

The fruit movement this year has been seriously curtailed by heavy frosts throughout Northern California last April, and other unfavorable weather conditions. It appears now as though the total fruit movement will be approximately 20,000 cars short of last year.

Next in importance to our Company is lumber, followed by canned goods and dried fruits, and sugar. However, in the case of the last three items, the Canal has taken the greater part of this business away from the rail lines and today there is a heavy movement of these commodities through Gulf ports into the Chicago territory, and sugar is even moving through New York via the Canal, thence Erie Canal and Lake to Chicago.

Following these items in importance are imports, consisting principally of oils, silk, skins and wool from Australia, eggs and other commodities.

While the agricultural regions have been very badly depressed by reason of heavy production and low selling prices, yet with the shorter crop this year it is predicted that there will be more money actually returned to the California grower as a whole, than in other years and it begins to appear as though our farmers are going to see better times ahead for them.

Our activities in the solicitation of business are confined principally to the shippers themselves, for competition is very keen, practically all of the important lines in the United States being represented here, and it is seldom you find a shipper who is not in some way familiar with certain railroad lines.

It will be noted that the preponderance of our eastbound movement is fresh fruits and vegetables, and these being the items which the Canal Lines have not yet been able to take away from the railroads, it behooves us to nourish and assist in every way the perishable industry.

Our westbound tonnage has been more seriously cut into by the Panama Canal than our eastbound. Last year the autos and auto parts represented 52 per cent of our westbound tonnage, and I believe that this percentage will hold true of the lines in the Middle West, east of the Missouri River, although it would not in the case of the lines west of the Missouri River, for the reason that there have been marked increases in the movement of grains, live stock, potatoes and apples into California, a movement which we would not be benefited by.

We have three trans-continental carriers into Northern California at the present time—The Southern Pacific and its connections; the Western Pacific and its connections; the Santa Fe; and at the present time another trans-continental line is clamoring for permission to build into California to connect up with the Western Pacific, the applicant being the Great Northern Railway.



F. P. Fairbairn

The Los Angeles Agency

F. P. Fairbairn

THE Los Angeles office covers the southern counties of California, the southern portion of Nevada, the entire state of Arizona and the southern portion of New Mexico to and including El Paso, Texas.

Southern California is particularly noted for its heavy production of oranges



Airplane View of San Francisco

and lemons, cantaloupes, lettuce and other fresh vegetables, also walnuts. The state of Arizona is becoming noteworthy for its increasing yields of cantaloupes and lettuce.

The personnel of the Los Angeles office is composed of a general agent, one traveling freight agent, one traveling passenger agent, two city freight agents, one city passenger agent, chief clerk, one clerk and one stenographer.



H. S. Howell

The Salt Lake City Agency

H. S. Howell, General Agent

DURING the war this office was closed and all of our records were sent to Chicago, so it has been rather hard to get any definite data regarding the establishment of this agency. We have, however, dug up an old-timer here who states that the agency was established about 1888 with Alex Mitchell in charge, nephew of Alexander Mitchell, the first president of our company. Mr. Mitchell was succeeded by Mr. L. L. Downing in 1897, who in turn was succeeded by Mr. C. S. Williams in 1902, who passed away in September, 1922.

At the present time this agency is composed of a general agent, traveling freight and passenger agent, chief clerk and stenographer. Mr. Miller, traveling freight agent, divides his time between this office and Denver.

We cover the entire state of Utah, the line of the Union Pacific in Wyoming west of but not including Cheyenne, all points on the Union Pacific, Gilmore & Pittsburgh R. R. and Pacific and Idaho Northern in Idaho, and that portion of Montana south of the Union Pacific, including Armstead and Yellowstone, Nevada, lines of the Western and Southern Pacific east of but not including Winnemucca.

This territory originally was a mining and live stock section, but in recent years the country has been developed and now produces fruits and vegetables of all kinds, sugar, canned goods and seeds. However, our heaviest shipments at this time are mineral products, live stock, wool and potatoes. We also produce considerable forest products.

The Denver Agency

A. A. Wilson

THE Denver territory consists of the states of Wyoming, Colorado and New Mexico, and was established as an independent office in October, 1914. Previous to that period the same was handled through the Omaha office by traveling representatives.

At the present time the office force consists of five employees, namely: General agent, traveling freight and passenger agent, city freight and passenger agent, chief clerk and stenographer. The personnel is as follows:

Mr. A. A. Wilson, general agent.

Mr. Elmer G. Taylor, traveling freight and passenger agent.

Mr. H. E. Ridenour, city freight and passenger agent.

Mr. E. C. Ablin, chief clerk.

Mr. G. S. Barnes, stenographer.

The Wyoming territory includes the Teapot Dome oil field, of which there has been a great amount of publicity familiar to all, and which, in connection with various other fields, has produced a very heavy tonnage in petroleum products, distributed throughout territory covered by the Milwaukee Road in Iowa, Illinois, Wisconsin, Minnesota, North and South Dakota and Montana. In addition to the petroleum products traffic, there are large coal deposits in the vicinity of Sheridan, from which point distribution is made to stations on the Milwaukee Road in Iowa, Minnesota, North and South Dakota and Montana. The state of Wyoming is not only noted for its petroleum products, but is an important territory in the raising and marketing of live stock and sugar beets. Some of the largest herds of cattle are grazed in this state and marketed at eastern primary markets, including Omaha, Sioux City, Kansas City and Chicago.

Wyoming, as is well known, is the home of the internationally famous Yellowstone National Park, which perhaps has entertained more visitors than any other park in the United States, and the Milwaukee Road's new entrance through the Gallatin Gateway has undoubtedly increased the number of visitors very materially. In fact, the Gallatin Gateway entrance is becoming more popular each season and continued advertising, coupled with the excellent service afforded by the Milwaukee Road should and will undoubtedly increase our passenger revenue.

Colorado is an important territory for the Milwaukee Road, including, as it does, the city of Denver, which has become recognized as the distributing center for the Rocky Mountain region. The city of Denver boasts 340,000 inhabitants and is recognized as a growing metropolitan center. Colorado is renowned in several ways and is probably better known as the "Playground of America" than any other state, because of its wonderful scenery and beneficial climate. An important product of the soil is sugar beets, which contribute a very large revenue to the farmers, Colorado ranking first among the states producing sugar beets and beet sugar. Colorado produces large amounts of precious and semi-precious metals, namely: gold, silver, copper, lead, zinc, tungsten, vanadium, uranium, molybdenum and radium. The leading industry, however, is agriculture, which is carried on in connection with stock raising and dairy farming, the value of all crops grown in 1927 amounting to \$125,000,000. Wheat is the principal crop and hay second. The value of dairy products of the state in 1927 was \$28,000,000 and the value of livestock sold for slaughter and slaughtered on farms was close to \$45,000,004. Colorado ranks fourth among the states in available coal supply and has the largest

deposits of anthracite coal outside of the state of Pennsylvania. Oil shale is one of the state's richest undeveloped resources, representatives of the U. S. Geological Survey estimating that the shales of the western part of the state contain at least sixty-eight million barrels of recoverable oil, besides large quantities of ammonium sulphate.

The population is in excess of 1,000,000 people and it has an area of 66,341,120 acres. Colorado has a wider variety of rugged picturesque scenery and more higher peaks than found elsewhere in the United States. Colorado has 47 peaks more than 14,000 feet in elevation, and more than 1,000 peaks above 10,000 feet. Irrigation in the state of Colorado has developed to a very high degree, which is responsible for the large revenue contributed to the farmers in the production of agricultural products, including fruits and vegetables.

New Mexico became a territory in 1850 and was admitted to statehood January 6, 1912. Its area is 122,634 square miles, and the altitude of the northern tablelands of from 6,000 to 6,500 feet, in the center 5,000 feet and the south about 4,000 feet above sea level. The Rio Grande from the Colorado line to the Mexican border has a fall of 3,500 feet. The principal crops are corn, wheat, oats, alfalfa, and the fruits and vegetables of the temperate zone. Live stock interests are extensive. Mining is the second of New Mexico's industries. The coal area is greater than Belgium and France combined. Silver, iron, lead, zinc, as well as gypsum, lumber, lime and clay, enter into the production of New Mexico's wealth.



G. R. Webster

The Portland, Oregon, Agency

G. R. Webster, General Agent

PORTLAND is one of the oldest off-line agencies, having been established in 1889, at which time Mr. W. H. Marshall was agent and Jim Casey, T. F. & P. A. Mr. Casey, by the way, served our company in the Northwest for thirty-six years. Mr. Marshall was later succeeded by Mr. C. J. Eddy, who was general agent until about 1902, when Mr. H. S. Rowe, father of our assistant general freight agent, Harry Rowe, succeeded him.

Upon completion of the extension of our line to the coast, the late James R. Veatch was sent to Portland as general agent and opened what was at that time the finest soliciting office in the North-

west. The general agency since that time has been held by W. P. Warner, E. K. Garrison, J. M. Allen, R. L. Ford, and Ed. Mathern, whom I succeeded in July, 1928. Our present force consists of:

- G. R. Webster, general agent.
- C. H. McCrimmon, district passenger agent.
- G. C. Thomas, traveling freight and passenger agent.
- H. R. Wahoske, traveling freight and passenger agent.
- E. Roman, city freight and passenger agent.
- H. D. Collingwood, city freight and passenger agent.
- C. A. Noyes, city ticket agent.
- W. D. Severance, chief clerk.
- J. M. McBean, assistant chief clerk.
- Gladys S. Gemmell, stenographer.

Our territory consists of the state of Oregon, with the exception of the Klamath Falls district in Southern Oregon, which is covered by San Francisco agency. We also have the line of the S. P. & S. Railroad on the north bank of the Columbia River in Washington as

far east as Lyle, and the Goldendale branch.

Lumber and lumber products are the principal commodities shipped from Oregon. This state has the largest stand of virgin timber in the Union, estimated at 390 billion feet. Washington comes next, with 273 billion, and California with 208 billion. Owing to the fact that other lumber manufacturing districts in the United States, particularly the Southern Pine territory, is rapidly being cut out, lumber shipments from the Northwest are increasing each year, and eventually the Northwest will be called upon to furnish practically all of the lumber for use in the United States.

Doors and other millwork, pulp and paper, are manufactured here in large quantities and a good portion goes to eastern markets. Other commodities shipped from this territory are canned fruit and vegetables, fish, hops, sheep, cascara bark, coconut oil, eggs, grass seed and wool. Oregon raises some of the finest pears and apples in this country, which move to the eastern markets from the Medford District in southern

Oregon and from the Hood River Valley.

Portland is also a large furniture manufacturing center. However, most of the output of our furniture factories is sold on the coast with an occasional car moving as far east as Montana.

Portland, with a population of 356,800 is America's twenty-fourth largest city; is famed for its beautiful roses, its parks, beautiful homes and magnificent fresh water harbor—a port where more than 1,840 ships clear with cargoes for the seven seas each year. It is the third largest port in foreign tonnage on the Pacific coast; it is one of America's largest wheat exporting ports and the greatest timber exporting port in the world.

More than 1,250 industrial and manufacturing concerns make it their home. In Portland are centered the commercial and financial powers that largely direct the development of the fertile and growing empire that surrounds the city. From Portland, too, is directed the vast lumbering operations that have made Portland the lumbering capital of the world.



AVERAGE MILES PER CAR PER DAY

The following is the record of average miles per car per day for the first nine months this year and the year 1928:

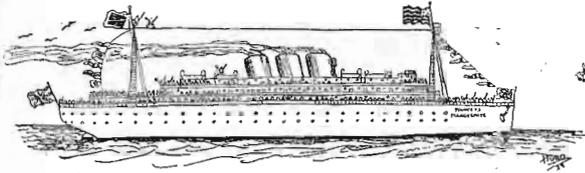
	Lines East	Lines West	System	System Cumulative to date	Lines East	Lines West	System	System Cumulative to date
January	28.4	30.0	28.6	28.6	29.8	35.4	30.7	30.7
February	30.8	34.7	31.4	30.2	33.5	43.6	35.1	32.7
March	32.5	41.7	33.9	31.2	35.8	46.2	37.5	34.3
April	33.2	43.2	34.8	32.1	31.5	42.6	33.3	34.0
May	34.8	47.8	36.9	33.1	33.2	48.4	35.6	34.4
June	34.8	48.5	37.0	33.7	34.4	50.0	36.9	34.8
July	35.1	41.8	36.2	34.1	34.2	45.0	36.0	35.1
August	37.2	41.6	38.0	34.8	36.7	46.3	38.4	35.6
September	35.2	34.2	35.0	34.8	36.6	41.6	37.6	35.8
October	.....	.....	.....	.....	37.4	43.9	38.5	36.1
November	.....	.....	.....	.....	33.8	36.5	34.2	35.9
December	.....	.....	.....	.....	32.2	29.2	31.6	35.6
Total Year	.....	.....	.....	.....	34.2	42.2	35.6	35.6

For the first nine-month period we are still one mile per car per day behind the record of last year.

There are still three months left in which to improve it, and notwithstanding the performance during the first nine months this year, we are expecting to close out the year with a record slightly better than during the preceding year, which was an average of 35.6 miles per car per day.

To do this requires the utmost co-operation from all employees having anything to do with the handling and moving of equipment. Redoubling efforts to reduce time consumed in loading and unloading, prompt switching of both loaded and empty cars, prompt movement and handling strictly in accord with the car distribution orders in effect from time to time, prior to midnight deliveries to connecting lines, etc., will do it.

Sidelights on the Convention



The Empress



Seeing The Sights

On To
Victoria



The British Bobbie

Victoria Trip as Reported by the Village ½ Wit

HIC TEMPEST FUGIT!!

IF this means what I think it does, it is a perfect description of the beer garden party we went on September 19th. There was only one thing to mar the whole thing. They ought to put handles on those beer mugs. A fellow can't handle them fast enough with the straight sides.

The village ½ wit, "Seeing all, knowing nothing," was able to make this trip without being recognized by any of the outraged gentlemen whose names and pictures appeared in his newspaper, by traveling in magneto with a two-days' growth of whiskers. It was a hair raising escape however. With our trusty Brownie No. 2 we were also able to get a few snaps of conditions en route and at the scene which we are going to have reproduced in these columns if we can get the editor of this publication to agree with us. The pictures taken on the return voyage did not turn out well, probably on account of the dense fog through which we seemed to be traveling and due to the fact that six of them were taken upside down and the other three were exposed three or four times. Those darn kodaks are awful hard to manage in a heavy sea.

We were not able to try out the rules governing a shipwreck as the captain refused to wreck the ship for us, a dagnab shame too—now we may never know whether these section hands would have stayed back until all the women and children were over the side.

There seemed to be plenty to eat if you could get to it. I got a seat at one of those long tables up in front on the cattle deck I believe. The hot dog man upstairs did a land office business. Sea gulls kept after us all the way. I don't know whether they got anything to eat out of it or not but they sure deserved it after the long trip. The fish went hungry, however, as there was no one inclined to feed them. They gave up about half way down, as they thought they must be following a Scotch boat.

The Orange Special

AS others will undoubtedly write of their impressions, and as one stands an even chance that his contribution will not get beyond the waste basket, I must be brief. In writing of the great convention at Seattle, one can only give personal impressions, and so far as the long trip across is concerned, his observations cover only his train. My impressions begin with great anticipations of that wonderful moment when the long special

train of Pullman coaches would stop at my small station on purpose to pick up one man and that man myself. Who would have believed that such a thing would ever happen! But it has been dawning on our minds right along that the whole thing was extraordinary. Nothing like it was ever attempted before and it is to the lasting credit of our officers and managers that it was all a success and no mistakes were made.

Once on the train came greetings of old friends and former companions. It is somewhat out of the ordinary to be so isolated as we were and have time to sit down with a friend and have your talk out.

Some wanted to play cards, some visit, some read, and some watch the passing landscape, but every one was kind and congenial and nothing was lacking to serve the needs and comfort of the veterans.

Our train was under the guidance of Superintendent M. T. Skewes of the River Division, as convoy, ably assisted by Dispatcher E. M. Dousman and our former Dispatcher Valentine. A wise choice was made in these men. A man who has handled trains on his division for years would know how to keep everything lined up for the welfare of a bunch of people such as we were.

Everybody spoke in the highest terms of the dining car service, and the sleeping cars were so well taken care of and the interests of the veterans and their wives so well looked after that it was said by the head officials that the porters were white, though they are nominally spoken of as colored.

The second day carried us through the level plains of the Dakotas and there was not much of an exciting nature, but on the third day when beyond Three Forks, things began to look different. Many, especially of the women, had never seen the mountains before. Conductor Jim Pratt got a stiff neck trying to see the tops of the mountains. Conductor Morris Carroll was excited at the sight of a big bear. The coloring on the mountain sides in the Bitter Roots was gorgeous. Some shrubs were colored bright red and some yellow by frost or ripeness, and the conifers were a bright green.

There are many lines to the coast, but none traverse scenes more beautiful than you will find on our road through the Bitter Root mountains. The writer saw the St. Joe river in June, 1928, and the water was of a deep green color. On this trip it was crystal clear. The sight of this river made one feel like stopping to try the fishing, but our train, like the

journey of life, allowed no stops by the wayside.

Smoke from forest fires hindered our view a lot. I find the following in my notes: "what can we do to prevent forest fires in times of drouth, and when will they cease? Never I fear, until all our merchant timber is destroyed."

At West Portal we passed through a tunnel 8,700 feet, but there was no kissing in the dark; the lights were on.

When darkness closed down we had singing led by a flute, the only instrument on the train, I believe.

There are about 275,000 miles of railroad in the United States, two-fifths of all the railroads in the world. Very little is being built and much that is built would not have been had it been known that good roads and auto travel was coming so soon, but such wagon roads as we are building today would not be possible had not railroads first built up the country to its present state of prosperity and importance.

Before arriving in Seattle on the morning of September 18th. we had some fine views of the Cascade Mountains, but the great size and height of the timber prevents a full view.

Our return trip was a repetition of enjoyments on the out-bound, but we missed some of our comrades; they had dropped off to make a longer stay in this wonderful western coast country, and return by some other route.

As we neared home, the question suggested itself, if a company of people can live in such harmony and peace on such a journey, why cannot a family, a state, a nation, any company of people live in the same harmony? The answer is, they could if each member was as anxious to please his neighbor as to please himself.

We must not forget to say a word of praise for the city that welcomed us, and the pioneers of the Pacific Coast, who each and every one, from our old superintendent H. B. Earling down, did all they could to help us enjoy ourselves.

It is said of ancient Rome that she sat on her seven hills and ruled the world. Seattle is not trying to rule the world, but she will rule her share of the world trade of the Pacific coast.

By her liberality she rules the hearts of the C. M. St. P. & P. Veterans. In her conquest for her share of the Pacific commerce, the Milwaukee system constitutes an important factor. The great trunk lines stretching east are as necessary to her as the ocean highways.

HARRY LATHROP,
Station Agent.

The Maroon Special

SUNDAY afternoon, September 15th. a large crowd of Veterans and their wives and friends assembled at the Marion depot, together with a number of Veterans from the Kansas City Division, to await the arrival of the "Maroon" Special, that was to bear a number from their midst to the reunion at Seattle.

The train arrived about as scheduled, an all Milwaukee Road standard type color fourteen car train. As the train stood there a bystander remarked, "Well, here is a real demonstration of substantial recognition by a big railroad company to its employes of long years of faithful service. Whoever heard tell of the like before?"

The convoy in charge was George C. Layton of Savanna, ably assisted by Mrs. Layton. The Marion ladies were especially delighted with double service facilities and lounge for their comfort provided in the car "Council Bluffs" and Porter Joseph T. Jones was loudly praised for his untiring efforts to make everyone comfortable.

Former Iowa Division folks greeting this train along the line: At Aberdeen, F. L. Richards, Verto Reichert, J. S. Keenan (Jimmie went to Mobridge). At Mobridge, Mr. and Mrs. Harry Conger. At Mildred, Mont., where train stopped for water, Charley G. Hichs on a work train called out from the work train and vestibule was opened for a brief reception. At Miles City, Mrs. Maud Bugby, Mrs. Hanrahan, Engineer Harry Cook. At Harlowton, Superintendent A. C. Bowen. At Deer Lodge, Marley Brown. At Avery, Billy Emerson climbed aboard and visited as far as Malden. Dick Swift had quite a reception. At Malden, Mrs. Jennie James Little and Superintendent Newman H. Fuller.

On the second day out several times, large groups gathered in the coach for a good old-time song fest led by Mr. Brearton of Savanna and Charley Rowe of Marion. A group of porters and waiters sang several selections which were well received.

Everyone on board was delighted with the fine meals served and the unfailing courtesy of the sleeping and dining car conductors, porters and waiters. Nearly everyone on the train had never been over the coast extension and were astonished at the marvelous piece of engineering and track construction and the majestic beauty of the Rockies and the Cascades and canyons.

Convoy George C. Layton wired the officials, chairman and vice-chairman, committee of arrangement, the hearty thanks and appreciation of all on the Maroon Special, adding that it would ever be a long cherished memory in the hearts of everyone of the 275 on board.

W. H. Campbell, agent at Seattle, and formerly of the Iowa Division, was in the reception committee and met the Maroon train at the depot, giving a cordial welcome to each one and necessary information.

Everybody was well pleased with the plans so thoroughly worked out by Mr. Carrick and Mr. Earling, and that were so ably executed by the lieutenants in Seattle. These gentlemen dispensed a superior brand of hospitality that the West is world famous for and it was surely much appreciated by the visiting Veterans.

Did not Mr. Earling warm the hearts of the Veterans when he said in his notable speech at the banquet? "Everyone of you had some definite share in this work, either in the actual construction or in rendering necessary support, no matter where you may have been located." Thus linking up the men on the parent line, giving them a measure of credit for the beginning and completion of one of the great enterprises of the present century—the extension of the Milwaukee Road to the Pacific Coast.

Acknowledgment

WE, the undersigned veterans of the Milwaukee Road, and passengers of the Red Special Train, Car No. 101, wish

to thank all of the Arrangement Committee for the success of the convention at Seattle, as well as the officials of the Road, who made it possible for us to go there.

We are sure, all those attended will never forget that trip.

We also wish to acknowledge our appreciation of the courtesy shown us by the members of Seattle as well as the train crew.

Hoping we will all be together again next year,

(Signed) ALBERT SCHIELKE,
Captain, And All on Board.



The Laganske Children with Mrs. Wm. Hart, Mrs. J. E. Dexter, Mr. and Mrs. Sam Loomis and Others of the White Special

Two Children Restored to Their Mother

It "Was not on the Program," but it was a Happy Event

ONE of the enduring bright memories of the Veterans' Convention was an event not previously proclaimed on the program, but productive of great happiness, nevertheless. It concerned the restoring of the two little children shown in the above picture, to their mother, after a three months' separation caused by the children having been kidnapped and taken to the far west by their father. The children were being held in the detention home in Seattle, when word came to the mother of their whereabouts. The woman was unable to incur the expense of a trip to get her children, and Mrs. J. E. Dexter, of Wausau, a member of the Wausau Chapter of the Women's Club, undertook the matter of bringing them back with her from Seattle, where she went to attend the Veterans' Convention. Mrs. Dexter applied to the Executive Committee of the Women's Club to know if they could take any action toward getting permission to bring the children home, but as this family were not in any way connected with railroad service, the committee felt it was not a matter that could properly be handled by the Women's Club. On arrival in Seattle, Mrs. Dexter applied to Vice-President J. T. Gillick who promptly gave the necessary orders that the children be permitted to return with Mrs. Dexter.

The return of the little folks was a triumphal march all the way, for the entire personnel of The White Special adopted the children at once and everything possible was done to make them happy. The children were brought to the train with only the clothing they wore, so the women on board began immedi-

ately a canvass for means to provide them with what they needed. Material was telegraphed for and put on the train and the women went into executive session with needles and thread.

At Deer Lodge, a box of clothing was put on; and at Miles City another generous donation was received. Through the efforts of Mrs. W. H. Hart, wife of Traveling Engineer Hart of Green Bay, Wis., a snug little sum of money was collected on the train and turned over to Mrs. Dexter to be used in the children's interest.

The following letter accompanied the presentation of the purse:

On Board White Special,
September 21, 1929.

Mrs. Otto Laganske,
Wausau, Wis.

Dear Mrs. Laganske:

In the name of the Veterans of the Chicago, Milwaukee, St. Paul & Pacific Railroad, I take great pleasure in presenting to you this fund of \$52.00 donated to the children by the Veterans of the "White Special" and which is to be held in trust for them by Mrs. John E. Dexter, of your city, as she sees fit to use it for them.

We wish to congratulate you upon the return of these two beautiful children. They have been the pride of the train. They have had excellent care all along the way. Mrs. John E. Dexter of your city, and Mrs. S. J. Loomis, of Minocqua, have given them their undivided attention.

Wishing you every happiness with them, we remain,

Sincerely yours,
MRS. W. H. HART,
Green Bay, Wis.,
Chairman of Veterans'
Laganske Fund.

CLAIM PREVENTION

FRIGHT
THIS
UP
HANDLE
WITH
CARE

Proper Preparation of O. S. & D. Reports

WE still find that agents and other employes whose duties require them to fill out O. S. & D. reports are not, in many instances, taking sufficient personal interest to so word the reports as to picture clearly to ourselves and others interested the exact condition of the shipment at time of delivery, this applying particularly in cases of damage.

You can appreciate that unless the party who examines the bad order shipment and makes up the report to cover explains the situation completely that we are considerably handicapped in our efforts to bring about a correction with the party or parties who may be responsible therefor.

We realize that it is impossible in many instances to include all information on the report itself, but where this condition arises it would be greatly appreciated if we were furnished with a letter wherein further details will be included.

Our concealed damage claims have amounted to approximately \$5,000.00 per month during the current year, and as these claims are the most difficult we have to handle, any help which can be furnished by destination employes to assist us in combating them will go a long way in helping to bring about a reduction in the amount paid out to cover this character of damage.

Errors of Employes

Error in Billing

Blank, S. D., to Minneapolis, Minn., July 27, 1929, WB 137 covers our 711528, barley. This car arrived at Minneapolis on July 30, inspected by state inspectors the following day but was not manifested to the consignee until August 5, due to billing agent in error failing to show the name of party to be notified. As result of the delay in effecting delivery, claimant suffered a loss of 8c per bushel, according to market quotations, and claim in the amount of \$90.69 is being paid to cover.

Error in Billing

Blank, Iowa, to Sutton, Neb., WB M-982 of January 21, 1929, covers one bundle wood mangers and one bag shears. Our agent in billing this shipment failed to include one sheet iron cover with the one bundle wood mangers and before sheet iron cover reached destination on separate billing shipper had duplicated the order by express, which made it necessary to return the original to the shippers for credit, which left a claim in the amount of \$1.43 covering replacement charges.

Error in Loading

Blank, Ill., to Lincoln, Neb., March 14, 1929, WB M-1699 covers two boxes of clothing. This shipment checked one box short at Omaha, Neb., the shortage fin-

ally reaching destination traveling on a stray billing which was issued by our agent at Seattle, Wash. However, on opening the astray box, it was discovered that contents were badly crushed and wrinkled, this necessitating reconditioning, for which a claim in the amount of \$90.00 has been paid.

Error in Spotting

Blank, Ind., to Blank, Ind., May 9, 1929, WB 67 covers C. I. & L. 32219, scrap iron. Through error on part of our switching crew at destination, car was delivered to wrong consignee and a claim in the amount of \$19.72 has been paid as result.

Error in Checking

Blank, Wash., to So. Boston, Va., WB M-10964, September 20, 1928, covers one case of toys which was marked for So. Boston, Mass., result being that the shipment became separated from the billing and apparently was lost, resulting in claim in the amount of \$25.15.

Error in Delivery

Blank, Minn., to Blank, Wis., December 24, 1929, WB 14798 covers one box gear and pinions consigned to the Blank Machine Co. This shipment was moving in bond with manifest attached. However, our people at destination made delivery direct to consignee without first securing customs release, and as a result claim in the amount of \$25.00 has been filed against the Soo Line, \$20.00 representing duty and \$5.00 the penalty.

Error in Billing

Blank, Ind., WB 889 of February 23, 1929, covers our 300279, coal. This car was actually destined Ellettsville, Ind., but in error was billed to Elliston, Ind., and a claim in the amount of \$84.15 has been filed on account of this error.

Error in Billing

Blank, Minn., to Chicago, Ill., April 2, 1929, WB 122 covers URT 40533, butter, consigned to the Great Atlantic & Pacific Tea Co. The original bill of lading covering this shipment called for delivery at Healy station. However, these delivery instructions were left off the original waybill, and inasmuch as the consignee's standing instructions at Chicago directed that their cars be sent to U. S. Yards, the car in question was handled accordingly, the result being that it was necessary to truck the shipment to Healy at an expense of \$22.75, which amount has been taken care of in the way of a claim.

Error in Loading

Blank, Ill., to Santa Rosa, Cal., March 9, 1929, WB 1202 covers one bale cotton piece goods, etc., consigned to the Acme Fast Freight Service. This shipment was loaded in the wrong car at the point of origin, resulting in its checking over at Los Angeles and being forwarded to

destination by express, we being asked to assume the express charges, which amounted to \$12.80.

Claim Prevention

CLAIM prevention has become a paramount problem of the railroads. Much has been said relative to this great subject, and great things have been accomplished along the lines of eliminating claims; but the remedy is really in its infancy. The large clerical forces employed to handle nothing but claims on their divisions is one item alone that reflects the mammoth problem confronting the railroads today.

Co-operation Between Shipper and Carrier

Co-operation of shipper and carrier results in satisfaction for both parties. Employes accepting shipments should at all times be courteous, but insist upon shipments being packed, crated and marked in such a way as to provide the cheapest and safest transportation. This will prove to the public that railroad employes are a friendly people and not antagonistic.

Freight the Cheapest

Shipping by freight is the cheapest and every employe should be encouraged to urge his friends and business associates to ship the cheapest way. It can also be proven that it is the safest way. This applies to carload and less-than-carload shipments.

Proper Loading

Proper loading in cars is another important factor in the satisfaction and service of shipping by freight. More and more care is being manifested in the proper handling from car to house and this thoughtfulness is paving the way to fewer claims. It pays to "have men who care." Correct sealing of box cars is also being insisted upon and fewer cases of neglect are reported than ever before.

Efficient Detective Service

Claims reported from open car shipments are less than that of previous years. This applies to coal and coke, and this better service is attributed to efficient detective service, which has eliminated much theft from freight cars.

Supervised Live Stock Shipments

Live stock shipments often prove a big loss to the railroads, and much stress is being placed upon the correct loading and handling of it. The agent should personally see live stock loaded, also arrange for the loading to occur a short time before departure or delivery to connecting line. It is also important to notify a superior officer—generally the chief dispatcher—giving initials and numbers of cars shipped, and destination. This will aid in swift and satisfactory movement.

Service Is What Counts

Claim prevention is an interesting study—not for a select few—but for all

employees—and every one should be vitally interested. It is the duty of the railroads to serve, and every employe should be willing to assist in this great task, for "Service is what counts."

EARL LEHMAN, Clerk,
Terre Haute, Ind.

Proper Handling of Waybills

ONE of the most serious troubles which we are combating daily in our efforts to bring about a reduction in claim payments, is the prompt and careful handling of waybills, both carload and less than carload.

When a car of merchandise arrives at a transfer point or at destination without waybills to cover, there are a number of reasons to which this could be chargeable. In the first place, the waybills destined for a certain point or transfer station, being placed in an envelope or waybill pouch marked for another destination. Second, not being forwarded promptly with the car, or on the proper passenger train. Third, mishandled en route and being mixed with waybills for another destination. Fourth, mislaid or overlooked and carried by the destination or transfer point. Fifth, waybills billed under one car number and the merchandise loaded into another.

In order to bring about a reduction in the number of merchandise cars arriving at a station without waybills, great care should be taken at point of origin to be sure that the car number and initial on the billing and on the waybill pouch or envelope, corresponds with the number and initial on the car into which the merchandise has been loaded. The destination or break bulk point should be plainly marked on the waybill pouch or envelope, and should correspond with the destination covering the waybills enclosed. The date the car is ready for forwarding should also be shown on the face of same.

Waybills should be forwarded promptly from billing stations or transfer points. When moving with the car, they should be enclosed in waybill pouch 1507, and when moving by mail, enclosed in waybill envelope form 1509, and moved promptly on the passenger train designated for the handling of same. Great care should be taken by everyone concerned, so that they are not mislaid or placed in a wrong package for some other point. When moving by passenger, they should be put off at the proper destination. Waybills carried by simply mean delay to the merchandise.

Waybills leaving a billing station or transfer point with the car, should always be handled in such a manner that they arrive at the destination point with the car.

With reference to the handling of carload waybills. There are a number of reasons for these cars arriving at destinations or terminal points without a waybill to cover, or being held at some point account error in billing. First, being forwarded without a waybill to cover. Second, the waybill carrying a car number different than the one into which the commodity has been loaded. Third, a load being billed out as an empty, and fourth, waybill being mishandled en route and not moving through with the car.

Care should be taken at point of origin or billing station, to see that the car

number and initial on the billing corresponds with the car. They should also check back billing to detect errors, thereby avoiding delay in transit due to this reason. All carloads, whether perishable or otherwise, should always be accompanied by a waybill. In billing out cars as empties, we should make sure that they do not contain any freight.

Whenever cars arrive at a station without a waybill to cover, the force at that point should immediately notify the proper authorities so that the billing can be located, avoiding further delay to the car.

We should all realize the importance of a waybill. Without it we are unable to deliver a shipment, without first getting proper proof of ownership from the consignee. A merchandise car at some point without billing to cover, a mixup on the car number, or mishandled waybills, will result in delay, possibly criticism on the part of a shipper or consignee and in quite a few instances, a claim.

Every one of us should get behind this feature, and lend every effort towards more prompt and careful handling of waybills, whether carload or less than carload.

E. L. KING,
Merchandise Clerk.

I. & D. Items

M. G. B.

JOHN P. JACOBS, veteran employe of the Milwaukee, passed away September 24, at his home at Rock Valley, Iowa.

He went to Hull, Iowa, in 1887, where he started working for the Milwaukee, and has worked for this company ever since, having been stationed at Hull and Sheldon, Iowa, Bridgewater, S. D., Canton, and for the past 29 years at Rock Valley, Iowa, mostly engaged in station work.

Our sympathy is extended to his family.

Charles Colloton, carman at Mason City, spent his vacation at Genoa, Illinois.

John Nelson, carman at Mason City, has returned to work after having been ill for several weeks with the flu.

Dennis Kinsella, carman at Mason City, attended a convention at Kansas City recently.

Walter Thompson, test rack operator, is all excited about duck hunting.

Speaking of hunting, duck hunting is the least of Bill's worries. Meaning which?

Engine Dispatcher W. E. Brown, Mason City, took a 90-day leave of absence and has gone to Chicago to take a course in aviation.

Congratulations are extended to Mr. and Mrs. Earl Lambert, on the birth of twin boys, October 12.

George Fixen is taking the place of Roy Lyman, at Mason City Yard Office, while Lyman is on a 90-day leave of absence.

Roy Harter is taking the night yard clerk's job at Mason City.

Mrs. Wm. Swanson, wife of engineer at Mason City, is at Rochester, Minn., undergoing an operation.

Our sympathy is extended to A. Holmgren, on the death of his mother, September 19.

Our sympathy is extended to Charles Swanson and Mrs. Earl Lambert on the death of their father, Louis Swanson, who died September 30.

Our sympathy is extended to Gordan Gleason on the death of his father, W. J. Gleason, September 30.

Conductor Bryan is back to work after taking in the Veteran's convention. Now we are wondering where he is going next.

Quite a few on the I. & D. Division went to the convention and they all seem satisfied with their trip.

Frank Schmidt, employed in the Store Department at Mason City, has been promoted to foreman in the local Store Department in place of Ben King, who was transferred to Austin.

Delmar Olson, rodman at Mason City, won first place in a motor cycle race at Albert Lea, September 22. He is a boy who is going to get somewhere.

H. Stark is the chief carpenter's clerk at Mason City, in place of Clifford Smith, who resigned.

Mr. and Mrs. M. W. Wolverton went to Oshkosh, Wis., October 5, for a short visit.

Geo. Igou, rate clerk at the Mason City freight house, has been sent to Rapid City as relief agent.

Everyone asking about the next Milwaukee dance will soon be satisfied. The clerks are going to give their annual dance at the Mason City Armory, October 17. A good orchestra has been arranged for and we hope to have as good a time as we did last year. The dance is in charge of Miss Grace Moran, Chairman of the clerks.

Mr. and Mrs. Earl Lambert wish to thank the Milwaukee employes for their kindness during the illness of their daughter, Jean.

Dubuque Division

E. L. S.

THERE was an unusually fine attendance at the October Safety First meeting held at Marquette, October 8, at 7:30 p. m. There were over a hundred present and at the conclusion of the meeting, the Marquette Milwaukee Women's Club served a very nice lunch.

C. E. Kinney, chief clerk, is the proud owner of a new Graham-Paige sedan. He was finally convinced that it was a good buy, wasn't he? (Earl E. and John A.) Attention "John" in J. L. Brown's office.

Trainmaster E. G. Kiesele and family, of Milwaukee, spent a few days' vacation in Dubuque the fore part of October. Ed came up to see us at the superintendent's office while here, and we were all more than pleased to see him.

Mr. D. C. Fenstermaker and Mr. Snell from Chicago were in Dubuque on business October 8th.

Mr. L. I. Evans (Larry for short), who has been assistant to Mr. E. H. Johnson for some time, was recently promoted to instrumentman on this division. Congratulations, Larry, and may you continue to climb the ladder of success!

There is a new carpenter in the B. & B. Department, a new baby boy having arrived at the home of Mr. and Mrs. Irwin Smith, Dubuque.

The paving on Central Avenue, Dubuque, has now been completed, and makes quite an improvement around our depot.

W. L. Wiedner and family, of Bellevue, moved to Dubuque during October, to take up their residence here. Mr. Wiedner held the position as conductor on 81 and 84, Cascade Line, for quite a few years, but owing to some changes which took place early this summer, he was displaced and has moved to Dubuque to work out of here in pool service.

The Dubuque Division employes who attended the Vet's meeting at Seattle returned with many interesting reports of the good time they had while there. There was only one sad memory to carry and that was the death of Engineer John W. Chaloupka who succumbed to heart failure while attending the meeting. The Magazine extends sympathy to his wife and family.

Current News of the Railroad

Heavy Travel to Excelsior Springs

"Southwest" Operated in Extra Sections

RESERVATIONS at Excelsior Springs hotels this fall have been the heaviest in the history of that resort. At the Elms, Snapps Royal and other inns, exceptionally attractive programs have been arranged for the guests; and The Milwaukee Road has made special arrangements to operate the Southwest Limited to and from Excelsior Springs in extra sections when necessary to accommodate the heavy travel.

Car Loadings Show Increase 37,000 Cars More Revenue Freight Than Last Year

CAR LOADINGS on The Milwaukee show a marked increase over last year; nearly 37,000 more cars of revenue freight having been loaded on our line and received from connections from January 1 to the middle of August, 1929, than during the same period of the previous year. Shipments of hold-over grain from last year have been responsible for a part of this increase. Coal and coke loadings, iron and steel and machinery shipments have also been largely in excess of the business handled last year during the same time. Loadings of lumber, ore and petroleum products have also increased.

Did Not Catch the Giant Trout But Brought Home Some Big Ones

THE party of sportsmen headed by Mr. Robert W. Tansill of Chicago, who went to Three Forks, Montana, en route to the mountain stream which was the residence of the largest trout on record, returned without having captured the prize. They said it was owing to the high water. However, they did bring back some remarkable evidences of their prowess in the shape of sixty mountain trout averaging three to four pounds each. Several of the largest fish were sent to President Hoover by Mr. Tansill.

Football Specials

To Madison-Northwestern, Vanderbilt-Minnesota and California-Pennsylvania Games

TO accommodate football fans going to Madison for the Northwestern-Wisconsin game October 19, special trains were operated over the Janesville Line and via Milwaukee, between Chicago and Madison. One special with accommodations for two hundred of the Hotel Windermere organization left Chicago at 8:15 and was operated directly to the Stadium at Madison. It left on its return trip thirty minutes after the close of the game.

The Vanderbilt football team of Nashville, Tenn., and fans occupied special cars on The Pioneer, Chicago to Minneapolis, where they played the University of Minnesota, Saturday, October 12. A special dining car was provided to serve the squad.

The University of California football team and nearly one hundred fans ar-

rived in Chicago over The Milwaukee, in a special train, October 15, en route to Philadelphia, where they played the University of Pennsylvania. The party went on a sight-seeing tour in Chicago. Traveling Passenger Agent Eddie Twiggs of San Francisco, was in charge of the party. Mr. Twiggs is a golf champ, and was among the competitors of Bobby Jones, for championship honors at the recent Pebble Beach tournament.

Japanese Business Men on Tour Inspecting Industrial and Commercial Institutions

TWENTY-SEVEN Japanese business men making a two-months' tour of the United States, under the auspices of the Industrial Rationalization Association, arrived in Chicago in a special car on The Olympian, October 18, from Seattle where the party had arrived October 14, from Japan. The group was in charge of Mr. Seisa Nakagawa of Tokyo, former vice-minister of Imperial Government Railways; and now executive director of the Japan Tourist Bureau and president of the Rationalization Association. The party visited the stockyards, mail order houses, department stores, etc., and left for Detroit, New York, Philadelphia and other eastern cities.

Members of the party represent varied interests in Japan, including press, shipbuilding, electric power, tobacco, metals, canned goods, dry goods, etc.

The party was met in Chicago by Oriental Traffic Manager G. E. Stolp.

Ruth Mix and Her Rodeo Revue Also Her Prize-Winning Horse, "Lindy"

RUTH MIX, seventeen-year-old daughter of Tom Mix and her Rodeo Revue of thirty-five arrived in Chicago over The Milwaukee from Minneapolis, October 19, to open an engagement on the Radio-Keith-Orpheum Circuit. Miss Mix had with her her prize-winning high-school horse "Lindy," which is to Ruth what "Tony" is to her father.

Don Owens Elected Commander

Passenger and Ticket Agent at
Aberdeen Honored

DON OWENS, passenger and ticket agent at Aberdeen, South Dakota, was elected Post Commander of the Sidney L. Smith Post, American Legion at Aberdeen. The honor is well merited, Mr. Owens stands high in the regard of his comrades as well as in the esteem of the community in which he lives. Congratulations.

I. & D. Division Improvements

New Reservoir at Belvidere—New Dam at Murdo—Pier 3, Chamberlain Bridge, Renewed—New Addition to Engine House at Rapid City

JOSEPH COLIANNI AND BROS. have a contract for deepening the reservoir at Belvidere and have an outfit

working there now to remove 7,500 cubic yards of earth in order to make the reservoir deep enough to maintain the water supply at all times.

Work is progressing rapidly on the new dam at Murdo, which is now under construction, to provide ample storage for water at that point.

Pier 3 in the Chamberlain bridge, which spans the Missouri River is being renewed. Steel Inspector Johnson, with the co-operation of Foreman Clough are starting the steel spans on false-work. As soon as this is done, the pier will be renewed with concrete. It is planned to renew Pier No. 2 with concrete next year and after this is done all five piers will be of concrete.

Contract has been let for the two-stall addition to the engine house at Rapid City and contractors will begin work at once.

New Equipment Being Received at Bensenville

New Stock Cars, Auto Cars and Flats

AS mentioned last month we are receiving at our Bensenville, Illinois, Station via intermediate switch roads, more of our new equipment being built by some of the greatest car plants in the world, at Michigan City, Hegeswisch, Illinois, and Hammond, Indiana. At this writing we are receiving new stock cars from the Standard Steel Car Company at Hammond, new 50 feet 6 inch auto cars from the Pullman Company at Michigan City and also new 45-foot flats from Ryan Company at Hegeswisch, and fellows, these are cars what AM. There is no doubt but what we are getting the nicest, most modern freight equipment on our railroad than any other railroad in the country. We watch this equipment pretty close from connecting line from the large car plants and the good condition of same denote to us at Bensenville where we interchange cars for their first touch on home ground that our shop inspectors at those foreign plants are watching pretty close that all of our specifications were lived up to.

Fullerton Avenue Building

A. M. D.

ELIZABETH DUFAY, of the Auditor of Station Accounts' office, was married to Mr. Robert Engleman on September 30, 1929. The honeymoon was spent touring Wisconsin.

Jeannette Shebinski, of the Freight Auditor's office, will be known hereafter as Mrs. Jeannette Stackerski.

Julia Paluch, also of the Freight Auditor's office, is wearing a diamond on the proper finger of her left hand. Congratulations, Julia.

Chandos Richardson, Car Accountant's office, who was married October 3rd, returned to his duties after a short honeymoon vacation, to be surprised with a wedding gift and a congratulating assemblage of his office associates, who wished him every happiness and success.

Evelyn Joras, of the Freight Auditor's office, was married at St. Hyacinth's Church on September 25th. From now, she will be known as Mrs. Evelyn Malarski. Loads of luck and best wishes.

Janet Furman, of Bureau "K," Car Accountant's office, is wearing a diamond ring on the well-known finger. The donor is none other than that popular young man, E. W. (Eddie) Siuda, of the Auditor of Overcharge Claims' office. By the way, Eddie is sprouting a mustache in view of the pending event.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Aberdeen Chapter

Winifred Rubertus, Historian

OUR October meeting was held on the 10th. This was the first meeting since the date was changed from the first to the second Thursday and it seems that we will have to inaugurate a vigorous attendance campaign to get our members out.

We have a family of six that our welfare committee has taken under their charge. The father is unable to work and has been sick for some time. We have given them a grocery allowance and are giving them milk and also clothing.

We sponsored a bridge-tea in the club rooms on September 24th, at which we had fifteen tables. We are always assured of a good attendance at these, due to the decided success of numerous bridge-teas which we have had previously.

Our president, Mrs. Nee, is to be sent to the general meeting in Chicago and we rather expect to have some other members of our club in attendance.

We are having a card party at the club rooms Friday night, which we hope will bring out all our members—voting and contributing—as well as their friends.

We are out after new members—and as one hundred and fourteen new ones were turned in at our October meeting, it is evident that our efforts are not entirely fruitless.

Austin Chapter

Mrs. Fred Valentine, Historian

AUSTIN CHAPTER held the first of a series of card parties in the club rooms September 12. Bridge and 500 were played at fourteen tables. Prizes in bridge were awarded to Mrs. Hanson; and in 500, to Mrs. Elling Olson. Delicious refreshments were served by the hostesses.

A number of our club members, with their husbands, attended the Veterans' convention at Seattle. All reported a fine time and an interesting trip.

A big drive for new members is on, and up to date, over one hundred new contributing members have been added to our roster.

Austin Chapter club rooms, beautifully dressed up in autumn colors and leaves, were not large enough to accommodate the large number of old and new members who gathered October 10, for the dinner and program. Tables decorated in keeping with Hallowe'en, and laden with an abundance of all the good things eatable, were grouped in the halls and waiting room of the depot.

Following the dinner, Mrs. Voelker initiated the evening's entertainment by impersonating, in costume and voice, a shade from the realms of departed spirits. This created much merriment and was much enjoyed. Mr. Hendrichs next entertained with two humorous readings, after which Mrs. Peter Pauley favored with two vocal solos. The club members joined in singing a group of original verses to the tunes of old favorites. Mrs. Harry Keck took the guests on a trip through Yellowstone Park with the aid of colored slides and with his own inimitable comments on things seen and heard when the Keck family took this trip last summer. Mr. Keck made his talk extremely interesting as well as instructive.

The singing of the club song by all present ended one more of the enjoyable evenings spent by the members of Austin Chapter of the Milwaukee Women's Club.

Wausau Chapter

Bertha Hoehn, Historian

A PUBLIC card party was held on September 27, both club room and depot being used for the twenty tables in play. After the cards a buffet lunch was served in the clubhouse by the following members: Mrs. Wm. McCarthy, Mrs. Ray McCulloch, Mrs. Wm. McEwen, Mrs. Albert Mohr and Miss Ella Godard. Mrs. McCarthy donated a cake, which was raffled, making \$6.00 thereby, and another cake was auctioned. Cakes and prizes were donated, and \$30.00 was cleared as a result of the party, which was arranged jointly by the Social and Ways and Means Committees.

On October 8 the regular business and social meeting was held, with forty members present.

Owing to a very unfortunate auto accident, our president, Mrs. Czamanski, is still in the hospital, and was for the first time absent from a meeting. The first vice-president, Mrs. Chas. Conklin, took charge. All committees gave good reports and the Ways and Means Committee announced a bake sale, to be held October 12.

Several members plan to be in Chicago for the annual luncheon.

Bridge and five hundred were played later, Mrs. Leo Ziebell and Mrs. Phil Lennert winning prizes for the former, Mrs. Robert Barden and Mrs. James O'Brien the latter.

Refreshments were served by the following committee: Mrs. Bert Nelson, Mrs. Clara Rege, Mrs. Emelie Randow, Mrs. E. S. Reynolds and Mrs. T. H. McCarthy.

Marion Chapter

Mrs. Frank Keith, Historian

DURING the summer recess we had several social activities. A pot-luck luncheon was served in June and all reported a fine time. On July 11th our annual picnic of Milwaukee employes and their families was held at Thomas Park, with an attendance of 150. This was one of the outstanding events of the year and we were glad to see so many out. From all reports everyone had all they could eat and enjoyed themselves immensely.

We regret to report the death of two of our active members during the summer—Mrs. Ed Fox and Mrs. Peter Pazour. Marion Chapter extends sincere sympathy to the families of the deceased.

The first meeting after the summer vacation was held September 12 in Memorial Hall. Mrs. Stewart, chairman of the Sick and Calling Committee, reported 30 calls, 17 telephone calls and 5 cards sent. The secretary read several letters of importance from the General Governing Board. During the social hour refreshments were served by the following committee: Mrs. James Pringle, chairman, assisted by Mmes. Fawcett, Dan Hickey, George Dipple and George Pierce.

Marion Chapter met in Memorial Hall, Thursday, October 10. Reports given by the various officers and committee chairmen showed the club to be in a thriving condition.

Mrs. D. S. Stewart, chairman of the Sick and Calling Committee reported thirty-eight calls, twenty-three telephone calls and four cards sent.

A Hallowe'en party is to be given by the chapter, October 29, preceded by a pot-luck luncheon.

Several members are planning to attend the annual Get-Together Luncheon in Chicago, October 26.

After the routine of business was disposed of, the President, Mrs. Jennie Vandercook and First Vice-President, Mrs. Rose Cessford, told of visiting different chapters in the west while on their way to the Veterans' convention in Seattle.

Refreshments were served during the social hour.

Mitchell Chapter

Mrs. Tom McComish, Historian

A special meeting of Mitchell Chapter was called at the home of the president, Mrs. Bruyn, on October 4th, for the purpose of making plans for a Hallowe'en whoopee party and dance on October 21st, to raise money for the club work. Mrs. Charles Sloan, Ways and Means chairman, in charge. All members and their friends invited. A candy and pop corn booths were arranged for and games, fortune telling and dancing girls will form the entertainment. Mrs. Jack Lunquist is Entertainment chairman; Mrs. Guy Lawrence, committee serving home-made pumpkin pies and coffee.

Mrs. A. Peterson, Welfare chairman, and her committee have done excellent work. They made eleven donations, twelve sick calls, sent three cards, eight magazines, fourteen bouquets, one fruit donation and three plants.

Sioux City Chapter

Mrs. Robert L. Robson, Historian

ON August 10th the chapter sponsored a division picnic in Wildwood Park, at Yankton. Mrs. Homer Snow was in charge of arrangements. A special train left the station at one o'clock, loaded with the Milwaukee employes and their families. The afternoon was given over to various sports and a picnic supper concluded in the evening with a dance. Everyone returned home tired but happy over the success of the first picnic of this kind.

September being the opening month for the year's activities, the board held a pot-luck luncheon in the home of Mrs. Homer Snow on the 17th of the month, with fourteen members present. Mrs. F. R. Doud presided in the absence of Mrs. Buechler, for the business meeting.

September 30th, the regular meeting of the chapter was held in the Chamber of Commerce club rooms, with Mrs. Buechler presiding. Much of the evening was taken up with a discussion of how we could obtain a site for a club house. A committee was appointed to work on this matter.

It was decided to give a dance in the Rigadon, October 22nd.

A short musical program concluded the evening.

Deer Lodge Chapter

Edna Waldron, Historian

THE regular meeting of Deer Lodge Chapter was held on the evening of September 6th, at the city hall, with Mrs. E. J. Pears presiding. It was a joint meeting of the Women's Club and Safety First. The speakers were: Mr. M. J. Flanigan, assistant to general managers, in charge of Safety First work; and Mrs. H. E. Byram, president-general of the Women's Club. Mr. Byram also gave a talk which was much enjoyed, and was followed by Mr. Cunningham, Mrs. H. M. Gillick and Miss Lindskog.

We enjoyed having these visitors and much appreciated having our Chicago members with us.

The male quartette entertained us with several selections, and we extend a vote of thanks to them for helping on our program.

Our club had its annual picnic, one hundred per cent strong. Dancing and a fine supper were much enjoyed, due to the chairman, Mrs. Brautigan and her committee, Mmes. C. F. Horning, C. L. Hopkins, Frances Hale and Mae Cunningham. Ice cream, lemonade and coffee with trimmings were furnished by the club.

We have had a nice vacation and all are back in the harness for work again. Plans are being made for a card party soon, also a Gallatin Gateway dance. We had a splendid turn-out at our last meeting and hope to see all out again at the next meeting. Meetings are the first Monday of each month. The meeting closed with delicious refreshments by our hostesses. Visitors are welcome.

Twin City Chapter

Mrs. F. P. Rogers, Historian

TWIN CITY CHAPTER held its first meeting in September with a meeting of the board in our club rooms at the depot.

Although the business meetings were dispensed with during the summer our Welfare chairman, Mrs. Holbrook, was kept busy making calls; 17 donations, 61 personal calls and 21 phone calls were made.

Mrs. Hack has been Mrs. Holbrook's indispensable assistant in Welfare work covering the Twin Cities, and since our organization has grown so large it was decided to form a Sunshine committee making Mrs. Hack chairman.

The regular chapter meeting was held Monday evening, September 9th, in the Masonic Hall, Bloomington and Lake St., Minneapolis, Mrs. Bannon presiding. The scholarship fund which was voted on last year and a sum put aside for it, is now in use. Mrs. McMahon, chairman, has furnished clothing for two little boys, that they may attend school. The committee is ready to assist in various ways those in need.

After the business meeting a program was enjoyed, community singing was accompanied by Mrs. J. H. Foster. Miss Elizabeth Murphy, a member of the club, favored us by songs beautifully rendered; the Misses Dorothy and Marian Welsh in song duets, and Miss Marian Miller gave readings.

The social committee then served refreshments.

The October regular meeting was held Monday, the 6th, at the Masonic Club rooms, Mrs. Bannon presiding. After the committee chairman submitted their reports, Mrs. Bannon spoke on the scholarship fund, explaining how it may be used.

Mrs. Mueller had planned cards as the entertainment of the evening. Refreshments were afterwards served by the social committee.

Sioux Falls Chapter

Mrs. R. W. Riewert, Historian

OUR regular business meeting was held September 10th in the club house and well attended. Our sick committee has been very busy, one of the Milwaukee employes' wife being seriously ill. The club took charge and we are happy to report that she is out of danger and on the road to recovery. Dr. M. A. Stern performed an operation and attended the patient. We are very grateful to Dr. Stern for his kindness and co-operation, he having donated his services on this case to the club.

Our expenses have been larger than usual and we hope every member will do their share

toward the work planned and not make it so hard by letting a few members do it all. The Helping Hand of The Milwaukee Women's Club comes in mighty handy when misfortune overtakes you. Every member should put forth every effort to do all possible as one never knows how soon he will need that Helping Hand.

After the business meeting all the ladies went to the passenger station where the Safety First meeting was in session and served lunch to about seventy-five men. At the suggestion of Mrs. J. R. Bankson, numbers were sold on a basket door-stop after the meeting. The men responded very generously, ten dollars being realized from same, F. R. Dowd, trainmaster from Sioux City, winning the basket.

Many were unable to get numbers on this basket so Christine Larson took one to the Freight House and sold numbers on it. Five dollars and a half were netted from this basket. We are very pleased with these results. The club is making more baskets and also tie-backs to sell. We expect to make quite a sum from the sale of these articles before the holidays.



Mrs. Louis Luke, President, Cedar Rapids Chapter

Cedar Rapids Chapter

Mary Kelly, Historian

ON Monday evening, August 24th, a successful card party was given by the Sunshine committee of Cedar Rapids Chapter. This was a benefit party. A pleasant evening was enjoyed at fourteen tables. Prizes were given, and a sum of \$17.95 was netted for the fund. Refreshments were served.

The evening card parties, continued through the warm weather and were well attended.

We regret to report the illness of one of our prominent members, Mrs. Ethel Baird, chairman of the Ways and Means committee. The chapter extends best wishes for a speedy recovery.

The baseball games of the Men's Athletic Club are in progress and the chapter is taking great interest in them. The team is now in the city league and the games are largely attended. The chapter extends best wishes for their success.

Channing Chapter

Mrs. A. J. Harnish, Historian

THE Channing Chapter held its regular business and social meeting Tuesday, October 1st.

Our president, Mrs. Geo. Carey, opened the meeting and the usual reports were read.

After the meeting cards were played and refreshments served.

Mrs. Louis Theile and Mrs. Geo. Carey were awarded the prizes. Mrs. W. W. Tuttle, Mrs. Frank Corr, Mrs. Wallace Pritchard and Mrs. A. J. Harnish were the hostesses of the evening. A very good time was had by all.

Terre Haute Chapter

Alice M. Church, Historian

THE meetings of the Terre Haute Chapter were resumed September 19th, after the summer vacation.

Correspondence was read regarding the General Governing Board meeting to be held in Chicago, October 25th, and the Annual Luncheon to be held at the Drake Hotel, October 26th. Our president, Mrs. R. M. Blackwell, will attend the General Governing Board meeting and quite a number of the members plan to attend the luncheon, as well as some of our contributing members.

The Ways and Means Committee reported that an Apron and Bake Sale would be held some time near Thanksgiving. The motion was made and carried that all bills be allowed. Two tons of coal has been donated to a family in need.

A Hallowe'en Party will be held at the club rooms Tuesday, October 22nd, and a good time is planned for both old and young. The general committee is composed of the following: Mrs. O. G. McCurdy, chairman; Mrs. R. M. Blackwell, Misses Alice Church and Martha Swanson. Before this is in print our Hallowe'en Party will be past history, and we hope a happy memory.

Our regular monthly meeting will be held Thursday evening, October 17th. A social hour will follow the business meeting. The hostesses will be: Mrs. E. L. Kenney, Mrs. R. M. Blackwell, and Miss Alice Church. We hope to have a large attendance, as further arrangements will be made for those attending the luncheon in Chicago.

Montevideo Chapter

Mrs. Ernest E. Young

THE fall opening of our chapter was held on September 23, 1929 at the club house.

The meeting was conducted by our president, Mrs. E. J. Ruehmer.

Very favorable reports of the activities of the club were given by our committee chairmen.

Receipts from our dance, given just before adjournment for the summer, netted over one hundred dollars.

Our Welfare chairman, Mrs. Helgeson, is very busy as usual, making many calls and helping to provide for our needy families.

Our club members expect to give a card party in the near future for all persons eligible for membership who have failed to join our chapter. An invitation is extended to all wives, mothers, sisters and daughters of railway employes—watch for the date in our local newspapers.

We are happy to know that Mr. Hart, one of our railroad employes, has recovered from a long illness and will soon be back at work.

Our chapter will be well represented at the General Meeting at Chicago this fall.

After adjournment of our business meeting refreshments were served and a social hour was enjoyed by the members present.

Harlowton Chapter

Mrs. Gilbert Shiel, Historian

ON September 3, Harlowton Chapter met in the new club house for the first time. We are all so proud of our new home, with several times as much room as the old one and so bright and convenient.

Sunday, September 8, a special meeting was called in honor of general officers, Mrs. H. E. Byram, Miss Lindskog and Mrs. H. M. Gillick. Mr. M. J. Flanigan and Mr. L. S. Cunningham were present and gave interesting talks on Safety First measures. The talks given by our general officers were very interesting and

a benefit to all. Refreshments of ice cream, wafers and coffee were served.

The opening card party held on September 28 for all Milwaukee men and women, in the new club rooms was largely attended. All present enjoyed the evening playing bridge and five hundred, after which refreshments of sandwiches, potato salad, pickles, cake and coffee were served. The tables were then cleared away and dancing to the most wonderful music (both new and old), played on several different instruments by some of the talented members of our club was enjoyed for the remainder of the evening.

A committee of club members had purchased, made, and hung the curtains and drapes which helped make the club rooms so cozy and homelike, in time for the opening party.

Tuesday evening, October 15, the Art Department will meet at the club house to continue with the reed work. New work will also be started at this meeting. These meetings are open to all Milwaukee women and are held twice each month. So many pretty baskets were started and few were finished before the summer vacation.

The regular October meeting was held on the 7th. A public card party was planned to be held in the club rooms in the near future. We shall be able to put on any kind of a party or dance now, since we have so much more room.

Tomah Chapter

Mrs. Herman Lauke, Historian

TOMAH CHAPTER held its regular monthly meeting in the community room of the public library, October 2nd.

Our community room was filled to overflowing, with about 20 in the outer hall. We sure were glad to see so many present. Some of our members have not given up searching for new members—they brought us twelve at our last meeting. The membership committee are real go-getters.

Our president, Mrs. Wm. Brown, opened the meeting by reading the club motto, then singing the prize song.

Mr. Rinehr, D. S. K., spoke to us of the possibilities of a new club house. We all felt encouraged after his talk.

The president spoke of the aims of the club and of the relief work.

Our club has been busy. During the month of September sickness visited the home of one of our employes. The mother and three children being sick in bed; the father had to leave his work to take care of his family; we sent a woman in to take care of them and bought the burial outfits for the two younger children who died. We lost two members through death during the same month and several others were seriously ill. We sincerely hope that the next month will bring more sunshine into these homes.

We can't take time to write any more as we are so busy getting our float ready for the Fall Festival, also getting ready to go to the get-together luncheon where we expect to meet you all.

The Sunshine collection was taken, Mrs. Wm. Hovey then took charge of the program which was as follows:

Selections:

"Zuoanes."

"Hippodrome"By Clerk's Band
Piano Solo:

Minuet—Paderewski.....Ann Steinmetz
Pianologue:

"Not Understood"Ann Steinmetz
Accompanied by Mrs. A. E. Rehberg

Selections:

"I'll Wear a White Flower."

"Shine on Harvest Moon."

Parodies, Dedicated to Women's Club-

houseRailroad Men's Quartette

Mason City Chapter

Mrs. M. M. Wolverton, Historian

MASON CITY CHAPTER held its opening meeting September 24th, with a good attendance. Interesting plans for the winter months were outlined, which gave every promise of a bright and active season.

The meeting was called to order by the President, Mrs. W. F. Ingraham. The club motto was read in unison, followed by the reading of the minutes by the Secretary, Mrs. Patton. The reports of the various committees proved to us what a fine lot of work they have been doing this summer. Our Welfare Chairman, Mrs. Guy Davis, always produces most interesting reports of her work. She told us of the worthy donations that had been made this summer, such as clothing, groceries and cash gifts. Mrs. Davis has been our Welfare chairman for several years and deserves a great deal of praise for the time and conscientious thought she has put into the work.

The Fall Bazaar seems to have become an established custom in Mason City Chapter, for we have had one nearly every year since our Chapter was organized. They have been such happy and profitable affairs, that they are always anticipated with pleasure.

The club rooms are gaily decorated for this occasion, and booths of almost every description are lined up against the walls. We have doll booths, quilts, canned goods, candy booths, etc.; and at 6:30 p. m. the committee serves a dinner, charging forty cents for adults and twenty-five cents for children. Mrs. A. M. Martenson, a new member of our chapter, from Austin, Minnesota, has proved to be such an excellent planner of menus, that we have no fears about our bazaar supper. Mrs. Martenson has also been a helper in the welfare work, and we are sure Austin's loss has been our gain.

Mrs. Ulrich, membership chairman, reported that a hard drive had been made for new members, and our largest increase seems to have been in contributing membership. Of course we are always glad of these, but we do want more voting members, and each one of us, as a committee of one, is out to get them.

At the conclusion of the business session we were entertained with a musical program, after which, Mrs. MacDonald and her committee served refreshments.

In order to discuss the annual get-together in Chicago, October 26th, the local organization held a special business session in the club room, and at this writing it looks as if we would have a very creditable representation in Chicago for the luncheon.

The new Milwaukee song was practiced, and we take off our hats to Moberge Chapter for winning the prize.

One of our big Milwaukee dances is to take place October 17th, in the local armory, with the club in charge. Earl Hint's Band will furnish the music and a good time is assured when the clerks are "putting it over."

Tacoma Chapter

AFTER the close of the summer vacation Tacoma Chapter met in regular session September 30th at the Women's Club House on Broadway. The luncheon which was well attended, was served by hostesses Mesdames F. W. Rasmussen, Richard Wende, Herbert Cook, A. McCoy and Chas. Levine. The girls from the offices of the Superintendent, Car Department, Shop Account and Store Department have been attending our luncheons. Messrs. Richard Wende, George Pyette and others have been acting in the role of chauffeurs by bringing the girls to the noon meetings. We are always glad to have the male members

of our club at our meetings, and wish that the duties of others would permit more of them to attend.

Plans were made to raise funds to add to our "Lydia T. Byram Scholarship Fund." Mrs. Bement, Membership chairman, called a committee meeting at her home in connection with the membership drive. The president made an urgent request for new members. Miss Ann Johnson gave the report of a most enjoyable and successful card party which was sponsored by the office girls in September.

Miss Olga Grothe was reported ill at St. Joseph's Hospital with pneumonia. Mrs. H. E. Hatch, Social chairman, is recovering at her home from illness. The Hospital visiting committee reported that Mr. M. Grummel would be able to go home soon. They also reported that Mike is the proud father of a son who arrived at St. Joseph's Hospital. Mr. Hettleson has gone East for a stay with relatives. Mr. James Duncanson is recovering from hospital treatment for injury to his arm. Mr. John Brajkovich is getting along nicely. Mr. R. A. Nofke has resumed duties after recovery from an accident. Mr. E. W. Lindroth and Mr. Mack McLellan, who have been ill for a long time are slowly recovering. The club extends sympathy to Mr. John Gallwas in the loss of his wife.

Members of Tacoma Chapter who expect to attend the Annual Get-together Luncheon in Chicago are: Mrs. A. J. Kroha, vice-president; Mrs. H. Micklethwaite, Program chairman and Mrs. A. DeVere Browning, president, who will represent our chapter at the Annual meeting.

At the October meeting Mrs. F. E. Devlin will preside.



Mrs. H. M. Gillick, President, Miles City Chapter

Miles City Chapter

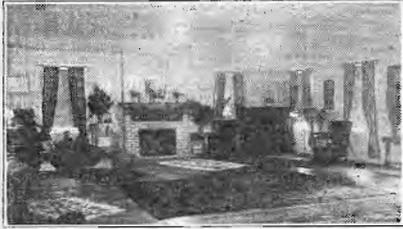
Edith Petterson, Historian

GRACIOUSLY portraying the role of hostess at the formal opening of their clubhouse, members of Miles City Chapter entertained Wednesday afternoon and evening, September 25, at their new quarters. Mrs. H. M. Gillick, our president, was in charge of the affair, and visitors who called during the day complimented her upon the success achieved. Among those who assisted in general preparations were Mesdames J. V. Anderson, Arthur Manley, C. S. Brown, William Wise and Swan Nelson. There were many others, too numerous to mention, whose service was greatly appreciated by Mrs. Gillick.

A silver tea was held, both during the afternoon party, which lasted from two until five o'clock, and that held in the evening from seven until nine o'clock. The tables from which the tea and coffee with wafers were served were charming, with their white covers and silver service, complemented by bowls of vivid red roses and lighted tapers of soft blue. Club members who poured the beverages

were: Mrs. George Cobb, Mrs. B. W. Goggins, Mrs. George Knowles, Mrs. Thomas Morgan, Mrs. C. A. Numirdor, Mrs. C. Pitner, Mrs. William Wise, Mrs. Arthur Frawley and Mrs. C. H. McCrum.

Large numbers of the residents of Miles City visited the lovely new rooms. Hostesses who cared for their needs were Mesdames Custer Greer, Milton Morgan, A. L. Lackey, J. A. Johnson, H. M. Stangland, Earl Fan, W. H. Fellows, F. Topfer, Nick Gehlen, Daniel Goodfellow, Berne Wrenn, C. S. Bram, Barry Glenn, and the Misses Clara Spear, Dolores Wagner, Helen Bugly and Helen Kerwin.



A Corner in the Miles City Club House

Entertaining programs were presented during the afternoon and evening. The former consisted of the following numbers: Vocal solo, Mrs. Glen Eye, accompanied by Mrs. Esther C. Benson; piano solo, Mrs. E. C. Olson; reading, Jeannette Gray; piano quartet, Frances Manley, Frances Campbell, Florence Hartig and Wilma Kent; piano solo, Frances Manley; vocal duet, Mrs. Charles Kroman and Mrs. George Berg, accompanied by Mrs. Marie Bachelor, of Hollywood; piano solo, Helen Torgerson; piano solo, Mrs. Bachelor. The evening entertainment was as follows: Vocal solo, Jean Bishop, accompanied by Mrs. Benson; reading, Helen Manley; piano solo, Bessie Kittinger; piano solo, Frances Manley; piano solo, Mrs. Bachelor. Cacia's string orchestra also played at intervals during the evening. Dancing was enjoyed by a number of visitors toward the close of the evening.

The first meeting of the fall season was held in the club rooms September 27. Plans for the year and other matters were discussed, important among which was the membership drive, now in progress, with the objective of winning the cash prize offered by the general committee. Mrs. Gillick, president, urged those present to do all in their power to add as many names as possible to the local roster. It was also announced that the clubhouse will be rented to responsible persons for social gatherings during the coming winter. Refreshments were served at the close of the business meeting by a committee composed of Mrs. L. P. Nimbar, chairman, Mrs. George Cobb, Mrs. A. F. Manley, Mrs. Ben McGee and Mrs. Swan Nelson. A program was presented, including two costume dances by little Phyllis Gilmore, the snowflake dance and the Japanese dance; a piano solo by Helen Torgerson and a vocal solo by Eleanor Roush. There were sixty members present.

Green Bay Chapter

Mrs. M. E. Hastings, Acting Historian

THE regular meeting was held in club rooms October 4th at 8:00 p. m., President Mrs. C. B. Cheaney presiding. The club voted to give ten per cent of money from social affairs to the Lydia T. Byram Scholarship Fund.

Mrs. C. Ballard was appointed chairman of this fund committee by the president.

Refreshments will be served by the club at the Safety First meeting to be held October 21st.

President Mrs. C. B. Cheaney and several members of the club went to Marinette Octo-

ber 11th, where they held a meeting with the members of Marinette and Menominee. The talk given by Mrs. Byram to Green Bay Chapter was read and filled the new members with enthusiasm.

Several new members joined and all felt that the meeting had been both enjoyable and profitable.

Mrs. J. H. Valentine, Membership chairman, reports a paid membership of 219 with more coming in every day.

The Sunshine committee plans on visiting all cases of sick or injured employes, especially in the hospitals and asks that cases be reported to the committee.

The annual fall luncheon will be given in the club rooms November 13th. We hope to see a great many of our outside members.

Spokane, Washington

Mrs. E. K. Stedman, Historian

THURSDAY evening, September 26, Spokane Chapter enjoyed a social evening devoted to dancing. The attendance was not as large as was hoped for, due to the fact that our evening to have the hall had been changed from Saturday to Thursday, and many who intended to attend were unaware of the change. Better luck next time.

Tuesday, October 8 was our regular club meeting. It was observed by putting on a return luncheon for our members in Othello, Malden and Spirit Lake. There was a good turn-out, ninety covers being laid. After the regular business was disposed of a clever and snappy program was given, arranged and carried out under the direction of Miss Mildred McAuley. Guests and hostesses enjoyed the day greatly.

Thursday, October 24th, our next social evening, will be given over to a card party. Bridge and pinochle will be played. A surprise which will be pleasing to all is assured those who attend by the ladies in charge. We have a fine Ways and Means committee.

Our president, Mrs. N. B. Jones is leaving for Chicago and other points October 10. She will visit relatives and friends en route and will attend the annual luncheon and business meetings. We all wish her a most enjoyable trip in every way.

Mobridge Chapter

Dora Anderson, Historian

A JOINT Safety First and Women's Club meeting was held at the Masonic Temple on Wednesday afternoon, September 11th, with an attendance of about 500 people.

At this meeting we had the pleasure of having with us our president-general, Mrs. H. E. Byram; first vice-president general, Mrs. Carpenter Kendall, who is also editor of the Milwaukee Magazine; secretary-general Miss Etta Lindskog; Superintendent and Mrs. H. M. Gillick; assistant to general manager, M. J. Flanigan of Chicago and district safety inspector, L. S. Cunningham of Spokane.

Our past president, Mrs. H. M. Gillick, who is also third vice-president-general presided at the meeting in her usual pleasing manner. She introduced Mrs. Byram who gave a helpful talk, explaining the many wonderful things that have been accomplished by our Milwaukee Women's Club to relieve suffering and sorrow in the homes of our unfortunate members and she urged that no case go unattended.

Mr. Flanigan gave an instructive talk along the lines of Safety First, bringing out several helpful facts, among them being the great assistance that can be rendered this movement by the activities of the Women's Club in re-

lation to Safety First. Short talks were also given by Mr. Cunningham and Miss Lindskog, and Superintendent, Gillick in a brief talk thanked the women for the part they played in making this meeting a success.

Mrs. Carpenter Kendall presented our president, Mabel Conger, with a \$25.00 check which Mrs. Ora Miller won for the club with her prize Milwaukee song, also congratulating Mrs. Miller on this achievement, stating that this club should feel highly honored in having so gifted a member.

Little Mary Jane Knott presented Mrs. Byram with a huge basket of asters as a favor from our local club.

Much credit is due Mrs. Ora Miller, wife of Roadmaster Miller, who received the prize of \$25.00 for composing the prize Milwaukee song, "Bells of Harmony," which was chosen from a great number of songs entered in the contest. Mrs. Miller composed both the words and the music to this beautiful, inspiring song, working hard and faithfully on this composition for six weeks, but she feels that she has been well repaid for her efforts, and she has received many letters of congratulations from officers of Milwaukee Women's Clubs all over the system.

Mrs. Miller is an active and conscientious worker in our club and she is happy to have been instrumental in bringing our club to the front and the members in turn are exceedingly gratified with the distinction which Mrs. Miller has gained. In addition to this she composed the words to a Safety First and Women's Club song for a double male quartette, which was also heard for the first time at our meeting September 11th.

After a vacation of three months we held our regular meeting on Monday evening, September 23rd at our club room. This was also in the nature of a farewell party for one of our most worthy members, Mrs. A. R. Kidd, wife of our former roundhouse foreman, A. R. Kidd, who has been transferred to Portage, Wisconsin. We are sorry indeed to lose Mrs. Kidd as she has always been a faithful worker in our club. A motion was made and carried that we send our president, Mabel Conger to the Get-together Luncheon in Chicago on October 25th and 26th. The five dollar gold piece was also raffled off and was won by Mrs. Wm. James.

After the business meeting cards was indulged in and refreshments were served by the ladies.



Mrs. W. L. Finnicum, President, Des Moines Chapter

Des Moines Chapter

Maude French

DES MOINES CHAPTER of Milwaukee Women's Club held their regular monthly meeting on September 27th.

This was the first meeting after the summer vacation period and was fairly well attended.



AT HOME



Only Forty-Six More Shopping Days

FASHION is in her glory this season dictating a revolution—or at least a very sudden evolution—in women's clothes. And she has not confined herself strictly to one field, she has intruded into the staid and almost immutable realm of men's styles. She dictates that men have fitted coats, small waist-lines, pointed lapels, box shoulders and a number of other details. However, most men are conservative and do not devour every new note on what is the latest from Paris. If Dame Fashion should include in her dictations some masculine novelties she would suit my purpose nicely. But being conservative, men care very little for novelties and I doubt if they would accept many of them even as gifts.

Christmas is not far off and with it comes the big question of gifts—gifts for mother, dad, brother, sister, boy friends and girl friends. And the hardest gifts to choose are those for the men. As I said before, novelties for men are scarce—that is, novelties that men will have any practical use for.

The man who has a hobby that he spends all his spare time pursuing is, no doubt, the easiest male problem we have. Anything pertaining to his hobby will give him the greatest pleasure. I know a man who is very much interested in plant and animal life of any kind and nothing pleases him more than to have his children give him books on flowers, fish, gardening or birds. But it is the father who has no hobby who is difficult to buy a Christmas present for. Such things as neckties, gloves, socks and handkerchiefs seem so common, and still, for "Dad" one looks for something practical because it is usually not the gift that Dad loves, but the thought that prompted it. Books, magazine subscriptions, a pretty shirt, and if he smokes, a pipe, a pound can of his favorite tobacco, might go on the list.

A present for brother is not such a problem. He is very likely especially interested in a youthful pursuit that will suggest to us some kind of a Christmas gift. If he is in high school get him something new in young men's clothes, or perhaps a pair of ice skates or skis. If he is older get him something conservative in clothes, perhaps a scarf, gloves, or handkerchiefs. If he loves books get him something by Richard Halliburton or give him a subscription to *National Geographic*, *Popular Science*, *The World's Work*, etc. If he has need of them, get him a fountain pen and pencil set or a desk pen. If you start out early of a morning you will always find obliging young clerks in the stores to tell you what is the latest in ties, scarfs, etc.

As for the boy friends, there are two kinds. There is THE boy friend—the "steady" or the fiance—and there is the boy who treats you like a sister and with whom you have grown up. A gift for the former requires hours or days of concentrated thinking and searching,



Grace Elinor, Daughter of M. C. Helmer, Agent, Coeur d'Alene, Idaho



Dorothy, Daughter of Operator Taylor, Plummer, Idaho



Marvin, Little Son of Car Repairer L. Lee, Perry, Iowa

while one for the latter may be picked up in no time. The present for the fiance must be exactly the right thing—must show good taste, lack of extravagance and be neither too personal nor to impersonal. Something to wear is in perfectly good taste if you are sure of what he wants. He might like a good pair of grey dress gloves or a pair of pig-skin for every-day wear. Or for evening he might need a white silk tux scarf. Leather goods are usually appreciated by men. A pin seal cigarette holder or a wallet would be appropriate. If it is within your means to give him luggage—get a Gladstone and then later get him a leather traveling case holding shaving outfit, comb and brushes. Some men who smoke would like to receive a good cigarette lighter.

The thing that makes a gift for the other boy easy to buy is that he has probably said many times what he "wouldn't want to get from any girl," or what he wishes "someone would get him"; or if you were to ask him what he would like he might say, "a book by So-and-So," or "a scarf like the one we looked at in the Hub window," or something else that has previously been mentioned; and lacking any guides at all, magazine subscription, cigarettes, etc.

And so it goes with buying Christmas presents for men. It is like a game of chance and we always wonder whether the gift will please and after we are told it is "just exactly what I wanted" we still wonder if the real feeling about the present wasn't disguised under that conventional remark.

Good Things to Eat

Spider Corn Cake. Mix and sift one and one-third cups corn meal, and one-third cup flour. Add one cup sour milk mixed with one scant teaspoon soda, two well-beaten eggs, one cup sweet milk, one-fourth cup sugar and one-half teaspoon salt. Heat in iron spider and when hot, add one and one-half tablespoons butter, turn in the mixture, pour over one cup sweet milk and bake in a moderate oven fifty minutes.

Popovers. One hears it said frequently, "Oh, I can't make popovers, they will not pop. Perhaps I have not the right recipe." Now it isn't so much a matter of the recipe as it is the baking. To get a thoroughly satisfactory popover—one that has popped its limit, they should be baked in regular cast-iron popover gem pans. The pans should be heated "sizzling" hot and be well greased. A waffle-iron brush is best for the greasing process because it gets clear down into the angle and assures complete lubrication. The best waffle mixture is in the proportion of one egg, good pinch of salt, one-half cup milk and one-half cup flour. Beat the egg until foamy, add milk and flour and continue with the egg beater until the mixture is smooth and "bubbly." Pour into the hot pans and bake forty minutes, having oven very hot at first and after the popovers have popped, reduce heat for the finish.

Entire Wheat Popovers. Two-thirds cup entire wheat flour, one-third cup flour, one-fourth teaspoon salt, three-quarters cup milk, one egg, one-half teaspoon melted butter.

Rye Popovers. Two-thirds cup rye meal, one-third cup flour, one-fourth teaspoon salt, one cup milk, two eggs.

Breakfast Puffs. Combine one-half cup milk, one-half cup water and one cup flour, adding the flour gradually. Beat with egg beater until very light. Bake same as popovers.

Fadges. Add gradually, one cup of cold water to one cup entire wheat flour and beat until very light. Bake as popovers. Nothing about these to worry over the matter of adding weight.

Cream Wafers. One and one-half cups flour, one teaspoon salt, mixed and sifted. Add gradually, a scant half-cup of cream, to make a dough. Place on floured board or cloth and work until smooth. Pat and roll as thin as possible. Cut with small biscuit cutter, or fancy cookie cutter, prick with fork. Arrange on a buttered sheet and bake in moderate oven until a delicate brown. These are delicious with a salad course, or to serve with afternoon tea.

The Patterns

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

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

6631. Ladies' Morning Frock, with Slender Hips. Cut in 8 sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 46 inch size requires 3¾ yards of 39 inch material. For collar, vestee, panel, cuffs and belt portions of contrasting material, 1¼ yards 39 inches wide is required, cut lengthwise. The width of the dress at the lower edge with plait fullness extended is 1¾ yards. Price, 12c.

6641. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. A 16 year size requires 3¾ yards of 39 inch material. The width of the dress at the lower edge with flare fullness extended is 2 yards. Price, 12c.

6652. Girls' Coat. Cut in 4 sizes: 2, 4, 6 and 8 years. A 4 year size requires 1½ yards of 54 inch material. For collar and cuffs of

contrasting material ½ yard 27 inches wide is required cut crosswise. For interlining collar and cuffs with canvas or coarse linen ½ yard 27 inches wide is required. To line the coat will require 1¼ yards 35 inches wide. Price, 12c.

6645. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12 year size requires 2¾ yards of material 35 inches wide. For collar and band cuffs of contrasting material ¼ yard 35 inches wide is required cut crosswise. For sash of ribbon 2¼ yards will be required. Price 12c.

6653. Girls' Dress. Cut in 4 sizes: 2, 4, 6 and 8 years. A 4 year size requires 1¾ yards of 35 inch material. For collar and cuffs of contrasting material ¼ yard is required 35 inches wide, cut crosswise. Price, 12c.

6058. Ladies' House Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 4¾ yards of 27 inch material together with ¾ yard of contrasting material. To finish with bias binding as illustrated requires 2¾ yards. The width of the Dress at the lower edge with plaits extended is 1¾ yards. Price, 12c.

6626. Ladies' Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 3¾ yards of 39 inch material. For vestee and belt of contrasting material ¾ yard 39 inches wide is required cut crosswise. The width of the dress at the lower edge with fullness extended is 2¾ yards. Price, 12c.

6637. Ladies' Apron Frock. Cut in 4 sizes: Small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. A medium size requires 3½ yards of material 35 inches wide. For collar and sash of contrasting material ¾ yard is required, cut crosswise. The width of the frock at the lower edge with fullness extended is 2¾ yards. Price, 12c.

6315. Girls' Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. A 6 year size with long sleeves requires 1¼ yards of plain material and 1½ yards of checked material 36 inches wide. If made with short sleeves 2½ yards is required of one material. To finish with bias binding requires 3 yards. Price, 12c.

Rail Rumlings from St. Paul

Allen

WHEN the world's fastest ocean liner, the Bremen, passed the statute of liberty, Europe bound, on the morning of September 12, it had on board Doctor Philip S. Graven and wife, who will spend the next ten or twelve months visiting all the countries of Europe.

We just bet Mr. M. P. Graven, his father, would like to be making the trip with him.

The C. M. St. P. & P. at St. Paul will be represented with a team in the bowling league sponsored by the E. M. B. A.

St. Paul is again at the head of navigation on the Mississippi River since the locks gave way a little this side of Minneapolis.

Uncle Joe Pork finally left on his vacation, but for some reason or other Joe wasn't so very anxious to get away.

St. Paul again comes to the front. This time it brought forth the champion golf player of the United States, Jimmy Johnston. Welcome home, Jimmy.

Arthur Peterson, of Mr. Kennedy's office and formerly of the Freight Office here, has been promoted to chief clerk to Mr. Mathern, general agent, Duluth.

Sam Adams, of the Cashier's Office, is spending his vacation at Denver attending the Spanish-American War Veterans' convention.

Fred Overby is bound for the north woods to hunt bear.

Don't forget all the Safety First slogans, Fred.



ON THE STEEL TRAIL

The Division Picnics of 1929 Tacoma Railway Carmen's Picnic

E. L. Carkin

A PROGRAM of sports and contests for men, women and children, and a bountiful basket lunch contributed to the success of the picnic at Point Defiance Park, of the Brotherhood Railway Carmen and their auxiliary, the Loyal Star, employes of the Milwaukee Road at Tacoma, Wash., Saturday, July 20.

Point Defiance Park, the scene of the picnic, is located in the north end of Tacoma, overlooking Commencement Bay of Puget Sound, and the numerous islands that assist in forming her different waterways; the Cascade Range to the east with Majestic Mount Tacoma to the southeast; the Olympic Range to the west, topped by the rugged snow-capped peak, Mt. Olympus.

This beautiful park was selected not alone for the above mentioned natural beauty but for the beauty which the park itself affords. The hand of nature has placed within her boundaries the stately firs and other evergreens that watch, like sentinels that they are, over the man-made attractions—flower gardens of every description, the lagoon, the zoo with wild animals and birds of many climes, and then at their very feet, the ceaseless wash of the tides of Puget Sound supply the picnicker with a beach for swimming, boating and fishing and between the rugged trunks of the woodlands, winds that much-talked-of scenic five-mile drive.

Children's Games and Prizes

The many children in attendance were given first consideration and were happy contenders for the many desirable prizes offered. The first to compete for them were the little tots aged three and under, who ran a ten-yard race. The winners of the girls' race in this class were: First, Martha Stark; second, Margie Landberg and third, Barbara Gene Carlson. In the boys' race in the same class, Clarence Thrall ran alone for first prize.

Girls aged three to five years ran next, Virginia Stark winning first place with Arline Landberg, second.

Girls aged five to seven were the next contenders in a race of twenty-five yards. Mary Loughlin winning first place, Patricia Carkin, second and June Carkin, third.

The boys' race in the same class was won by Arthur Thrall taking first, Oliver Carlson, second and Rod Stark, third.

Next came the girls aged seven to ten, running fifty yards. Mary Loughlin taking first, Virginia Goddard, second and Betty Kearns, third.

Martin Loughlin won first place in the boys' race in this class. John Loughlin, second and Ed Johnson, third.

The girls' race, sixty yards, age ten to thirteen, was won as follows: first, Edith McCulbert; second, Ruth Johnson; third, Virginia Goddard.

Boys' race, same class: first, Elmer Olson; second, Martin Loughlin; third, Pat Loughlin.

The next race was very closely contested, Cora Johnson winning first by a narrow margin, followed, second by Louise Swift, and nearly abreast of her ran Ida Thompson for third place, in a sixty-yard dash for girls, aged thirteen to sixteen.

Games and Prizes for the Elders

Our Refreshment Committeeman William Goddard, assisted by Richard Wayson and other volunteers, sounded the lunch call, and all proceeded to the tables, which were laid in readiness and were served with coffee, cream, sugar, ice cream and orange juice, by them. The outdoor lunch was enjoyed immensely by the several hundred present. At the termination of the lunch all proceeded to the baseball grounds to witness a game between Manager Thrall's Air-Comets and Manager DuPuis' All-Stars, the Air-Comets being successful in defeating the All-Stars, 5 to 4.

The personnel of the two teams follows:

Air-Comets, P. Rudy, lf; G. Rogge, 1b; R. Garstad, c; C. Sather, ss; S. Thrall, p; E. Nelson, cf; A. Gosk, rf; F. Curtiss, 3b; G. Stephenson, 2b.

All-Stars: J. Oswald, 3b; L. Juley, ss; F. Hill, 1b; L. Taylor, c; H. Stark, p; P. DuPuis, 2b; C. Harrison, rf; C. Viafore, cf; W. Pedlar, lf.

The game was very ably umpired by Joe McGovern.

After the ball game the gathering returned to the sports field and the following program was carried out to the entire satisfaction of everyone.

Needle threading contest for women: First prize won by Mrs. Axel Garstad, second, Mrs. J. Oswald and third, Mrs. John Ackerman.

Next came the race for the committeemen over a sixty-yard course, J. Oswald winning first, E. L. Carkin, second and Wm. Goddard, third.

The three-legged race was won by Wm. Norton and Wm. Goddard in first place and Martin Loughlin and Pat Loughlin in second place.

The wheelbarrow race was won by Martin and Pat Loughlin taking first and Paul Fleming and Alex Gosk taking second.

In the women's free-for-all, Mrs. J. Oswald won first, Mrs. Axel Garstad, second and Mrs. Sam Thrall, third.

The men's free-for-all honors were carried away by Sam Thrall, first, George Rogge, second and Pat DuPuis, third.

The women's peanut-on-a-spoon race was rather a difficult contest, but Mrs. John Ackerman successfully piloted her peanut to destination first, closely followed by Mrs. E. L. Carkin, second and Mrs. Steve Loughlin, third.

Following the women the men ran an obstacle peanut race, George Ruge being the successful first, Alex Gosk, second and Peter Rudy, Jr., third.

The women proved quite adept at throwing the indoor baseball, Mrs. J. Oswald proving her supremacy by making a throw of one hundred thirty-five feet. Mrs. Sam Thrall and Mrs. Stroh tying for second place, with a throw of one hundred twenty-two feet, with Mrs. Loughlin coming third with one hundred eleven feet to her credit.

The fat men's race was run over a course of sixty yards and easily won by C. E. Harrison,

who was followed by Steve Loughlin, second, with Emil Nygard a close third.

The women's nail driving contest proved to have many thrills. Fortunately no thumb nails were bruised, but all three places in the race were ties and in the case of the third prize the women were forced to drive three times. Mrs. Thrall won first, Mrs. J. Oswald, second and Mrs. Arthur Speigleberg, third.

In the foremen's race of sixty yards, A. D. Browning took first place, with M. A. LeVerre in second place, making a desperate effort to "slide to first."

The married women's race of sixty yards was run with Mrs. Frogner in first place, Mrs. J. Oswald in second, and Mrs. Axel Garstad in third.

The horseshoe pitching contest being under way during the races, was won by Jake Stroh and John Ackerman. Very respectable scores were piled up.

A special forty-five yard dash for a prize in the shape of a live rabbit, donated by one of the committee and his wife, Mr. and Mrs. J. Oswald, being a free-for-all for boys and girls under ten years of age, was won by Martin Loughlin, with John Loughlin, second, and John Rudy, third.

Honorary Life Member Attorney Wm. P. McCarty, delivered a very interesting address relating his past activities with the organization, which was very well received.

Awarding of Prizes

Following Mr. McCarty's address the chairman of the day, E. J. Aaberg, called together his committee, E. L. Carkin, secretary; C. E. Harrison, President of Local No. 366; F. G. Rutherford, J. Oswald, Wm. Goddard, George Stephenson, Leonard Taylor, Paul Herrin, as well as his volunteer committee, Axel Garstad, Richard Wayson, Wm. Norton and others to award the prizes.

It would be well to state here that in all of our dealings with the merchants in connection with our picnic we made it a special point to ascertain if the merchant was a patron of the Milwaukee and if not endeavor to have him become one.

The prizes were derived from the following sources: Nalley's Pure Food Products Co. was a very generous contributor of their food products.

Cammerano Bros., dealers in fountain supplies and carbonated beverages and Commercial Importing Co.

Brown and Haley Candy Co., makers of the Oriole chocolates and the famous Almond Roca.

Medosweet Dairies, Inc., were also liberal contributors to our cause.

The Tacoma Drug Co., wholesale druggists and Tacoma Grocery Co.

The Northwestern Grocery Co.

The Ace Furnace Co., dealers and distributors of the Torrid Zone Furnace contributed generously to our pleasure.

McCormack Bros. Department Store, R. L. Rosenberger, Grocer, The Tacoma Poultry and Egg Co., Carns Grocery Co., C. & M. Grocery Co., J. A. Freelin, Cartier Drug Co., Empire Meat Market, So. Tacoma Drug Co., Al's Barber Shop, Charles Rosenberg's Bookstore, Market Bakery, Anderson's Grocery, Craig

Furniture Co., house furnishers, Chenoweth's Candy Kitchen, Proctor Hardware and Cycle Co., Terminal Hotel, Sam Oas, Proprietor, and Patsy's Smoke Shop, tobacco dealer, were all contributors to our pleasure and all are boosters of the Milwaukee.

All those attending the picnic are still talking about the fine prizes that were given away and what a wonderful time that they had. They all hope that another picnic of the same nature will be held next year.

Second Annual Picnic of Illinois Division, June 30, 1929 at Credit Island, Davenport, Iowa

IT rained and then it rained some more, but the gang was all present at the Second Annual Picnic of the Illinois Division, which was held at Credit Island, Davenport, Iowa. About 350 more or less were present. Nothing more has been said about rain, so keep your rain sticks down. We presume that most everybody that attended the picnic sure would have liked to hang the weather man. Davenport is with you, however. The weather man, after putting him through the grind of standard investigation, has promised to do better the next time. Nevertheless he certainly got a historical entry of facts placed against his record for the stunt he pulled.

Will somebody be so kind as to tell us what is the matter with the Savanna girls? Their feet certainly are not set in concrete. We wonder if they would stand on a railroad track and be run over with a train or would they show some speed and make a dash for safety; at any rate they did not show any speed in the races. We don't believe any of them even tried, as they were not in any of the races.

Look out you husband of the lady who threw half of the rolling pin and kept the other half in reserve, she's foxy; only we don't like to have this kind of a stunt put over on us.

Men, beware of the ladies who took after the chicken, if they ever take after you, we know that you will be minus your feathers too.

We have all been wondering just why J. J. Flanigan has been all doubled up. To look at Jack you would really believe him to be about ninety; that's what baseball does for you, Jack. We did not see Mr. Thurber for some time after the picnic; presume he was looking after that lame arm. Really, folks, Mr. Thurber pitched one inning of the ball game and decided it was too strenuous, or did the umpire send him to the bench?

The singing fool claims he drove his car 105 miles on that day, getting the people out of the rain. This sounds wet.

Bill Schmeig, of Savanna, won the 50-yard dash for single men. Look out girls, he will be after you next.

Children's race for girls under 12 years went to Marion Buckholz of Davenport, Iowa.

Girls' race went to Dorothy Buckholz, Davenport, Iowa.

Boys' race was grabbed by Frank Secoy, Davenport, Iowa.

Ladies' 3-legged race went to Mrs. Carl Ferris, Davenport, and Miss Inez Githart, of Port Byron, Ill.

Men's 3-legged race went to Tom and Ray Secoy of Davenport, Iowa.

Children's race went to Myrtle Morgan, Davenport, Iowa.

Slipper-throwing contest went to Myrtle Morgan, Davenport, Iowa.

Fifty-yard dash, married men, went to Carl Ferris, Davenport, Iowa.

Fifty-yard dash, married women, went to Mrs. Carl Ferris, Davenport, Iowa.

The committee in charge at Davenport chartered busses from the Tri-City Railway Co. to

transport the people from the special train to the island in the morning and return the people to the train in the evening.

The committee at Davenport wishes to thank all who attended the picnic and helped to make it a success. We promise to give the Illinois Division a real picnic next year providing the weather man will stick with us.

Racine and Southwestern Division Employes' Picnic at Delavan Gardens

SUNDAY, August 11, was a gala day for the employes of the Southwestern Division, when they assembled for their second annual picnic at Delavan Gardens.

Special trains from Freeport and Racine carried hundreds of employes and their families to the Delavan station, where they were met by a caravan of autos and taken to the picnic grounds. Automobile loads of happy folks and children arrived until late afternoon. It was estimated that 1,500 were present.

Sports events were held all through the day, with the exception of at noon when the picnic dinners were eaten. The dinners were made exceptionally palatable with the excellent coffee prepared by Mrs. T. Flannigan. One hundred cases of pop, seventy gallons of ice cream, as well as several hundred cream bars, and Cracker Jack were consumed by the happy Picnickers.

The kitten ball game between Beloit and Racine proved very exciting, as the score indicates, 9 to 8, favor of Racine. Such well known ball players at John Cioni, Harvey Lindley, "Bob" Smith, Fred Miller and "Art" Wobig, kept the game at intense interest. I must at this time mention the wonderful play made by Ray Dawes when he lost the ball in a pile of hay and several runs scored.

Prizes of all kinds were given away for the various sporting events and other prizes for the following:

Oldest married couple on the grounds, won by Mr. and Mrs. R. M. Telfer; largest family, won by Mr. and Mrs. Goff, Delavan (10 children); youngest married couple on the grounds, won by Mr. and Mrs. Earl Parker, Shannon, Ill; oldest employe, won by Engineer Barron, service since 1875.

The following were winners in the athletic events:

Girls' Foot Race, 3 to 5 Years of Age.—First, Mary Rick; second, Jane Smith; third, Clara Korn.

Boys' Foot Race, 3 to 5 Years of Age.—First, Robert Rusch; second, Donald Cain; third, Roy Stillwell.

Girls' Foot Race, 6 to 9 Years.—First, Pearl Ruseh; second, Clara Koran; third, Ann Corbett.

Boys' Foot Race, 6 to 9 Years.—First, Robert Dom; second, Duane Meen; third, Charles North.

Girls' Foot Race, 10 to 14 Years.—First, Hoyle McTime; second, Evelyn Letsch.

Boys' Foot Race, 10 to 14 Years.—First, Paul Connors; second, James Baumann.

Girls' Foot Race, 14 to 18 Years.—First, Mary Hayes; second, Violet Mondeger.

Boys' Foot Race, 14 to 18 Years.—First, Art Wobig; second, Wm. Mallock.

Fat Ladies' Race.—First, Mrs. F. T. Black; second, Mrs. George Harold.

Fat Men's Race.—First, George Hannaford; second, Fred Miller.

Lean Ladies' Race.—First, Violet Modreger; Second, Cathryn Clarity.

Baldheaded Men's Race.—First, C. Richardson; second, Bob Smith.

Ladies' Free-for-all Race.—First, Violet Modreger; second, Mary Hayes.

Ladies' Base Ball Throwing Contest.—First, Mrs. O. G. Cunningham; second, Katherine Mulligan.

Men's Three-legged Race.—First, Earl and O. G. Cunningham; second, Jack Hannaford and Wm. Mallock.

Tug-of-War.—

Section men, East vs. West of Beloit; won by men West.

Engineers' and Firemen's Foot Race.—First, Gregory Buch; second, Harry Burlingame.

Conductors' and Trainmen's Foot Race.—First, C. Richardson; second, W. E. Bates.

Maintenance Department Foot Race.—First, Wm. Mallock; second, H. Vanburkuk.

Operating Department Foot Race.—First, O. G. Cunningham; second, Larry Fox.

Men's Free-for-All Race.—First, Thos. Gannon; second, Art Wobig.

Boys' Shoe Race.—First, Earl Cunningham; second, Art Wobig, Jr.

Girls' Shoe Race.—First, Agnes Dunian; second, Mary Van Matre.

Men's Golf Driving Contest.—First, Geo. Brinkman; second, Fred Miller.

Men's Golf Approach Contest.—First, George Brinkman; second, H. Lindley.

Men's Putting Contest.—First, Geo. Brinkman; second, Art Wobig, Jr.

Swimming Contests, Boys' Free-for-All, 8 to 12 Years.—First, M. Cavey; second, Sonny Black. Boys' Free-for-All, 12 to 14 Years.—First, C. Wobig; second, B. Miller. Boys' Free-for-All, 14 to 18 Years.—First, Bill Mallock; second, Art Wobig, Jr.

Girls', 10 to 12 Years.—First, Lois Fleck; second, Hazel McIntyre.

Girls', 16 to 18 Years.—First, Jane Black; second Margaret Clark.

Water Wing Race, Girls 5 to 8 years.—First, Ann Corbett; second Mary Corbett.

The picnic this year was financed by contributions from the employes and they certainly came through with flying colors, as we will have a nice balance left for next year's event. Committees of the picnic were as follows: John Connors, chairman; Mrs. W. E. Gilbert, assistant chairman; K. Zimmerman, secretary; R. A. Dawes, location; John Corbett, transportation; Mrs. F. T. Black, program; D. C. Burdick, sports; V. C. Smith, grounds; Mrs. G. J. Messer, refreshments; Martin Cavey, bartender. These people sure deserve a lot of praise for the efforts they put forth to make the picnic a success. Last but not least we must not forget our friend, Mr. Leonard Clark, who policed the grounds, and kept everything in A-1 condition.

Among those present were: Mr. Beamish of Racine, who was working hard trying to get a fire started to roast some hot dogs; Conductor Rossmiller of Racine, with a happy smile on his face; J. Sweeney and wife of Freeport, renewing old acquaintances; Superintendent Thurber and wife; Trainmaster Woodward and wife; the E. F. Hoyes and the McCanns, all having a jolly time.

Our former congenial engineer, G. Hannaford was the main-spring in the fat men's race, capturing the first prize, a ham as big as a handcar. "Bill" Busch, Janesville, proved to be the surprise party in the golf contests. He is now ready to join the professionals. Former dispatcher, J. L. Bauer, got off to a flying start in the fat men's race, but slipped and slid home losing the winning time by an eye lash.

As space is limited I will have to sign off at this time. I am contemplating writing a book on the doings of the picnickers, all those who would favor such an idea kindly write me at Beloit Ticket Office.

Prizes were donated by Milwaukee, Racine and Beloit business houses.

THE RIGHT WAY TO USE A BRAKING CLUB



AND THE
RIGHT
WORK-RUBBER
FOR
RAILROAD
MEN



The Goodrich Railroad Rubber

West I. & D. Division Notes F. D. S.

MR. AND MRS. P. J. VESSEL left the first part of October for a three weeks' visit with relatives at Saint Marys, Mo.

Relief Agent Hamilton is now relieving at Draper while the regular agent is on a vacation.

C. A. Powell is acting as night ticket clerk at Mitchell while Mrs. Vessel is away on a vacation.

Elmer Anderson, yard clerk at Canton, went into Chicago to take in the World series and also to take in the sights. Elmer will be in the market for a lotion that will cure a sun-burned palate.

Jim Black, jainitor at Mitchell, didn't do so well on the world series this year. Jim was betting on the Cubs all through the series. Fay Higgins is the only one that benefited by Jim's poor judgment. He took Jim for twenty-five.

Stanley Chraft, relief agent at Oacoma, S. D. went to Canton to spend Sunday with his family.

Superintendent Ingraham was in Mitchell the first part of October on his way to the Black Hills Division.

Paul Scott, chef on the 5805, had quite an experience while in Mitchell the latter part of September. Paul had an engagement for the afternoon, when he went to get ready he discovered that somebody had stolen his clothes. Paul called the sheriff and they looked through the freight yards and the depot, but no clothes could be found. After Paul had given up all hope he returned to the car and there were his clothes all lying on a chair.

M. M. Wolverton was in Mitchell the latter part of September soliciting the movement of the show playing at the Corn Palace. He secured enough passengers to fill two sleepers for Sioux City and one sleeper for Chicago.

A. M. Martinson, master mechanic, was in Mitchell the latter part of September attending to company business.

We had a coal meeting in Mitchell in September, the attendance was not as good as they have been in the past. W. Johnson acted as chairman of this meeting.

Eddie, stenographer on Superintendent Ingraham's car, must have some attraction in Mason City because he says that he sure likes to spend Saturday night and Sunday there.

Dennis Moran, second trick operator at Chamberlain, spent the week-end at Emory with relatives.

At last Florence Paulin has found someone who can fix her wrist watch. Just what is his name, Florence?

Jack West, storekeeper, is going over the division this week with the supply cars.

Mr. J. Caldwell, assistant general passenger agent, was in Mitchell the first part of October. He is making a trip over several divisions checking up on the passenger business.

Mr. Wozne, sleeping car inspector, was in Mitchell to accompany the Legion Special to Louisville, Ky.

Ed Wright, butter maker, is in the hospital where he underwent an operation for appendicitis. From last reports Ed is doing very nicely.

Agent E. J. Full of Worthing, is away on a two weeks' vacation.

From the Crossroads of the World

Roberta Bair

THE Sherwood Templeton Company have their large steam shovel in operation at Latta, and are shipping considerable number of cars per day of washed coal over our rails. This is the first washed coal plant on our line and we wish them success.

A new \$14,000.00, 150-ton capacity track scale has been installed at Bedford, Indiana, and we have just let the contract for a similar scale to be installed at Terre Haute, Indiana.

Our 1929-1930 bowling team is headed in the right way. If don't hit a stumbling block, everything will be hunky-dory. With Had Stewart as captain and George Scholl as secretary, nothing could fail, for they sure are the team itself, except for Hugh Bragdon, who calls the balls and strikes. With Tom Walters as lead-off man, and Huberti at the clean-up position, and Major Colwell to fall back on, this team certainly cannot possibly be satisfied with less than the pennant. At least here's hoping that secretary "Lefty" Scholl and "Clean Up" Huberti don't let the world series get the best of them and fall in the footsteps of the Chicago Cubs.

The hefty bunch from the Milwaukee Store Department are strong contenders. Just now they are struggling for second place which they find necessary to divide with the Cole Auto Company.

They might well name their team the "Five Horsemen." H. Hollis and Chas. Cade are shooting well nigh the 200 mark. They expect to keep practicing until they catch up with Jack Keeffe's record of 350 after which they too expect to retire. They are strengthened wonderfully by the most noble efforts of their highly esteemed and worthy president, Mr. Joseph James McMahan. To get full benefit of President McMahan's efforts you should have been in the grandstand on October 2nd. He certainly made a record for his team which they won't forget for some time to come.

J. Dede and "Boots" Hollis are always in the thickest and when it comes to a test they look like "Bing" Miller and "Mule" Haas.

We understand our trainmaster, Mr. McDonall, has a new boarder in his home—a very high-class dog.

Henry B. Hilton, 62 years old, died at St. Anthony's hospital Tuesday morning, September 17th. Mr. Hilton had been engaged in railroad work since he was 16 years of age and practically all of this time was spent on the Southeastern Line, now the C. M. St. P. & P. His early years were spent in the Maintenance of Way Department, and while in this department he helped build the road through from Elnora to Terre Haute and from Terre Haute to Chicago. He decided to enter the train and engine service and while in this department, served his time as a fireman and was promoted to locomotive engineer. He later returned to the Maintenance of Way Department and was made superintendent of Water Service.

Mr. Hilton was an efficient and careful employe and held the respect of all who knew him. In his death the railroad has lost a Veteran who was ever careful and thoughtful of its interest and progress.

Our chief carpenter, V. E. Engman and wife spent the week of October 14th in New Orleans attending the Bridge and Building Annual Convention.

Thursday evening, October 10th, the Rea Building girls gave a theater party at the "Indiana" in compliment to Miss Jane Amour, who has been transferred to the ticket auditor's office in Chicago.

We are pleased to have with us Miss Alberta Mountain, who has been employed as our new comptometer operator.

Our superintendent, L. F. Donald, Assistant Superintendent W. G. Bowen and Master Mechanic G. E. Passage, attended the A. R. A. Safety First convention in Chicago the first week in October. A large delegation of railway men from all parts of the United States were there.

W. A. Moberly, roadmaster of the 150-men surface gang, is getting along nicely. He has put in 13 miles of ballast between Polk and Tallmadge.

West Clinton

Mr. Frank Leith, former superintendent on the C. T. H. & S. E., paid us a visit Sunday, October 13th.

Homer Wallace received a nice package of tobacco from sunny Tennessee.

We are pleased to report that business is steadily on the incline and we are hoping that this excellent business continues throughout the year.

Among those who attended the American Legion Convention at Louisville, Kentucky, last month were: Dr. and Mrs. S. I. Green, Mr. and Mrs. Homer McCown, Mr. and Mrs. W. C. Glass, Mr. and Mrs. Elmer Long, Mr. and Mrs. Clarence Van Arsdale, Messrs. J. L. Maloney, William Maloney and C. O. Nash. They report a fine time.

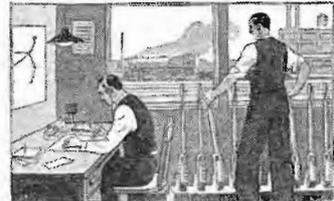
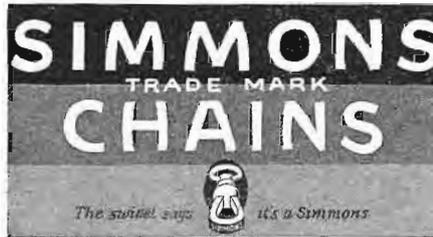
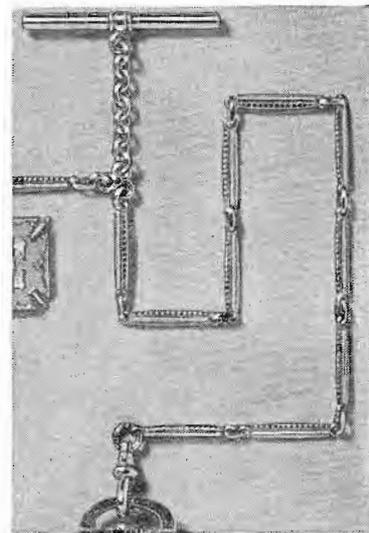
Scotty Wright ran out of gas while driving home the other night. You've got to carry more than a gallon at a time.

Ray Miles of the Interstate Mine, paid us a brief visit September 23rd. Interstate is our

A GOOD WATCH DESERVES A GOOD CHAIN

YOU'RE PROUD of your watch. That's to your credit. Probably no one knows as much, and cares as much about the right time as a railroad man. . . . How about the chain that guards your watch? A good watch deserves a good chain—one that can stand up under dust, grime, and constant handling without a whimper.

Make yours a Simmons Chain! Simmons Chains are sturdily made. Strong. Good-looking. The new "Elgin" pattern chain illustrated (31467) has been especially designed to harmonize with the beautiful Elgin "719," though it may be worn with any other watch. The chain, alone, costs \$7.50. Your watch-inspector will be glad to show it to you. R. F. Simmons Co., Attleboro, Mass.



nearest mine and Mr. Miles is ably assisted by the following men: Clarence Carmichael, Edward Garwood and William Henneman.

Dale Goff, former clerk and brakeman, but now of Palestine, Illinois, called on the bunch last month.

Guy Kelley was in Bedford for a few days the middle of September.

Mason Oliver is working in the Car Department now.

M. L. Hewitt is back on the yard job again after six months on the north local.

Joe Wright worked at West Dana Sunday, September 29th. He will be glad to tell you about those levers up there.

G. F. Lundwall was off sick September 20th, but it is said you can't keep a good man down, so he was back in a day's time.

Mr. and Mrs. W. E. Scott are the parents of a fine baby daughter born September 23rd. Congratulations, and thanks for the cigars.

Jack Hornbeck assisted the yardmaster a few days last month. He liked it fine—all but the M. S. I.

Coast Division

"Kirk"

THIS job, it should be understood, was not of my choosing but was pressed upon me, but if all those who have enjoyed publicity will come through with a few notes now and then, will try and give you the low-down on some of those who suffer publicity.

Today is the date for meeting with the Idaho Division in joint Claim Prevention and Safety First.

Today is a full day of meetings. The Idaho and Coast Divisions are holding joint Freight Claim Prevention and Safety First meetings at Othello. Claim Prevention in the afternoon and Safety First in the evening. I'll guarantee that there will be a good attendance, inasmuch as the Othello Golf and Country Club put on a dance and general good time after the Safety First meeting is over. All the elite for miles around will be there, because we are all interested in Safety First. The boys should

vote the country club a big vote of thanks for making their stay at Othello so pleasant.

G. I. Russell, chief baggage smasher, Tacoma, attended the baggagemen's convention at Vancouver during his vacation. It is reported in his description of the time he mentioned everything by "bathtub full." Can't imagine what he alludes to (probably just the vernacular of the vicinity he visited).

Charles Freemont, sometimes called Mr. Negley, took his vacation just about the time the Veterans held their meeting in Seattle. Charlie and Mrs. Negley first motored up into Canada and saw all the sights and reported a wonderful trip. The outstanding feature to Charlie was that the old bus never stuttered once, and, as a fitting reward, when he returned he had the old car repainted. That's appreciation for you. They returned to Seattle in time to attend the Veterans' Banquet where Charles was in the height of his glory so to speak. Reports meeting some old timers whom he had on the payroll back at Western Avenue forty years ago. That is some moons ago if you ask me. I'll say they are Veterans.

Glad to report that our old friend Ben Hidleston is able to be up and around again. Ben has spent a lot of time at the hospital lately and the M. D.'s didn't give him much of a chance, then he got worse and the doctor decided he needed some more blood, so they sent for Dick. The short of it is that a couple of days later Ben was at the office asking for some passes to go back east on a visit and he went, too. Funny when the doc can't do much more for them, Dick Wende steps forward and gives them a pint or so of the "Royal Blood" and they "arise and walk." There are now quite a few around the division who carry Royal Blood in their veins; they really should form a "Corpuscle Club."

The Veterans' specials sure kept the traveling engineer and trainmasters busy. They all had to ride as many of them as they could over the division and a fine piece of riding they did, for everything was as smooth as clock-work and no explaining to do afterward. Mr. Cummins, trainmaster, came into the office after

they were all in and as he had been up so many nights in succession he was due to sleep the clock around, but that was not to be his lot. P. J., that's his daddy, who has been with the Milwaukee since 1878, had been looking forward to the time when W. E. C. could sit beside him at the Veterans' Banquet, and that is what they did this year.

The bowling fever has again struck the boys around Tacoma and a six-team league has been formed; one team from each of the following: Roundhouse, Boiler Shop, Machine Shop, Store Department, Traffic Department and Freight House. First round was bowled October 7th, and as some of the fellows have never seen a bowling ball before, no perfect scores resulted. They did however, stick close to their daily work and seemed determined to have a "railroad" even though it wasn't necessary just at the moment. Much fun is expected to be produced when the boys get into the game a little farther.

I am reliably informed that Mike O'Connor's soliciting proclivities have borne fruit in other directions than just a mere gratification of self. City Passenger Agent F. A. Valentine advises that Mike has been helpful many times and the first of the month gave tips which resulted in three tickets being sold which were going to one of our competitors. Well, practice makes perfect, keep it up, Mike.

Ray Grummel, operator in "MA" office, also comes in for honorable mention in the way of a business solicitor. Of course he hasn't had the experience, nor has he that "personal touch" that Mike has, but he recently obtained the routing of an entire baseball club to the coast over our line. That helps a lot.

Florence Mattson, steno to Mr. McMahon, spent her vacation driving to California in her new Dodge. She was accompanied by her chum, "Lillie" and they report a fine time around Frisco, but were glad to be back.

Doc Yack, otherwise known as W. M. Evans, load dispatcher, acting general foreman of substations, or what have you, also had a vacation visiting Chicago, Milwaukee, New York, Boston and way points, mostly way points. Doc was supposed to be interested in freight handling equipment, lift trucks and the like but understand he had an awfully good time. Had quite a time financing the trip but understand that he now knows the ropes and wants to go again.

Miss Florence Hall took part of her vacation a short while back, but just stayed around home and got a good rest. That kind of a vacation doesn't need another week to rest up in.

Then there is Dena Loewenstein, the new stenographer and all around pinch-hitter of the superintendent's office. Understand she had a birthday not so long ago and Joe Griffin of the city office, had a little party in honor of the occasion. Those present included, besides the honored guest, Rose Shipley, Mrs. Nelson and Mrs. Carrotte. Understand a good time was had but the party broke up before the "eats" were served. Will have to investigate further.

In order to promote the social activities of the employes in the way of athletics, a meeting was held in the freight house last week with Agent F. J. Alleman as chairman of the meeting and DENA as general advisor, and the views of all expressed. It is planned to charge each and everyone a dollar to get in—you cannot get out—give a dance about once a month, throw a picnic or two in the summer time, promote a baseball team and back up the bowling teams and also a basketball team. A. J. Kroha was named chairman of the bowling committee; C. V. Nelson of the Engineering Department, chairman of the baseball committee, and J. F. Smith, chairman of

the basket-ball committee. With only one meeting, quite a bit has been accomplished and another circular like the first one Dena put out ought to start the works in high gear. Any surplus funds will be turned over to the Women's Club for use in their good work. Let's everybody join and pull ahead not back.

F. J. Welch, formerly chief carpenter, Coast Division, and now in the same capacity at Green Bay, was in town a few days recently to ship his H. H. goods to Green Bay. Sorry to lose Frank from among our midst for he was always "up and at 'em."

T. E. McFadden is now chief carpenter for the entire Coast Division and is located at Tacoma instead of Cedar Falls. Glad to have both Tom and his clerical force, J. D. Nordquist, in Tacoma.

Don't believe a word has been said about it before so must report the arrival of another of the coming generation of expert stenographers. Yes, Eddie Herzog of Mr. Hamilton's office, is the proud daddy of a boy. Understand he can already make his wants known, especially about 2:00 a. m.

Just asked R. H. Vandenburg how the safety situation was and he said, "Good," so that's that. He ought to know for he is the Safety expert on the Coast and Idaho Divisions and sure is a busy man.

A joint Safety meeting was held with the Idaho Division in the Masonic Hall at Othello on the evening of October 7th. A total of eighty-six visitors and employes were present and a very successful and interesting meeting resulted thereby. At the conclusion of the meeting a large number of those present proceeded to the hall nearby, where a dance was being given by the Othello Golf Club. Needless to say that a fine time was enjoyed by everyone present. The local orchestra at Othello furnished fine music and there were few present who could resist the temptation to dance every number. The people of Othello, who consist largely of Milwaukee employes, are certainly a hospitable bunch and go out of their way to see that everyone has a good time.

Iowa (East) Division and Calmar Line

J. T. Raymond

THE Vets' Bladder, published by some of the enterprising friends at Seattle and distributed at the banquet, contained a lot of humorous allusions to various visiting "Vets" and caused a lot of merriment.

Train Dispatcher J. T. Raymond was away three weeks attending the Veterans reunion at Seattle. He was the guest of Mr. and Mrs. W. H. Campbell there for a week, spent two days visiting at Spokane with Mr. and Mrs. Newman H. Fuller, then en route home via Vancouver, Canadian Pacific and Chicago.

Signal Foreman H. R. Nevitt with Pat Deitler and Fred Standish of Milwaukee, was in Marion October 12th with laboratory car changing out relays, etc.

Mr. and Mrs. George A. Crabb of Cedar Rapids, left October 10th to attend the National Convention of Ticket Agents at New Orleans, La. They will be away about three weeks.

Agent A. J. Gibson of Dixon, was off duty several weeks, W. D. Schesser relieving.

Agent C. S. Morton of Hopkinton, was absent a couple weeks, F. E. Sorg relieving.

Dispatcher and Mrs. Willis Jordan spent the most of their two weeks' vacation at Excelsior Springs.

One of our fine opportunities of seeing Seattle was afforded by an invitation extended by Superintendent F. E. Devlin to accompany a party including Mr. and Mrs. Lang of the Railway Gazette and W. H. Campbell on an afternoon tour. We saw many beautiful and

interesting sights including the cold storage plants, and the Japanese Steamer Arabia Maru of the O. S. K. Line.

Ask George Hennessey about berth No. 9, sleeper Council Bluffs, on Maroon Special and watch for the blush.

After a night spent on the special passing through South Dakota some friends asked Steve Parmenter how he had rested during the night. He replied, "Rested fine until we had that collision." Some one asked, "What collision?" Then Steve replied that about 1:00 a. m. a little American carnivorous animal collided with sleeper Council Bluffs, jarring the olfactory nerves of every individual on board and so greatly disturbing Steve that he arose and had to have a few puffs of his favorite brand before he could calm down again.

Walter I. Roche was the comedian on the Maroon Special and afforded considerable merriment with his little phantom trick dog. Walter made a motion in the convention that the name of the Maroon Special be changed to "Old Gold," "Not a kick in a train load."

Mr. and Mrs. George E. Busby of Marion returned from Seattle on Special; they had expected to come back via C. P. Ry., but Mrs. Busby in getting off at Miles City stepped on a long sharp tack which penetrated her right foot and caused her quite a lot of distress all the way out. A doctor was called at Three Forks, who gave treatment, but it continued obstinate and foot was quite swollen when returning from Seattle. Everyone was so sorry and sympathetic.

The Magazine items this month are due to the fact that "Ye scribe" is still groggy from the effects of the huge doses of kindness administered by those warm-hearted "Milwaukee Road" folks in Seattle and Spokane.

Miss Hannah Johnson of the Superintendent's office, spent her two weeks' vacation visiting with her brother, Carl Johnson and family at Martinez, Calif.

Dispatcher Curtis Marchant of Perry, spent part of his vacation visiting with relatives at Marion.

Passenger Brakeman John Cone and wife took a vacation trip west spending part of the time visiting at Colorado Springs.

Mrs. Geo. Van Tassel of Pasadena, Calif., visited with Marion friends the later part of September en route home from Dayton, Ohio.

Train Baggage man Sam Cooper has resumed work on Nos. 2, 7 and 20 between Chicago and Marion, after being off duty on account of his health for several months.

Train Baggage man G. A. Larkin and wife attended the Legion Convention at Louisville, Ky.

F. G. Holsinger and family spent several days fishing and hunting in Minnesota the latter part of September, making the trip by auto.

Train Baggage man W. W. Glew is again off duty on account of the serious illness of his wife.

The Magazine and many friends of Passenger Conductor Thomas Nevins extend deepest sympathy to himself and family in the death of his daughter, Sadie, who passed away at the family home in Savanna, September 29th, after an extended illness.

Madison Division Notes

W. F.

WELL, FOOTBALL season is with us again and we are all trying to dope out scores.

Frank Lamanski has taken over the time-keeper position vacated by George Whalen. George has gone into BUSINESS—has opened a barber shop on University Avenue—all fixed up swell—wicker furniture 'n' everything. So here's a tip—if you male critters want to look

100 per cent, visit George's tonsorial parlors. And of course the percentage goes up when he tends to the ladies.

Myrtle Gray has resigned her position and expects to acquire a HUSBAND in the near future and make her home in Lodi. Myrtle promises fried chicken when we visit her on the farm. All kinds of good luck.

Who is Carl Knope that ROUNDY writes about buying twenty boxes of shells for duck hunting? Surely our Carl is not the quack expert he refers to.

We have a BOLD, BAD man in our midst. One Walter Freebern of the Store Department. Driving from Milwaukee recently he met a fellow in a car—well, I guess he was in Walter's way—he tried to reason with him but the fellow had a monkey wrench in his hand—so Mr. Freebern knew he had to think fast—so he, Walter, gave him one of those foul balls, I mean blows that put him to sleep 'medgatly, threw him into his car, locked it and proceeded to Oconomowoc, where he turned the keys and story over to the police.

Milwaukee Women's Club meetings were resumed September 26th. Plans are being made to attend the luncheon in Chicago October 26th.

Louie DuBois certainly has one classy filling station located at the corner of S. Mills and Regent Streets, right on the way to Randall Field—and is Louie an expert when it comes to fixing up your gas buggy!—no matter what's the trouble or how old it happens to be, just let him look 'em over and you will drive out wondering if he didn't give you a Lincoln in mistake for your old bus.

Fred Liegois, chief clerk, took in the American Legion National Convention at Louisville, and hobnobbed with ex-generals clear down the line to hard-boiled sergeants and lusty-lunged privates.

He reports a grand time renewing acquaintances with his former buddies of the field artillery but was glad to get back on the job, again.

Dubuque Shops Jingles "Oosie"

OUR sympathy is extended to Chas. Rieger, in the sudden passing away of his son.

To the family of Locomotive Engineer Jno. W. Chaloupka, who, while in attendance at the Veterans' Convention, received a stroke, from which he did not recover, the entire division extend sympathy.

John W. Kile, accountant at Dubuque shops for a period of thirteen years, passed away suddenly at his home in Dubuque. Sincere sympathy to his family.

We can never forget John's winning smile
And his laugh—it rang so true;
He was ever ready, with friendly clasp
Some kind little act to do.

He can't be gone from us very far, nor
From his precious ones, whom he loved so;
Life to him is no longer a mystery—
He now lives where flowers grow.

Boilermaker James O'Connor, also has our sympathy in the loss of his mother, a short time ago.

If you would have all the mysteries and science of duck hunting explained to you—go to an expert—one who burnt out a bearing carrying back his wooden ducks—little Willie Ruh.

Car Foreman H. R. Jones has returned from a two months' vacation, spent in Angelys and Chester, Wales, as well as London, Liverpool and Southampton. Mrs. Jones and daughter accompanied him on this wonderful trip.

Mr. L. E. Howell, pipe foreman at Dubuque shops, for the past several years, has been transferred to Milwaukee, where he will fill a

similar position. By this transfer the Milwaukee Women's Club is losing a good contributing and also a charter member; Dubuque's loss will be Milwaukee's gain (as usual). It's very quiet around here these days Loo (no "sourcasm") intended—you know me!

The 1929-1930 bowling season is on in full force and we have the following comments to offer on our Milwaukee teams and captains.

At this writing, Jim Smith—with his Arrows—is sitting on top—

(Where else would you look for our James?) He pilots the foremen, and wonderful scores.

Are booked at the end of all games.

G. Ulmer's the captain of The Pioneers;

It's the clerks, so watch out for the noise—

They are next to the top and they know how

to work

Just see them beat Jimmy's old boys.

Blacky Ney with his Southwests is right next

in line

(Boiler Busters and Tank Shop—oi, oi)

They gotta the muscle—they gotta the speed

They play the game with much joy.

Ach Horsfall—your Narrow Gauges

They bist not so goot—

Some pep you should get for them, yes?

Maybe their captain,

He needs such a boot;

Maybe—perhaps, yes, I guess! (Doncha care,

Clarence!)

The K. C. O. N with Jaeger,

Will come right along we know,

It may be held up or take siding

But that team's not so awful slow.

But Hense—you and your Pacifics

Whatever's the matter with you?

Way down in the line you're dropping

That will never, never do!

Mac You Can Make It **24 PLANS 25¢**

Only 25c brings you these valuable plans, 24 separate sheets, with full particulars covering each operation. Collection includes Grandfather's Clock, Ship Model, Book Case, Table and many other useful and practical furniture objects, novelties and toys.

Experience the thrill of building something that will last a lifetime. Don't miss this opportunity. Plans easily worth \$2.50—but while this special offer lasts—only 25c—Send Now.

FREE Send for literature describing Mac—The Popular Mechanic Workshop—electrically operated, and details of our Free Trial Offer. Enable you to do all wood-working operations in one tenth the time.

WRITE TODAY

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World's best makes—Underwood, Remington, Royal—also portables—prices smashed to below half (Eastermans).

SEND NO MONEY!

All latest models completely rebuilt and refinished brand new. Guaranteed for ten years. Send no money—big Free catalog shows actual machines in full colors. Get our direct-to-you easy payment plan and 10 day free trial offer. Amazing values—send at once.

Free Trial

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RADIO FREE CATALOG

AT WHOLESALE PRICES

196 pages of radio bargains. New Screen Grid, all-electric, A. C. Sets in beautiful consoles—also battery operated sets as low as \$16.95. Write today.

ALLIED RADIO CORPORATION
711 W. LAKE ST., DEPT 59 CHICAGO



HUNDRED HUNTING HOUNDS

Cheap, Fur Finders, Money Makers, Dog Feed, Remedies, Collars, Hunting, Fishing, Camping Equipment. Agents Wanted. Catalog.

KASKASKIA, M 146, Herrick, Ill.

THE
BINKLEY COAL
COMPANY

are Miners and Distributors of the Best Grade Coals for All Purposes

WRITE US FOR PRICES

Burnham Bldg. CHICAGO

But this old Milwaukee Railroad
 In the Railroad Bowling League
 Is on top—the other fellows
 Are not going quite so beeg!
 As a Safety Slogan for this month Siegel
 Avery has the following to offer:
 Safety—First, last, and always
 Is the biggest thing in life
 It makes you heap much happy
 For it chases Old Man Strife.
 Foreman Alvin Sanders has a grand new
 Nash(ie) Car
 But he also has a brand new boy that beats
 the car by far.

Geo. Berghauser, former bill and voucher clerk at Green Bay, Wis., has been transferred to the Dubuque shops office, where he holds the position of assistant accountant. Welcome to our city, George, we're kinda queer down here, but you'll get used to our funny ways after a while and maybe like us.

Our new SAFETY FIRST ACCIDENT RECORDING BOARD hasn't a reportable accident yet—that board has proved a MASCOT and we'll keep it—yes, you bet! We'll always try to show it, just as it is now—we can do it by being careful—that's the WHERE and WHEN and HOW!

We were pleased to see our former Chief Clerk, Geo. J. Conrad, in the city recently. He says he gets mighty lonesome in Sioux City—it is quite a distance from Minneapolis, isn't it George? (Had you ever thought of moving Minneapolis down there—it can be done you know!)



Walter and Paul Gleb, Jr., Nephews of Arthur (Tubby) Gleb, Tacoma, Wash.

Notes from the Local Office, Tacoma

R. R. T.

TALK about your wild and desperate rides! You have all heard of Paul Revere clattering down the moonlit roads, rousing the countryside to the defense of Liberty; you have read about the Pony Express riders speeding over the vast prairies and dodging Indian ambushes; you have all thrilled with our own Lindy soaring through the trackless air on his lonely way across the Atlantic—but all these noble feats are eclipsed by our own rough rider in his most recent exploit. Be it known to you that among the usual duties of a baggagemaster is also that of putting Uncle Samuel's mail bags on the trains carrying mail; be it further remembered that our Gray's Harbor Express, familiarly known as the Grapevine Limited, carries such mail. On a recent date this train had departed in the usual manner and a certain baggagemaster, whom we charitably refuse to mention by name, was leisurely going about his usual duties and straightening up things about the baggage room when sud-

denly his glance fell upon certain mail-bags on a truck. With a sinking sensation our friend realized that they were the bags that should have gone on the before-mentioned Gray's Harbor train and that the train was even then rolling along through the pleasant farming country south of Tacoma without the bags! What to do? There was not a moment to be lost. With one jump and a grab he had shouldered the mail-bags; with two more jumps he was at the curb where the faithful flivver lay at anchor; the bags went into the rear seat, our hero into the front seat—a rumble and grind, and the car leaped forward. Around the corner it went into Pacific Avenue, regardless of traffic signals; with a wild honking it went at the hill and took it on high; in and out of the traffic it wound, taking desperate chances and leaving a trail of objurgations behind it. Southward it sped through Fern Hill, roaring through the city limits at Ninety-sixth Street, leaping forward past Parkland and Spanaway, never slowing up, the speedometer madly whirling in vain attempt to register the terrific speed. With a crunch the car left the pavement to head in towards Frederickson; gravel scattered like a hailstorm; madly the car bounced forward, hitting only the high spots in the road, for off to the left one could hear the rumble of the approaching train. With a last desperate spurt, the car rushed towards the station and came to a stop with a shriek of brakes, as the train pulled into the station; a mad dash with the mail-bags and they were safely on board. The day was saved! All records had been broken, all speed limits shattered, but the mail was on its way, and all was well.

We learn that Baggagemaster Russell at the passenger station recently went to Vancouver, B. C., with the excursion sponsored by the Baggage-men's Convention, but that no earthquakes occurred while he was there and that the tall buildings and the sidewalks seemed to remain quite stationary, contrary to the curious antics performed by these objects before the astonished gaze of many American tourists. Ray Anderson took his place for the time being.

The vacation season drew to a close with our own Orville Cardle taking the last vacation. He utilized it by taking a trip back to the Twin Cities and to his old home at Blue Earth, Minnesota, to visit his mother, whom he found quite well. Needless to say that he lived on the fat of the land back there, to such an extent that his equatorial circumference had expanded by several inches when he came back. Mrs. Cardle and their little daughter remained at home, as the young lady had just entered upon her first year at school.

Dreadful excitement was caused at this office for several days by the exploits of a bold and bad mouse which infested Miss Marty's desk, and chewed up the files over night. Due to the remedial measures being discussed too loudly, the mouse took warning and for several days the trap remained un sprung, only the cheese disappearing, to the great chagrin of Miss Marty, whose Swiss blood balks at the idea of any cheese being wasted. Finally our own officer, Bill Court, armed with a gun and a star, took over the job of setting the trap—and sure enough, next morning the mischief-maker was dead in the trap, much to Miss Marty's relief. In the meanwhile some scalawag had fixed up an artificial mouse out of some upholstery and had placed it in the cashier's vault in so lifelike a position that even the brave men of the force were afraid to go near it. Add to this that next day a pack-rat was found inhabiting a drawer in one of the desks in the office and you may be sure that the peace of mind of these diggings was considerably disturbed and it is to be hoped that the efforts now being made by Kent Langabeer, our handsome messenger, to capture the invaders, may be crowned with success.

Mr. Ralph Bement, our energetic assistant agent, has returned from his vacation, spent mostly back in Wisconsin, and reports a good time, although strange to say, he did not play a single game of golf while away. Since his return he has devoted himself to the noble sport of bowling, both here and at Seattle, and has achieved some notable scores. Some very promising material is being developed in the Milwaukee league here and in the next issue of this Household Companion and Fireside Magazine we hope to give some space to this big league stuff.

The ladies at the superintendent's office recently staged a big free lunch at the local office for the purpose of luring the men folks into forming a Milwaukee Athletic Club. There was quite a gathering, mostly of charming ladies, who did considerable talking, while of the sprinkling of men, a few did the talking while the others devoted themselves to the hamburgers which were delicious. The upshot was that the girls will do some more preliminary work in organizing and then call another meeting; the men folks here are perfectly willing to attend as many meetings as the girls may wish to call, provided there is free lunch again.

We regret to report that Joe Gordon of the warehouse force, is confined to the hospital at this writing, but we hope it will not be long.

Iowa (Middle and West) Division

Ruby Eckman

GEORGE ROBINSON, for thirty years a brakeman and conductor on the middle Iowa Division, died at his home in Perry, October 10th, following a stroke of paralysis, which he suffered while at Collins on his run the night before. He had helped with the work of setting out a car and had gone to the bill box to leave the waybill when he was stricken. Friends on the division extend their sympathy to Mrs. Robinson.

The rail-oiling machine was operated over the west and middle divisions during the early part of October. Operator Robert Wieland was in charge.

Engineer Thomas Wilcox had some severe injuries to nurse the forepart of October. Tom is a hunter, and on October 7th he arose about 4:00 a. m. to get out for a little early shooting. Just as he approached the M. & St. L. tracks, which cross Perry at Willis Avenue, a freight train doing some work approached. Tom was so engrossed in his prospective sport that he failed to notice the approach of the train with the result that his sedan was struck and badly damaged, and he sustained injuries to his head and shoulders which prevented him from working for a while.

Thomas Cate, the young son of Conductor A. B. Cate, received a bad leg injury when he was thrown from a car which threw a tire. The car, a collegiate flivver, had no top nor side doors, and when the driver lost control of it when the tire was thrown, the car swerved to the curb and Thomas was thrown through the windshield. The young man was one of the high school football men and was kept out of the game for a while.

Donald Kanealy, who was injured some time ago soon after starting to work as a brakeman on the Des Moines Division, enrolled in one of the business colleges in Des Moines for a business course in October.

Machinist Virgil Majers of the Milwaukee Shops force, spent a few days the forepart of October visiting relatives in Perry. His wife accompanied him.

Engine Foreman Scott Carhill of the Perry Yard force, made a trip to Butte, Montana, in October to see a daughter who has been quite sick.

Conductor H. W. Lee laid off the latter part of September to make a trip to Wichita, Kansas, to get acquainted with a new grandson. His daughter, Ethel, who is now Mrs. Z. C. Shaw, lives there.

Boilermaker Charles Bradley of the Perry roundhouse force, was called to Savanna the forepart of October to attend the funeral of his brother, Francis, who had been seriously injured when stepping from a train at Muscatine. He stepped in front of an approaching train and had both legs severed and died several hours later. Burial was at Savanna, as that had been the family home for many years.

Claude Doud, one of the younger brakemen on the middle division, was married on October 2nd at Spokane, Washington, to Miss Marjory Barnes. The bride, who formerly lived at Chester, Iowa, has been teaching in the west. They will make their home in Ferguson.

Machinist Frank Wagner has been enjoying his own cooking for a few weeks as his wife and daughter went to California to spend a month with relatives.

G. M. Abell, general foreman at Milwaukee roundhouse, spent a part of his vacation with old friends at Perry. Mrs. Abel accompanied him on the trip. Guy always has a warm welcome awaiting him when he comes back to Perry, as he was foreman of the shops here for a long time.

Walter Steil, local storekeeper at Perry, had an accident the latter part of September. It was not a reportable or lost-time accident, however, as it occurred at home. He is pretty handy about the house and while helping with the supper dishes had his hand badly scalded by steam from the tea-kettle.

Ruth Margaret is the name which Engineer and Mrs. Bert Cline gave to a new daughter born to them the middle of September.

Perry friends were grieved to learn of the death of Charles Stannard which occurred in Milwaukee the middle of September. Charles formerly worked at Perry.

Mrs. N. A. Elsbury, wife of one of the employes at Perry roundhouse, died at the hospital in Iowa City the middle of September. She had been ill for a couple of months and was taken to the hospital about two weeks before her death for treatment. The remains were brought back to the home in Perry where short funeral services were held and burial was made at Lake City.

P. Johnson, car foreman at Manilla for many years, was badly injured in September, when run down by an automobile which was driven up over the parking and onto the side walk. Mr. Johnson was unable to avoid being struck by the car. He was taken to the hospital at Dennison, Iowa, for treatment.

Brakeman Claude Doud, and Orvil Hulsizer, engine watchman at Ferguson, both received some bad injuries in an auto accident, September 18th, when their car, which Claude was driving, collided with another auto, while the boys were on their way to Marshalltown to spend the evening.

Harold Howe of the roundhouse force, was off duty for a while on account of an injured foot. A driving box collar fell on his foot splintering the bones of the great toe.

J. E. Kent, one of the older employes of the Locomotive Department, died at the family home in Perry, September 15th. Death came suddenly and was a shock to the family. Mr. Kent was for many years in charge of the oil house at Perry roundhouse, having retired from active work a few years ago. Burial was made at Perry.



Loring, Son of H. L. Cunningham, Electric Helper, Tacoma; Grandson of L. S. Cunningham, District Safety Inspector, Missoula, Montana, and Great Grandson of Switchman, C. L. Cunningham, Milwaukee, Wisconsin.

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

PAUL DORSEY and wife and Paul, Jr., have returned from an extended trip and visit to their old home in Georgia.

E. H. Foster and family have moved from Deer Lodge to Tacoma, where Mr. Foster has gone into business with Mrs. Foster's brother. Mr. Foster has been chief clerk to the M. M. at Deer Lodge almost since year one, except for a short time that he was with the Car Department at this place. We all wish them success in their new venture and hope they will not forget the Old Milwaukee.

Conductor Vandercook has taken the St. Maries run for a while. We all miss those wild stories about what is going to happen on the Milwaukee in the next few days. Suppose we will hear all about it when we see him.

Frank Walters and wife spent a few days visiting on the coast and also at Avery.

Mr. and Mrs. Jno. Jenkins have moved to Deer Lodge from Three Forks. We welcome them to our "Beautiful and Thriving Little City" and hope they will like the place.

Mr. and Mrs. Ralph Coon of Alberton, went to Flint, Mich., and drove back a new Buick. Gee, it's a dandy. Ralph says it will pass up everything but the gas station.

Mr. and Mrs. E. P. Brink are visiting Mr. Brink's relatives in Kentucky. E. P. says: "I want some of those good watermelons they have down there" Mrs. Gress is relieving at Alberton while Mr. Brink is away. She says that R. R. talk sounds just like it always did.

Tony Byrne has a new Graham-Paige. Wonder what he spends so much time around Missoula for.

D. C. Peck has taken the place made vacant by E. H. Foster as chief clerk in the master mechanic's office at Deer Lodge.

C. W. Healy has sold his home in Alberton and is living in Missoula.

Mrs. E. O. Waldron spent a few days in Spokane visiting relatives.

Mr. and Mrs. J. A. Drake drove to Oklahoma for a visit with relatives.

Did anyone on this division see that flock of Veteran Specials? And did they seem to be having a good time? Well, us kids that have only been here a short time (a matter of about 20 years), were sure glad to have done what we could to make their trip pleasant, and hope they will enjoy a good many more trips like that. Among those who went with them from here were: W. O. Milligan, D. P. Saunders, J. G. Mackedon, and C. K. Foote. Foote has not returned yet so maybe they didn't believe some of that story and kicked him off into the water on that trip to Victoria and nobody has missed him yet.

Mrs. Frank Walters went to Ohio to take her mother to Oklahoma. Mrs. W.'s mother is well acquainted with a number of Deer

Lodge people as she has spent a number of winters here.

Mrs. E. Pears is visiting relatives in Wisconsin.

Mrs. V. J. Roberts is visiting relatives in Wisconsin and Iowa.

River Division News M. M.

MR. A. J. Elder, air brake supervisor, and Mr. Kemp, assistant, of Milwaukee, stopped at Wabasha en route from Minneapolis to Milwaukee.

Once more it was demonstrated that railroads are indispensable when an airplane was forced to land at Kellogg, station on the River Division, and the passengers had Train No. 17 flagged and they finished their journey on the old reliable—The Milwaukee.

Roadmaster C. Carlson has been extremely busy the past season. With extra gangs at work on the division there has been a tremendous amount of work accomplished. During the extreme busy part of the season Roadmaster W. T. McNamara of the C. V. & Wabasha Division, assisted Mr. Carlson with some of the work. No doubt will have a very good piece of railroad when work is completed.

Sympathy is extended to Conductor Geo. Kalkbrenner in the loss of his mother, whose death occurred at Lake City recently. Mrs. Kalkbrenner had been a long-time resident and had lived to age of 78.

Chief carpenter, Mr. John Ostrum, of Wabasha, departed Saturday, October 12th, for New Orleans to be in attendance at Chief Carpenters' Convention, which is being held at that place. From there Mr. Ostrum expects to take a trip over to Cuba. His many friends here are all expecting Mr. Ostrum to bring each one of them a box of Havanas.

Engineer Jerry Carroll and wife have taken up residence at Eau Claire and Mr. Carroll has taken the patrol run.

A boy arrived at the home of Mr. and Mrs. Tom Klas, and Tom says that he is going to be a clerk. Congratulations.

Veterans on the River Division were pleased to greet Mr. John M. Horan when he passed over the division en route home from the Veterans' Convention.

Employees are glad to know that Fireman Lawrence Stroot is improving fast and will soon be able to be back to work after his recent operation.

Safety First continues to be a very interesting subject on the River Division. From the many fine records that the various departments have made it is to be assumed that all employes are thoroughly educated on this vital question.

General Office—Chicago Vila

WE extend our congratulations to Miss Lucille Wickstrom and Mr. George Ubl, both of the comptroller's office, on their marriage which took place Saturday, September 28, 1929. Good luck to you both.

The girls of the comptroller's office had a very happy evening September 20th at a dinner and theatre party. We are certain they enjoyed both immensely, especially "The New Moon."

Two new members have been added to the forces of the comptroller's office: Miss Vivian Mantel of Seattle, and Mr. John Shemroske of Mr. Lodge's office. Welcome!

Misses Laura Franzen, Margaret Brandt, Marilyn McNickolas and Sally Patterson spent the week-end in Omaha recently. Ask them why they pick out Omaha. We don't seem to be able to find out.

Mrs. Margaret Pederson Cruetzburg entertained the girls of the general superintendent

of transportation's office at dinner October 1st. Margaret is some cook and everyone had a good time.

Miles K. Buckley has been enjoying his vacation getting a late summer tan while building a new porch. He is some gardener too, bringing home blue ribbons from a recent garden show.

Now that the baseball season is over, what shall we do for excitement? Perhaps if Notre Dame would win a few football games someone would be happy.

The Engineering Department extend to Mr. and Mrs. T. H. Strate a host of good wishes on the occasion of their silver wedding anniversary. A surprise was planned by their daughters, Edith, Helen, and Ruth on November 3rd, and their many friends came to celebrate the anniversary.

We extend congratulations to Mr. and Mrs. Charles N. Bainbridge on the birth of a son, born September 27th. The little fellow has been named after his father, and we hope he will be another promising "Engineer of Design" when he grows up.

Our sincerest sympathy is offered to Mr. Ed Witt in the loss of his mother, who passed away the middle of October.

Tacoma District Accountant's Office

K. M. O. Broadcasting

NEARLY everyone took in the annual fair held at Puyallup, Wash. Some of the girls made up a party and enjoyed riding on the merry-go-round, ferris wheel, etc., and eating hamburger sandwiches. Bill Smith had his regular place at the fair. When looking for a place to "park" be sure and see him.

W. Morton Eshelman took first prize with his photographic pictures. It pays to have a hobby. No doubt we shall hear of him in Hollywood some day.

Ruth Rundle had a birthday, September 18, but kept it quiet.

Claude spent four days of his vacation in Vancouver and other Canadian points of interest, took in all the scenery, etc., came back telling us how good it is.

Helen Amidon is sure the "Candy Kid." If you want a good recipe for fudge, she has it. When will the next batch be ready?

Rose Lindquist has returned from an extended trip and reports a most enjoyable time.

On Saturday, the 28th, the office girls sponsored their second annual card party for the Milwaukee Women's Club, which was well attended. The refreshments and prizes made a hit. Ann Johnson was chairman and wishes to thank the girls who assisted her, and also Dick Wende for selling so many (25) tickets.

Leonard Johnson has his apartment over a "picture show" and recently a film caught on fire and there was some excitement. We wonder if Johnnie's trim head of hair didn't get a little ruffled in the confusion. He is a good model for a barber, never a hair misplaced.

Helen won the pool on the prize fight. We wonder what she bought for the \$3.00.

Congratulations to Dr. and Mrs. Hubert Watson on the arrival of a baby girl. Mrs. Watson was formerly Ann Howland, one of the very popular girls of the Car Department office.

Ruth Rundle has weakened again, bobbed her hair, October 3. We like you either way, Ruth.

Mrs. F. B. Trout, wife of our "Burt," departed October 2 for an extended trip east, going to Minnesota, Chicago, Boston, New York, etc. We wish her a pleasant journey and a speedy return to take care of F. B. as on October 3 he came to work with a bad cold and no doubt without any breakfast.

Dick Baughn, the grand old man of the Milwaukee, returned September 30, from a trip to New Orleans. Of course we are not saying how long the visit was, but he brought back some "cotton" and that is the evidence.

Some men believe in advertising. F. B.'s wife is away and several days later he wore a bachelor button flower in his lapel. We can always tell when the Mrs. is away, as Burt then has the use of the family car.

Olga Grothe has been in St. Joseph's hospital since September 25, with pneumonia and we are all very anxious for a speedy recovery. When able she will return with her mother to their home in Marmarth, N. D., and after she has fully recovered we shall welcome her with open arms back on the Coast Division.

One evening last month Harry Hatch went out to get his car to go home after work, but he couldn't find the key. He looked

through all of his pockets about a dozen times, still no luck, so he calls up the Hupp Company and has a new one made and delivered. The following day he was telling about losing said key and Cal Snyder speaks up, "Zis your key, Harry?"

Harry: "Where the heck did you get that?"

Cal: "Darned if I know, I found it in my coat pocket yesterday morning."

Harry: "Well, how the heck did it get there?"

Cal: "Dunno boss, it was there."

Harry: "Give it here, you old pickpocket."

Cal: "Gee, boss, I asked everybody but you, if it was theirs, but got no results, so I quit asking."

Harry: "Well, I'll let it go this time, but how will I explain to my wife?"

Cal: "Dunno chief, I am still single."

Harry: "Well, I'll fix up a story—if I'm not here tomorrow it didn't work."

The bathing beauty girls were furious about their picture appearing in the magazine and have hired a detective to find the guilty party.

S. C. & D. Division

J. Glenn Kasak

GENERAL AGENT MR. GRIFFITHS, Sioux Falls, is the proud owner of a new Pontiac, which will aid materially in the solicitation of business.

Assistant Warehouse Foreman L. R. Presba recently underwent an operation for appendicitis at McKennan Hospital, and we are glad to report that he is doing nicely and expects to return to work soon.

On September 24th occurred the death of Mr. John Jacobs at Rock Valley, Iowa. Mr. Jacobs was the father of Miss Ethel Jacobs, assistant cashier, Sioux Falls. All employes join in extending deepest sympathy to Miss Jacobs.

A daughter was born to Mr. and Mrs. Ben Jansa, stower at Sioux Falls. The cigars were fine. Heartiest congratulations.

Miss Ruth Mostrom, bill and expense clerk, Sioux Falls, is on leave of absence and is visiting relatives in Seattle. Miss Eleanor Griffiths is relieving.

Chester Smith has again joined the force at the Sioux Falls freight house. Smitty is now third trick operator.

Fred M. Noll, clerk at Geddes, has taken a leave of absence to help out his father in the furniture and undertaking business.

The new artesian well at Lake Andes Bass Hatchery has been brought in with a good flow, which should go far toward making Lake Andes what it was years ago, the finest bass lake in the United States.

The Wagner Oil Field is much advertised these days. Agent Dunham says they have just as big a well as any state in the Union, all they need now is the oil.

Chas. E. Sturtevant, division water inspector, is recovering from a serious case of bronchial pneumonia and complications. Charlie's work is being taken care of by Pete Roller of the I. & D. until he is able to be about again.

The Operating Department ran short of brakemen and we had to loan them one of our good bridgemen to help them over the hump. Hope you will return us the favor some day.

Miss Helen Flynn, E. & F. timekeeper, superintendent's office, went to Yankton, S. D., recently to attend the wedding of a very dear girl friend, Miss Lettita Burns. It is reported that "Doc" McCauley accompanied Miss Flynn. Wouldn't be surprised if Doc and Helen were also married. How about it, Helen?

Why Wait? Get it Now!

It is better to have it when you need it, than to need it and not have it.

Why not insure your earning power with an income, before you are *sick* or *hurt* and can't get it?

Think it over. You cannot do much with the small monthly premium while working, but *you* or *yours* can do something with \$1000 or a monthly income which the small monthly premium pays for when *sick* or *hurt* and unable to work.

CONTINENTAL CASUALTY COMPANY (The Railroad Man's Company) Chicago

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Continental Casualty Company
910 Michigan Avenue, Chicago, Ill.

I am employed by the MILWAUKEE ROAD, _____ Division.
Please send me information in regard to your Health and Accident Policies, such as are carried by hundreds of my fellow employees.

My age is _____ Name _____

ADDRESS _____

Miss Edna Anderson, stenographer, superintendent's office, has returned from her vacation, still single we hope. Understand she spent most of her time around Dakota City, Nebraska, and it is also reported that the sale of Durants fell off considerably during the week.

Miss Esther Berg, maintenance clerk and big game hunter, spent her vacation in Omaha. Must be some attraction at that point.

Mr. Carl Wangberg, trainmen's timekeeper, had some very select company the other day. A nurse from the Lutheran Hospital, and Carl wasn't ill either, unless lovesick. Looks rather serious. Understand he spends quite some time at the hospital. Won't be long now.

Employees at Parkston failed to agree with the last issue of the Magazine, which advised that E. Gorman joined the ranks of married men. Their reason was that no cigars were received. Ed?

It is rumored that the coal will be stored in the freight house at Parkston this winter. This meets with approval of the employees at Parkston, inasmuch as it will save arguments when the coal bucket is empty.

Conductor Belknap, who was forced to take an extended vacation this summer on account of his health, has returned to work. Glad to see you on the job again, Charlie. Hope you feel as good as you look.

Ted Kline, flapper-chasing rodman of the river front engineering crew, left September 15th to resume his studies at the University of Iowa.

E. K. Lawrence has moved his family to Stickney and Ed is again serving as baggage-man on the Armour Line.

Ed Anderson has returned from a three-months' visit with his son and daughter in California. Conductor Meecham handled the box cars during his absence.

Agent Brown, Hawarden, Ia., reports that he is kept busy with sand shipments now. Handled 315 cars in August and 360 cars in September.

E. J. Greskowiak, second operator, Mapleton, has been laying off for a few days, relieved by R. L. McNertney.

It is reported that L. O. Greene, relief operator consented to do relief work at Mapleton for a few days account A. R. Sanborn vacationing. Leroy doesn't like to be so far away from Sioux Falls. Wonder what is so attractive to him there. Believe I know the girl.

Hornick now has an amateur radio station. Call letters W-QUEST. The station is owned and operated by the night operator for the Milwaukee R. R. and was put on the air since the last issue of this Magazine.

Mr. R. E. Stensland of the division engineer's office, was off the job for a few days recently spending what we thought to be his vacation, but have learned since that it was Mr. and Mrs. Stensland who were honeymooning. Your correspondent hopes to have more information about this in the next issue.

Employees on this division are quite proud of their safety record for the month of September, having gone through the month without a reportable injury. That is our start, watch us.

General car foreman Mr. Palmer, reports the safety record of the Car Department for the period of January 1, 1929, to date as follows:

Sioux City, Shops—
1 Reportable Injury.
0 Lost-time Injuries.
7 No Lost-time Injuries.

Sioux Falls, Shops—
0 Reportable Injury.
0 Lost-time Injury.
2 No Lost-time Injuries.

Mr. Palmer and members of the Car Department have every reason to feel proud of this record.

Mr. R. E. Nichols, chief carpenter, reports the safety record for the B. & B. Department, January 1, 1929, to date as follows:

1 Reportable Injury; No Lost-time Injury;
4 No Lost-time Injuries. This is also a record to be proud of, Mr. Nichols.

East H. & D. Division

Maude Hamlin

HAVEN'T been with you for a couple of months now, so guess I'd better get busy and write a few H. & D. notes. The "boys" come in every now and then and ask me what is the matter, 'cause I was absent from the Magazine.

One reason for my inability to even think intelligently was a bum tooth, which kept me home for almost a week. No use, have to get it out soon, as I don't want another siege like that.

One of our veteran section foremen passed away since I sent in my last notes. Foreman Jacob Jacobsen of Renville, who had been in service a good many years, passed away August 26th at the hospital at Montevideo, where he had been brought for medical attention. The funeral was held at Renville on the 28th and a good many of the foremen on the H. & D. Division and other fellow workers attended. We wish to extend to Mrs. Jacobsen our sympathy even though these notes do appear a little late.

Richard Lewis, who formerly fired on the East H. & D. Division, had been in very poor health for several months, and on September 8th he passed away at Minneapolis. Mrs. Lewis and little son has the sympathy of us all in her sorrow.

Traveling Engineer Zack Cowles received his 55-year button on September 1st, which is a record to be mighty proud of. He is a retired traveling engineer on the H. & D. Division.

We were very much surprised to learn of the marriage of one of our former clerks, now of Aberdeen, none other than winsome Amelia Retka, the popular comptometer operator. Don't know what she changed her name to, but we'll bet it is a good one, 'cause we know 'Melia, and we wish to extend our best wishes

to her and the man of her choice for the best of everything in life.

Vernon Hamlin, son of yours truly, accepted a position as trainmaster's clerk at Aberdeen, effective September 9th, and is now trying to tell his mother how to railroad, a la Operating Department methods. 'Sall right, we never get too old to learn something.

Mr. Sizer is still contemplating his annual vacation, but doesn't seem to get any nearer to actually having it than he was in June, July and August. In fact it is sort of contagious, as Assistant Superintendent Hills and Roadmaster Natzel are both forever talking about their vacations, but continue to show up each day as usual. They are like Mark Twain said about the weather, "Everybody talks about it, but nobody seems to do anything about it."

Well, we "hear" that Red is back. This is literally speaking, as you always hear Red if you see him, which is not a bit detrimental to Red as we always like to listen to him at that. He reports a fine time at the Veterans' Convention in Seattle, and a better time in Victoria—gave us a list of all those whom he knew and who were attending the convention.

B. W. Rush and wife did not return from the convention with the rest of the gang but stayed on a week or two longer, arriving home on train No. 16 on October 3rd, and report having had just a splendid time while gone. They visited in California, Oregon and Washington, and Barney says he is going to sell out and move to the coast. However, we imagine when he sits on the cushions of the engineer's seat on the mixed run 'tween Monte and Aberdeen, he will change his mind, as it sort of gets in a person's blood to want to stick to the old associates and associations. Incidentally B. W. carries a 45-year button.

"Bill" Hasleau has taken up aerial photography, and presented Mr. Sizer with a very nice picture of White Rock Terminal as he sees it—or perhaps saw it—would be better. Bill is now patiently waiting for R. E. S. to bulletin the switch engine job at this important terminal so he can apply for same.

Quite a number of the Milwaukee women are planning on attending the annual luncheon and meeting at Chicago of the Milwaukee Women's Club, which is to be held at the Drake Hotel on October 26th. Will give a list in next issue of those who went down.

208
South La Salle
Street

CENTRAL TRUST
COMPANY OF ILLINOIS
CHICAGO

The B. F. Goodrich Rubber Co.

Factories: Akron, Ohio

When buying rubber
goods specify *Goodrich*,
the standard of quality
for fifty years.

SHOES BOOTS
HOSE TIRES
and anything in rubber

Mr. Farley and Mr. Murry have been checking train sheets, etc., in our office the past week, Mr. Farley going to Aberdeen from here and Mr. Murry to Chicago.

B. & B. Foreman Iver Severson and crew recently erected a 90-foot smoke stack on the roundhouse with little or no trouble at all. Takes Iver to set out and do a thing—he doesn't parley around about it either.

The gravel pit at Appleton officially closed October 10th. This takes a good many worries off of our shoulders for another year at least. In this connection understand Mr. Sizer has a good second-hand airplane for sale, as he has no further use for it now that the pit is not running. At least that is what Ben Bishop says and we believe that Ben has done more or less stunts "up in the air" himself this season. Anyone desiring a good plane for any similar high altitude work can no doubt make a good bargain with the trainmaster on the west end. This plane sometimes "takes off" on a tangent, but with good control will give satisfaction.

Mr. Oxley and Mr. Peterson conducted sort of a class of instructions for the benefit of the dispatchers at Montevideo, to go over the rules and regulations, as it were. They all attended 100 per cent, and much good was derived from the meeting.

Evelyn, daughter of Mr. F. H. Natzel, roadmaster on the middle territory, was married on August 28th to Frank Krueger of Ortonville, and the newly married couple have gone to Ortonville to make their home. Congratulations. Seems Mr. Natzel finds it very convenient to head toward Ortonville occasionally, especially for Sunday dinner.

S. M. East
V. J. W.

WE wish to acknowledge our appreciation of the efforts of the author or authors who so ably assisted with the postscript to our notes of last month. We are still in the dark as to their identity but nevertheless feel they are doing all of us as well as themselves

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a rank injustice by not coming forward to receive the password and obligation into our organization, "The Liars' Club" that we may enjoy more of their work in the future.

The following list of veterans report a very delightful trip to Seattle: Mr. and Mrs. W. Williams, Mr. and Mrs. Chas. Hans, Mr. and Mrs. Fred Nockleby, Mr. and Mrs. W. E. Warfield, Mr. and Mrs. Alva B. Moore, Mr. and Mrs. Leon Comeau, Mr. and Mrs. Chas. Billington, Mr. and Mrs. J. Anderson, Mr. Wm. Anderson, Mr. and Mrs. Chas. Probart, Mrs. Oscar McGee and Mrs. August Damm.

Ray Hoffman, dispatcher's office, announced the arrival of a son, September 28th

The many friends of Wm. (Billy) Carr, bridge carpenter, will be sorry to learn that he has suffered another stroke at his home in Adams.

Dispatcher C. M. Aughey, who has been undergoing treatment at Ann Arbor, Michigan, is reported as improving nicely after having undergone an operation October 8th.

Operator O. H. Carr, second trick at Austin Yard, has taken a two weeks' leave effective October 1st, Operator Harry Wilson relieving.

Sympathy is extended to the family of Geo. Lottes, Sr., section foreman at Hokah, Minn., whose death occurred at that place September 15th. Mr. Lottes had been an employe of the Milwaukee since September 27, 1891, and had been section foreman at Hokah since March 1, 1900. His many friends will miss the passing of this veteran.

We are also very sorry to hear of the passing of another veteran, Chris Esse of Hayward, Minn., whose death occurred October 7th at the home of his daughter, Mrs. H. R. Knudson at Albert Lea, Minn. Mr. Esse entered the service in January, 1873, and was a section foreman from June, 1875, until April, 1917, at which time he asked to be relieved and was assigned as crossing flagman at Albert Lea. He continued in this position until January 1, 1929, when he was pensioned.

The many friends of Ben Evenson, an employe at the Austin freight house, and father of Division Accountant R. G. Evenson, were grieved to hear of his death which occurred at his home in Austin, September 24th, after an illness of several months. The family wish to thank all Milwaukee employes for their expressions of sympathy during the illness and death of Mr. Evenson.



You will recognize the gentlemen in the accompanying picture as Agent F. Edwards, Superintendent G. A. Van Dyke, Conductor F. A. Monty and Engineer August Damm with train No. 23 at Albert Lea.

The Austin Yard has been assigned two new yard checkers, Charley Stoltzenberg and Roy Jeffers. The new assignment was made effective October 5th.

Lost, strayed, or stolen; possibly drowned: One Black Spaniel. Last seen attempting to retrieve a green wing teal which had been shot by "Red" and "Knute" of the freight office. If found communicate at once with

Curtis McCoy (the auburn-haired weighmaster).

The picture below is of Charley Klema, 77 years old and an employe of the Milwaukee for 55 years. He is the Grand Eagle of the Swamp Lodge, a secret organization of the shop employes at Austin.

"Out Where the West Begins" East End of the Trans-Missouri Division

D. H. A.

WITH the correspondent working hard in a subscription contest trying to win a car and the boys all listening in on the World Series and betting their money, it is mighty hard to find time to scare up any news, but here goes—we will do the best we can.

On Monday, September 16th, five special trains of Milwaukee Veterans passing through Moberidge on their way to the eleventh annual meeting of the Veteran Employes' Association at Seattle, were entertained during their stay at Moberidge by the Moberidge High School Band, and many fine compliments were paid the young musicians by the visitors. We are very proud of our high school band and they are making splendid progress under the leadership of their able instructor, Mr. J. C. Thompson. The Veterans from Moberidge who attended the meeting were: Mr. and Mrs. Ora Miller, Mr. and Mrs. Dan McGrath, Mr. and Mrs. E. E. Miller and Mr. Wm. Moon. They all report an enjoyable time.

Superintendent and Mrs. H. M. Gillick were Moberidge visitors a few days last week.

Miss Bernice Collins, daughter of Conductor J. B. Collins, was united in marriage to Mr. Walter Scholzen on September 18th. After a wedding trip east they will be at home to their many friends here. We extend congratulations.

Operator Erickson, who has held first trick at Bowman for several years, has taken the job as agent at Havelock on the Standing Rock Line. Eric's many Bowman friends will miss him. Miss Hazel McMillion is doing relief work on the first trick at Bowman in a very capable manner.

Conductor Harry E. Johnson passed away at his home here on September 26th from tuberculosis. Harry had been in poor health for about two years and spent some time at the sanitarium at Custer, S. D. He was of a kindly disposition, made many friends and will be greatly missed. He leaves to mourn his loss, his young son Jack, his mother, two brothers and a sister. Sincere sympathy is extended to the bereaved ones.

Agent O. B. Tripp has resumed his duties at Hettinger after a vacation of several weeks, and Relief Agent Peter Collins has gone to Rhame for a few days to relieve Agent Earl Leighty while the latter is making a trip over the division.

Mrs. S. J. Stubbert of Clinton, Wisconsin, spent some time visiting at the home of her son, Mr. R. E. Stubbert and family.

Mr. A. R. Kidd, now roundhouse foreman at Portage, Wisconsin, returned to Moberidge for a few days making preparations to move his family to their new home. We are very sorry to lose this estimable family from our midst, the best wishes of their many friends here go with them.

Mrs. Sam Hobbs of Miles City, spent a week here visiting at the home of Mrs. Frank Schneider.

Superintendent P. H. Nee of the Aberdeen Division, spent Tuesday in Moberidge on official business.

The position as clerk and stenographer in the roadmaster's office here has been abolished and

Miss Marie Blake is now being employed as clerk in the Mechanical Department at Miles City.

Mrs. Henry Erickson visited friends at Scranton, N. D., for a few days.

Mrs. H. H. Rinderneck is visiting at the home of her parents at Sioux Falls, S. D., and "Topsy" looks lonesome.

Another wedding of interest this month was the marriage of Mr. Fritz Magera of the Car Department, to Amelia Borah, at the home of the bride's parents on Saturday evening, September 21st. The happy couple tried to give their friends the slip by hiding in the baggage car of train No. 18, but in spite of all their efforts they were discovered and thoroughly riced and showered with congratulations and good wishes by their many friends. After a trip to Chicago and to the groom's home at Yankton, S. D., they will be at home to their friends the latter part of October.

Mrs. Gray Hunter of McLaughlin, spent Saturday in Moberidge visiting friends.

The new drilling of the Trans-Missouri Gas and Oil Company arrived at Marmarth on Sunday, October 13th, and the company expects to have the well completed within a month, if weather conditions permit. This rig is much larger than the old outfit and the boys expect to be able to make much better progress now. The Trans-Missouri Company consists chiefly of Trans-Missouri employes.

Conductor Edward Ogden, who has been at Miles City most of the summer doing extra passenger work, is now back in the ring again in freight service.

Mr. and Mrs. Martin Walsh spent a few days in Minneapolis on a business and pleasure trip combined.

Mrs. John Hand of the relay office, accompanied her husband to Minneapolis for a week. While there Mr. Hand attended a school of instruction for the firemen.

Ann Anderson, clerk in the dispatcher's office, was called to Miles City by the illness of her father.

Agent M. A. Tripp is back on the job at Marmarth having taken an extended vacation during the summer. While gone he visited St. Louis and other eastern cities. A. A. Childers did the relief work at Marmarth during the absence of Mr. Tripp and expresses himself as well pleased to be back at his old job at third trick.

Mr. and Mrs. John Hohl visited at the home of their daughter, Mrs. E. R. Hagan, at Aberdeen.

We are grieved to hear of the sad death of Jack Byington, 14-year-old son of Engineer Paul Byington, who passed away on Saturday morning, October 12th, from spinal meningitis. This is the second time within a year that death has visited this home, Mrs. Byington being taken away last spring. Sometimes these things are hard to understand but we know that "God doeth all things well." The sympathy of the entire Milwaukee family goes out to them in their time of sorrow.

Mr. and Mrs. Roy C. Herschleb spent a few days at Miles City visiting at the home of their daughter, Mrs. D. C. Greer.

Chicago Terminals

Guy E. Sampson

AGAIN we must get busy so as to let the outside world know just what a lively place the Chi. Term. is at this time of the year. If you ever watched a bee hive in a busy season you can get some idea of how our employes appear as they go here and there from one of the many terminal yards to the other with rush cars that must make the fastest possible schedule. When you stop to think what it means to handle 8,000 cars in 24 hours in one terminal, what it means to receive 993 cars in a particular yard between

8:00 p. m. and 2:45 a. m., and to have three-fourths of them on their way to connecting lines or to our own downtown unloading tracks before 6:00 a. m., you must realize that it takes quick, efficient work on the part of every employe to accomplish the feat. Godfrey yards, located between Bensenville and Mannheim, have a capacity of 5,000 cars and with several hundred empty auto cars kept constantly on hand ready to fill orders (and those orders often run from 75 to 100 cars a day); with several "Hold Tracks" filled with cars being held for orders, diversions or other reasons; with a heavy run of coal cars both loaded and empty, moving either to or from the mines and the heavy run of business, it can readily be seen that that particular yard is one of the busy spots of our railroad. Kinzie Street, Goose Island, Halsted Street, Western Avenue and Galewood yards all being in the city limits and very much crowded for room are even more crowded than the big yard out where the sun and air have a chance to get in between the box cars. Each supervising official finds much to occupy his mind in keeping everything moving smoothly and at times when an extra amount of business hits them, or an accidental derailment occurs, you will find every man on his toes to meet the emergency. The fruit business this year is making many special runs for yard engines on account of the necessity of moving it quickly to avoid claims—yes, big claims that run into big money.

Well, the Chicago Terminal employes who attended the Vets' Annual Meeting in Seattle will never get over talking about the grand time they had en route and while at Seattle. The equipment, the service, the wonderful meals and then the cordial treatment they received at all times, made the trip one long to be remembered.

Illinois Division Conductor Lee O'Donnell and wife, who have been spending the summer on their Wyoming ranch, have returned to Bensenville for the winter and Mr. O'D. at once took charge of a train crew in the ring on his division. From their reports they sure enjoyed the summer on the ranch.

The sympathy of all employes is extended to Switchman Thor Klevan, his brother Earling, who is a Car Department man, Herold, a terminal fireman, as well as their other brothers and sisters who reside here, on the death of their father who passed away at his home in Milan, Minn., last month. When the word was received of the father's having suffered a stroke they all hastened to their parent's home where they arrived before the father passed away.

Switchman Wm. Standard, who is also constable in the township where he resides in the terminals, had a very narrow escape from death last month. While he was supervising the moving of furniture, under court order, from the home of another resident of his town, the owner of the furniture objected to the extent that he pulled out a 410 gauge shot gun and emptied in the direction of Mr. Standard, hitting him in the side of the head. For some time it was feared the act committed in a moment of anger would prove fatal to the constable. However, after a few weeks in the hospital he is again able to be home and is recovering.

One of the most enthusiastic meetings the Safety First committee ever held in the terminals was held at the Union Depot the last Monday in September. Over 300 employes gathered to hear the many good things that different ones had to offer on the subject of accident prevention. The large conference room was filled even to the standing room and many had to stand in the halls outside. It is sure positive proof that our employes are beginning to realize that if we are going to

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reach the goal the management are asking us to, every single soul has got to become interested in the work of stopping the suffering and heart aches that these accidents are causing every day. Simply a matter of education as we have always argued. "Get the Habit" of practicing Safety First, talking Safety First and then attend the meetings of your committee and you will soon begin to see the wonderful improvement you have helped to make. We often hear it remarked "It is too bad that accident had to happen," while we all know that the greater proportion of accidents don't just happen, they are invited by the thoughtless act of some one involved. The way to cure that acting without thinking, is to breathe, think, act, talk and practice Safety, not only first, but all the time, and the accidents on the Old Milwaukee will decrease by leaps and bounds. We still have a couple of months left yet this year, and if every employe says deep down in his heart that he is going to keep Safety First in mind continually, we still have a chance to make the best record we have ever made in accident prevention for the year. And if we do this for the two months, what an education we will have to start next year with, and what an enviable record we can make next year. Let's do it, beginning right now.

**WISE SAYINGS OF THINKING MEN
By:**

IKE TOMPSON—

If it's from Ford or Ajax,
It "machs nichts aus"
We must hurry these cars
Off from our rip tracks.

TOM NORTON—

Snap into it Johnnie,
Pick up the slack,
"Kickapoo's" parting shot was
"Now Tom, hurry back."

A. W. H.—

No matter how late
Cars arrive off the line,
You must figure your trips
To eliminate Overtime.

C. L. W.—

"It wasn't so bad but what
It might have been worse,"
Won't be heard near as often
If all practice Safety First.

J. T. G.—

We can build up a record
No road can come near it,
If every employe adopts
The real "Milwaukee Spirit."

Engineer Floyd Rowan and his brother, Switchman Wayne Rowan, accompanied by their wives, enjoyed a wonderful auto trip through the east the latter part of September. They visited Niagara Falls, Windsor, Canada, took a drive through the Catskill Mountains, and returned around the southern shore of Lake Michigan. While in the mountains Floyd had the pleasure of shooting a red fox, whose pelt he now prizes very highly. Wayne was not quite so lucky, although he had the experience of standing face to face, about 15 feet away, from a dandy wild deer, but not at a time when his shooting iron was within reach. Of course Mr. Deer did not hesitate very long but exhibited to Wayne a pair of shining rear hoofs as he quickly dashed into the woods out of sight. Both men declare it was the most enjoyable trip they ever had. The ladies also were loud in their praises of the trip and its scenery.

Mrs. Weidenbacher, wife of one of our switchmen, underwent an operation for appendicitis at the Norwegian-American hospital in Chicago, October 8th. At last reports she was improving nicely and their many friends wish for her a speedy recovery.

Mr. McQuade, the live-wire Safety First representative of the Bensenville roundhouse forces, says that a bird in the pocket is worth two in the bush. And if you don't think that he means every word of it just ask Mac for his reasons for thinking so.

Machinist Arthur Jones is proud of his 20 years of service but he is also very proud of the beautiful pair of slippers that the employes of the Bensenville roundhouse presented him with when he completed his 20 years' service. And they all wish you many more useful years in the same service and the best of luck Jones, old boy.

Yard Clerk Fred Devinnie had a siege of sickness last month but is back at his job at O'Brien's office at 11 p. m.

Our old friend, J. H. V., was back in Chicago to witness the defeat of the best ball team Philadelphia ever crossed bats with. Glad to see you, Jack, that is those who had the opportunity, you stayed so short a time; but come again when the Cubs aren't trying to play a World Series and we can all get to shake hands with you.

Chicago Terminal Car Department

H. H.

How do you do, folks, here is the Chicago Terminal Car Department again, a little weak in the knees but determined to make this a monthly column. I want to mention a fact about Mr. Guy Sampson, that I can assure you he is one of Chicago Terminal's best Safety First men. In my association with him in the Chicago Terminals I have noticed numerous times his correcting unsafe practices with explanations of proper methods to be followed, and I have also noticed whenever he attends a Safety First meeting at which I am present, he is always ready to give a splendid talk.

Assistant Foreman E. W. Berndt of Galewood, Yard No. 1, and wife are back from their vacation after visiting his wife's home in Colton, Illinois. I bet Fat won't let his Chevrolet stand on top of any more hills without setting his emergency brake, as I hear in one instance his Chevy got temperamental and rolled into a ditch.

Yes, the Chicago Terminal Car Department has its veterans who attended the Veteran's Convention at Seattle in September, and among those that made the trip were Albert Johannes, car foreman of Galewood, Yard No. 2; Charles Freind, car inspector at Bensenville; Joe Beberger, George Styes, mill foreman at Galewood, Yard No. 1 Shops, and our old friend, "Red" Bill Aubbert, Nick Nummer, carman at Mannheim, and H. Rakow, inspector at Galewood, Yard No. 2. They all report as having a very good time.

The grain rush and demand for empty grain box cars is now declining and from observing

to them that the Milwaukee Road is doing all possible to give them the best transportation service possible.

No, we have not forgotten Safety First, and we intend never to. Car Department is making nice reductions in the number of injuries and all are determined to continue to do good work. One thing the writer would like to be informed on, is how to sidetrack those wild air-flying objects of misery called cinders, which have a habit of picking out a man's eye as a parking place.

Night Assistant Car Foreman Wm. Bennett and twelve of his third shift inspectors attended our Terminal Safety First meeting held at Union Station, Monday, September 30th, in a body, and this denotes the spirit these men have in Safety First.

Well, well, well, who would have thought that a game of follow the leader was being played at Galewood Yard No. 1 Car Shops. Last month we mentioned that an 8½-pound baby boy was received in the family of Car Foreman E. Buckholtz of Galewood, Yard No. 1, and this month we announce the arrival (the first born) in the family of E. W. Berndt, assistant car foreman at Galewood, Yard No. 1, of an 8½-pound baby boy. Mother and baby are fine and we all wish a lot more (?) happiness to follow. Yes, the cigars were good.

We were all sorry to hear of the passing away of Carman S. Portchy of Galewood, Yard No. 1, an old-timer in the Car Department, and our sympathy is extended to the family.

The Car Departments of all railroads in the Chicago district were shocked to hear of the sudden death of Chicago Car Interchange Bureau Assistant Chief Inspector Bruno Guthenberg, who dropped dead from heart failure while apparently in the best of health. Mr. Guthenberg was formerly a car foreman at Galewood, Yard No. 1 Shops, and spent a good many years as an employe of Car Department of the Milwaukee Road.

Tacoma Shop Notes

"Andy"

WELL, our old friend, Bill Killimann, has left to take a job in the office of engineer of tests, A. G. Hoppe at Milwaukee. We all hated to see Bill go because he not only knew his stuff, but he was also a good scout and well liked, yet, we are very glad to see that he is getting ahead and we wish him good luck.

As you all know that Harvey Snyder has a Dodge car, well, this car doesn't always dodge when it should, for the other day while going up the ramp to the viaduct on the tide flats, the car did not choose to run ahead because Harvey had her in reverse, with the natural result that the car started back from whence it came, and would have succeeded if Harry Hatch and his car had not been directly behind. Well, Harry had his car loaded with overhead expense from district accountant's office, so there was plenty of witnesses and he rendered a bill something like \$2,800 for damages caused by the crash. Believe the most damage done was waking up Claude Peterson and disturbing his situation.

W. F. Coors has just returned from a vacation he spent at Rose Point on Hood's Canal.

Ah-ha—at last F. Butts has taken the fatal step; understand that on September 20th he was married to Miss Lillian Storie. The happy couple will spend about three weeks' honeymoon in California and Mexico. We all extend our heartiest congratulations.



Double-Decked Shipment of Scrap Wheels from Bensenville to Galewood Wheel Shop

the thousands of empty grain boxes which left Chicago Terminals for grain territory which the Car Department selected, coopered when necessary and from the small amount of claims we have received up to this time, I know they have done their work well. The selection of proper cars to haul grain and grain products to prevent leakage in transit and to prevent claims due to unfit equipment is a very important item, and I know the Car Department as a whole is making every effort to bring out a good showing.

Business in the Terminal is good at this time and you can bet we would rather see business good than bad. The many time freights originating in Chicago Terminals as well as the great amount of extras, are in the majority of cases making their on-time departures which is the basis after all, that denotes dependable service to the consignee as well as the consignee and carries the thought



Frank Buchanan is back on the job following about six months hobnobbing with kings and queens of Europe; in fact he once held a royal flush. Frank says he likes Paris best, and Berlin was a pretty good town, too. He had to learn a different lingo every week, just a few words of each, so he has quite a collection of languages he now can talk, but it all means the same thing.

The Milwaukee Bowling League got going to a flying start on October 7th, with six teams in the line-up as follows: Traffic Department, Freight Office, Store Department, Machine Shop, Roundhouse and Boiler Shop. The opening games were well attended by rooters and we expect more in the future.

Geo. Mason is grandpa again, this time to a boy who has been named after him. Geo. says that it does not make him feel old to be grandpa, for he is getting younger every day.

Wm. R. Barber, engineer on the Iowa Division, who has been visiting Tacoma for the past four years in the interest of the Pension Association, has been here again soliciting members, and reports being very successful. He desires through the Magazine to express his appreciation of the many courtesies and co-operation he received from the officers and employees, and especially Mr. J. A. Wright, Mr. G. E. Cessford, E. E. Bailey and Marshall LaVere, for through their efforts he was able to secure many new members.

At last the life's ambition of Jim Stevenson, our messenger, has been realized—on October 13th he paid a visit to Eagle Gorge, the old home town. He said the only people he saw there were a deer and some bear tracks. Jim says all the buildings had been burned down except one, and that was the school building, and he could not understand why that was missed.

I. & M. Items

E. H. K.

ENGINEER CHARLES LEIGHTON, wife and daughter have returned from an extended visit with their daughter in San Francisco, also visiting many places of interest en route.

Conductor W. R. Smith and wife spent a few days in Duluth and Superior visiting their daughter. Last Thursday the Milwaukee Women's Club put on a very nice feed and entertainment which was greatly enjoyed by everyone. Mrs. Karl Voelker gave a very interesting reading in the shape of a Hallowe'en Frolic and had everyone in peals of laughter. Mrs. Peter Pauley gave two very nice vocal solos which were greatly appreciated.

Mr. Glenn Hendoyse gave two very humorous readings and brought down the house.

And last but not least was General Foreman H. J. Keck's talk on his recent trip to Yellowstone National Park, which was illustrated on the screen from post cards bought on the trip. The grizzly he brought back with him was unruly that evening, consequently did not get a chance to see him, but he explained very nicely about the animal and bird life in the park. Mr. Keck expects to visit "King Tut's" tomb next vacation so we shall all be looking forward for another nice talk. Mrs. MacFarlane and committee certainly know how to put on the eats and write up the catchy songs. Hope we will have many of them this coming winter.

Fireman Robert Dimonitt, Albert Reinortz, Leonard Ulwelling are studying hard for their promotion examination.

Engineer Ed Waters is very sick at his home on Oakwood St. Hope he will soon be back to work again.

Engineer Robert Laufle, Ralph Jones and Yard Foreman Carl Kelm are on a hunting trip, getting their limit every day.

S. C. D. Office Notes

F. B. H.

MR. WIBLE and Mr. Brock spent their vacations in attending the Vet's convention at Seattle, and report a very fine time.

Can anyone say what was the matter with Irv Clouse's hands the other morning, they were all purple and horrible looking, perhaps he too, had been making grape—jelly???

There have been a number of changes in the clerical and stenographic forces this month all due to Dick Campbell going over to Davies' Yard and stealing Mr. Lacourt's stenographer.

On October 2, Miss Eileen Gilmore and H. R. Campbell, were married and they left immediately for the coast, where they will spend their honeymoon, after which they will be at home to their many friends at the Ambassador hotel. The S. C. D. office joins in wishing them much happiness in the future.

We enjoyed the candy and cigars, Dick! Mary Rutte was promoted to Eileen's position and Catherine McConville transferred from our office to Davies', taking Mary's position. Then Wayne Morse, of the Coach Yard, transferred to our office, vice Catherine. We hope they all like their new positions.

May Moore received the prize winning telephone call. A woman said she wanted to talk to a tall fellow who works at the shops. May asked his name and the woman said she had no idea, but that he is tall and thin, and everyone knows him. Can anyone enlighten May as to who this may be.

Walter Stark surely was lucky this month. He won a Brandes radio at the radio show. Some people have all the luck!

If you ever saw a bunch of cripples—it was on last Wednesday morning. Helen, Leona, Edith and Catherine were all limping. They say they joined a gym class and had their first workout on Tuesday night. Think how slim and sylph-like they will all be by spring.

We are all glad to see Eddie Geis is back at work again after a long illness.

Mr. Gilman left for Europe on October 4. He was fearing seasickness but he has the best wishes of the entire Car Department and that ought to help some. We shall be anxious to hear all about the trip on his return.

Julia Weins spent a very unusual vacation in taking a boat trip down the Tennessee river. I have never heard the details but I understand it was a delightful trip.

Baseball pools, scores, innings, home runs, Connie Mack, Cubs, Athletics, etc. Right now those are the things one hears continuously on the street cars, in the office, at home—oh every place in the United States I guess! But it will soon be over and then it will be football. (All over but the mourning, now, Editor.)

Harriette Badger spent a week-end in Minneapolis and intended to come home on No. 12 but missed it by fifteen minutes, due to getting hold of an old time table. Well, I'll bet she enjoyed the daylight trip along the old Mississippi at this time of the year—it surely is beautiful.

Tal Hughes has accepted a permanent position at Minneapolis Shops on account of his health. We hope he will enjoy his new position and good health, but at the same time we must admit that we hated to see Tal go, because we looked forward to his occasional calls at the S. C. D. office and we hope he won't forget his old Milwaukee friends.

Seattle General Offices

"The Cub"

Night Clerk Attacked by Golf Fiend!
WITHOUT warning a golf fiend, disguised in long pants, entered the Transportation Department office at about 5:30 this morning almost throwing Night Clerk Hurd into spasms.

"I was caught totally unawares," stated the clerk, "and didn't even have a chance to reach for a gun. It looked like I was done for, but the fiend walked around the room in a daze, muttering something about giving somebody such a wallop that they would never get him up again at that hour. I kept quiet and he finally stalked out again into the night. I was not able to positively identify him as he had both eyes shut, but he closely resembled our chief clerk, and the best I could make out of his mutterings was in connection with Sophie Frank and Ray Wallitner. Something will have to be done to keep these birds out of the building at night or I will have to petition the management to provide a guard for protection against this menace."

Now let's get down to business. The local news is about as follows:

John O'Mera went to Chicago and points in Iowa on his vacation. Probably nobody cares much where he went but it fills up the space.

"Pop" Fleming of the Passenger Department, went out hunting birds October 1st. However, there was only one bird and 3,698 hunters, so Pop called it off and returned with an empty sack.

H. L. Porter, traveling freight and passenger agent of Butte, accompanied the Montana football team and rooters when they came to Seattle recently to play the Huskies. H. L. must have done something to make them awful mad judging from the scrap they put up against Washington, holding them to a 6 and 6 tie.

Mr. A. E. Campbell of the general manager's office, announces that he is now in position to give instructions on how to play the "baritone saxophone." All parties interested please get in touch with Mr. Campbell. "If I give up that saxophone, will you let me come back home?"

Glen Williamson, former chief clerk at Tacoma, was transferred to Seattle as rate clerk in the traffic department, taking Bill Nelson's place. Bill is now with the Ford Motor Co. at Seattle.

Mr. A. V. Amos, formerly of F. J. Calkins office, is in the Traffic Department at Seattle now.

Claire Shappee took a swing around Philadelphia, Washington, D. C., and New York on her vacation. It is reported that she did not go to President Hoover's summer home however, having previously been informed that visitors there are requested to grab a pick and shovel or otherwise make themselves useful.



Hunters Brave Wilds

Simulating a well-known eastern publisher, Fred Hicks and Fred Finn are reported to have plunged into the wilds of British Columbia near Vancouver several weeks ago, clad only in their socks and a suit of maple leaves. Both men emerged at the end of a week fully clad, apparently well fed, in fact Finn reports that Fred Hicks ate so much he couldn't sleep nights. The photo of these brave boys was taken on the banks of Loon Lake by a staff photographer just before they emerged, as proof of the extreme hardships suffered when Hicks forgot his safety razor and they had only one tooth brush between them. In telling of their harrowing experiences in the wilds, Fred Hicks said: "We had a fierce time for awhile,

when we were set upon by a band of ferocious squirrels, who apparently took us for the answer to their prayers. We hadn't gone far when we came upon a bundle of clothes, apparently left by some careless Indian, hanging on a limb and tied with a couple of fish lines.

"After this everything was lovely and we caught a couple of 60- or 70-pound fish, which we mistook for trout but learned later that they were goldfish belonging to some of the Indians.

"We carried a high-powered rifle in which we had to use salted bullets, as we shot deer so far away with this gun that the meat would spoil before we could reach it."

Hicks claims he killed a deer with more points than a circular saw, but was unable to bring the horns out as they had to use them for a footlog in crossing a river and were unable to upend them again. He reports the deer so thick up there that in some places there is not sufficient room for all to lay down at night and some of the younger ones have to climb trees in order to get any sleep.

Twin City Terminals

Mac

On October 9th the local freight was pleased to have as a caller Mr. O. N. Harstad.

We understand John Turney and Yardmaster Johnson treated all the Vets on the Orange Special to ice cream and cake.

Mr. R. C. Dueland, assistant signal superintendent at Webster, S. D., has accepted a position in the office of Mr. A. E. Lodge at Chicago, as assistant engineer of signals, effective October 16th. The first phase of his work will require him to be in Washington for the next three months.

Miss Bertha Verville, stenographer in Assistant Superintendent Gruber's office, South Minneapolis, was married October 12th to Mr. Raymond Burge. After the ceremony they left for Iron Belt, Wis., the home of the bride. Her friends wish her a successful and happy future.

Mr. Phillip West from the I. & D. Division, has accepted a position in the Engineering Department.

The employes promoted in the Accounting Department are as follows: Carl Holmgren, John Carlson and Clarence Ostenso, from Langford, S. D.

One of the most recent matrimonial events among the ranks of the Milwaukee organization in Minneapolis was the marriage of Mr. M. F. Marrin, chief clerk at Twin City Transfer, to Miss Nellie McCormick, a beautiful young lady of South Minneapolis. It was a very pretty wedding, and that the bride was charming is not affected by the fact that an enlarged photograph taken in her wedding raiment is on display in the window of one of the leading photographers on Nicollet Avenue, with a complimentary paragraph regarding the loveliness of the principal. We extend congratulations, Marty, and wish you a long and happy wedded life.

Two teams of the Milwaukee Division have joined the bowling league of Railway Business Women's Association. Georgie Perry, Accounting Department, is the captain of the Pioneers, and the team is as follows: Mattie Chewing, Store Department; Emma Murphy and Mary Truman, City Ticket Office; and Alma Gruber, Accounting Department.

Elizabeth Hessburg, cashier's office, local freight office, is captain of the Olympians, and the team is as follows: Grace Quinn, May McAndrews, Hazel McMillan, and Florence McCauley of the local freight.

Edward Bannon, Jr., took the trip on the special to the Vets' Convention at Seattle, Wash., last month. If there is any information you would like to know about "Potatoes" just ask Edward.



Left to Right—M. Palmer, Mose Miller, G. O. Krueger, L. G. Steinmetz, E. J. Mesner, Frank Petrosick, Wm. Priese.

31 Train Order No. 13

September 2, 1929.

TO: C. & E. Engine No. 23 at Tomah, Wis.

HER MAIDEN TRIP

Engine No. 23 run Extra from Chicago, Milwaukee, St. Paul and Pacific R. R. Passenger Depot to the Tomah Fair Grounds and return. Not to exceed ten (10) miles per hour.

Conductor
Miller

Engineman
Priese

Train
Extra

C. A. PETERS,
Chief Dispatcher.
Operator
Sunshine
Complete 1:45 P. M.
CAP

The above concerns a float which the trainmen arranged and had on exhibition at the Fair Grounds on Labor Day, at Tomah, Wisconsin. It also appeared in the Labor Day Parade.

The locomotive itself is a Fordson tractor used in the Tomah bridge yards and was built by Frank Petrosick, machinist, Mesner and Leak, conductors, and had as full equipment as could be had for a locomotive. The caboose was built by Messrs. Leak and Mesner, switchmen at Tomah Yards. The trucks under the caboose were donated by the Nuzum Lumber Co. of Tomah.

La Crosse Division Items

Eileen

THE wild betting in the superintendent's office is evidence enough that the football season is on in all its glory. Somebody will be stepping off with a neat little pile and here's more power to them.

Ray Rueckert, formerly employed as a clerk in our office, has been transferred to the Superior Division where he is working for the Engineering Department as rodman.

By the time this reaches the press the new signal tower at Duplainville will be very nearly completed, if not entirely so. It is a fireproof building, very modern, and will replace the one destroyed by fire on January 1, 1929.

Machinist Wm. Ferrie recently submitted to an operation for the removal of his tonsils. The doctor stated that this was the most difficult tonsillar operation he has ever had, inasmuch as it is very hard to take anything away from a Scotchman.

Mr. and Mrs. E. C. Moran have returned from a tour through southern Wisconsin and northern Illinois. They spent a few minutes calling on friends and relatives at New Rochelle, Ill.

Among those enjoying vacations are Dave Stoope, Milwaukee Road, Assistant Signal Supervisor E. M. Shoemaker, and E. B. McMinn, train control inspector.

Never mind, Sol, the cold weather will soon kill those dense clouds of flies which Machinist Wm. Ferrie released from his pocket-book when he opened it up to pay for his new screen-grid 12-tube electric console Majestic radio. However, Scotty MacFarlane finds it more economical to sing his own songs to the family.

F. R. King, who has been our division engineer at Portage, has decided to give up his railroad work and is establishing himself with a large concern in Washington, D. C. We are very sorry that he is going to leave because of the very pleasant relationship that has always existed between Mr. King and employes on the division, but we are glad that such a wonderful opportunity for advancement has come to him.

Alex A. Kott, who has been working temporarily the third trick operator's job at Port-

age, is the proud father of a fine young son born on September 27th.

The gallant Knights of the Round Table opened their season with a gala event at the home of Clair Capron. King Erickson instigated the early opening, but for some reason he was unable to be present in person (there in spirit no doubt) and in view of his absence Knight Guhin carried away the honors (and money). Knight Capron served a delicious lunch without charge, which was a slight deviation from the usual procedure.

On August 25, 1929, at Mauston, Wis., occurred the death of Wm. Harris. Mr. Harris was born on a farm near Rio, Wisconsin, March 12, 1850. He came to Lyndon in 1874 and took charge of Lyndon station. This position he held until 1918 being in active service all this time, and he was undoubtedly the oldest station agent on the division upon retirement. In 1874 he was married to Miss Jane Wright of Lyndon, whom he survived by ten years. Two sons survive, Edgar, who is station agent at Braham, Minn., for the Great Northern and M. C., better known as Clare, a train dispatcher on the Wisconsin Valley Division, for this company at Wausau. He was buried beside his wife at Lyndon on August 29th. Mr. Harris was a gentleman clear through and thoroughly liked by all his co-workers who will sadly miss him.

The fast schedule of 22 minutes from Kilbourn to Portage recently established by Bill Stegman, has been completely shattered and Erick, a few nights ago with his superheated Nash, proved himself holder of the world's record for speed. The only witness to the performance was R. C. Falck, who states that he couldn't even locate the fence posts, to say nothing of counting them. Looks as though the famous ride of Paul Revere would be completely wiped out of history.

And here is another—Blackie Jungwirth of Portage (otherwise known as highspeed) is out on the highways each evening pacing for new speed records and woe to him who attempts to pass Blackie. Anyway, the old Buick is getting a beautiful trimming almost daily and those in the market for parts should be prepared to absorb a large quantity on short notice.

Red Hot Coals from the Racine and Southwestern Division

L. J. L.

"CHRIS" HOOGLAND proved himself an experienced convention man in Louisville. While most of the delegates were looking for a real restaurant, "Chris" piloted us to Woolworth's where the food was good and cheap. "Mike" Butler, baggageman on the "Legion Special," kept me busy in Louisville looking for steam to run his dynamo. I never saw a man use so much steam on one job before. Ask "Mike" for particulars on the baggage car service. (We had a lot of good comments on your service, Mr. Butler.)

Conductor Matson has advised me that he knows where Conductor F. E. Horton can secure the services of an experienced lock picker.

C. H. Brown, our traveling auditor, is making his usual checking call—he should have gone on the special to Louisville and checked the running time on some of the branches.

Mary McDonald and Henry Raasch were united in marriage, Wednesday morning, at 8 o'clock, in a pretty church wedding. Miss McDonald until a few days prior to her marriage was employed in the superintendent's office at Beloit. Mr. Raasch is well known on the Racine and Southwestern Division, having been engineer for several years. The happy couple will make their home in Beloit. The friends and employes on the division wish them a happy wedded life. Thanks for the cigars and candy, "Heinie."

R. M. Telfer, Mr. and Mrs. W. Smith, Mr. and Mrs. Peter Clarke and Mrs. George Blackford, have returned from Seattle, after attending the Vet's convention. Mr. J. Sweeney joined the train at Freeport. Understand Mr. Telfer was captain of the car and told all the patrons under his supervision just what they could do.

At the present writing it looks as though Mr. Cioni will smoke the cigars he won on the world series. (Too bad the "Cubs" went into a slump, another lucky break for me. I quit smoking.)

Paul Smith and wife spent their vacation in Illinois and Indiana. Paul is sure a steady worker and is entitled to a little rest.

Gus Zick has the fires going in great shape. If you want a good recommendation Gus, see E. J. McCann, at the dispatcher's office.

Conductor Matson says he would not care to give up his gas car for the best steam run a-going. Just goes to show you how easy it is to adjust yourself to the trend of times.

Cashier Harold Knudson, of Delavan, has taken unto himself a wife, a Miss Florence Koch, of Beloit. Best wishes from the employes of the Racine and Southwestern Division.

Archie has spent quite a little time recently trying to get the bass in Turtle Creek, I did not see the catch, but I did receive a nice present from him, which I was unable to use. Thanks for your kindness anyway, Archie, I appreciate your good intentions.

Mr. Yohn, our hard-working plumber, has made remarks lately which indicates he was sorry he did not attend the Legion convention at Louisville. Arrange for your vacation next year John, as we go to Boston, the home of Bean Hole Beans.

A special train of Beloit Italians left Beloit for Milwaukee, Sunday morning, October 13, to attend the celebration of Columbus day at Milwaukee. Mr. Ross Coravia was the main member of the party. It was through his influence that the train was secured and he deserves a lot of credit. We must not forget Mr. Geo. Messer, who was also interested in securing the business for the "Milwaukee" and his efforts were certainly appreciated.

H. H. Spear, the electricity expert, thinks the world series are O. K. He says those hard hitting Phillies are the real thing. I almost wish I had made different betting arrangements. Every one seems to boost the boosters. (I believe I have the sympathy of Mrs. D. Burdick. How about it?)

We heard the other day that our unassuming agent at Rockton, Mr. Merrill, has quite a few years' service to his credit. He is either older or ties our Mr. Telfer. Now this is merely hearsay, but I am going to investigate, and will let you in on the official dope in the next issue.

Ted Day is an all-around-year man. By that I mean he works every day in the week, every week in the month and every month in the year. Batting average, 100 per cent. Believe it or not proof furnished on application.

Herr Louie, from Rockton, is unable to announce the date of his party at this time. I really can not find out what happened to delay it, perhaps the weather or world series may have had something to do with it.

What's the matter with Rockford and Racine, we have not heard a word from them since the picnic. Come on you fellows and drop us a line, so we know what is happening in your cities. You are entitled to your representation in this column, so take advantage of it.

Mr. Harold Armock, the good-looking boy at Burlington, is visiting in Beloit quite often of late. Since the improvement in automobiles and the 8-hour day, the young generation have more and more time for their leisure and romance. (What did you say the lady's name was, Harold?)

S. V. Wadmond, our financier, who resides in Delavan, says the business outlook for the year 1930 is very good, and would suggest that the railroad adopt the slogan—"Save your money."

W. P. Barrett, the claim adjuster, made a call at the ticket office recently, and gave us an outline on the proper settlement of claims. Very good, Mr. Barrett, you sure know your stuff.

Clare Hazeltine, the industrious clerk at the freight office, does not think much of lost motion, any way he gave us a bawling out one day account of failure to have his work up to date.

Conductor D. McCarty says, "I hope you get these trains adjusted the way you want them pretty soon." He, of course, means No. 21 and No. 36. I think he should be in favor of the change, as it will give him sleep time in Milwaukee—however, make your suggestions, Denny, and we will see what can be done to change it your way.

Geo. Brinkman, our prominent freight conductor, proved himself an experienced golfer at the picnic, and he is now ready to take on all comers. (Mr. Chambers take notice.)

Wm. Maas has proved to us that he doesn't like to bet, and this is why. He says, "every time I bet I win."

Mr. Koester does not think much of the chicken suppers dished out in Beloit, anyway, he claims he got sick from the effects of the supper he had at one of the churches. It is my belief it was not the chicken, but the surprise to his stomach that started his downfall.

Walter Lee is back in town after several months spent on the golf courses in Beloit, Delavan and Elkhorn. Also must not forget Madison?

Conductor Robinson was back on No. 47 and No. 20 for one trip, he was glad to see his old friends again.

Miss Mary Howard and Miss Frances McGinn spent a few days in Minneapolis on business the first part of October.

A few of our original "Dutch" attended Sauer Kraut day at Forreton the latter part

of September, viz., L. Rummelhagen, Wm. Maas, A. Koester. "Bill" says he saw a lot of things down there that reminded him of Beloit. C. B. E. was unable to go and sent Mr. Maas as his official representative. A nice time was had by all.

Zale Fulrath, our expert car foreman, is quite busy these days keeping the bad orders moving; nevertheless, Zale you should check in at the ticket office at least once a week, we miss you.

Sam Stranis, our hard-boiled section foreman, has been cited by Mr. Wobig for his assistance in handling some of the trains in Beloit in the morning. Sam is always ready to give you the dope on train twenty-six.

The "Milwaukee" bowling league will soon start to function, and we look for some nice scores this winter, from such pin kleglers as Fred Miller, J. Cioni, E. Ruck and Gerald Leahly.

J. D. Artlip, the passenger brakeman on 25 and 26, is a great booster for the Studebaker, claims they will do 71 per without trying. My only warning is keep away from the Erskine, you know how Mel is.

Northern Montana Division

Max

A very pleasant dinner party was arranged at the Omar at 7:30 the night of October 8, complimentary to Superintendent A. C. Bowen, it being the occasion of his birthday anniversary.

Notwithstanding the fact that it was one of the busiest days of the season, the stock shipping being very heavy, arrangements were made to put forth extra efforts to get the business moved so the gathering could take place at 7:30. A five-course dinner was served and after the meal those present took occasion to express their appreciation of their happy contacts with their superior officer. Mention was made of the many courtesies extended the men by Mr. Bowen in their various positions, some of the men having worked with the superintendent as long as 25 years. Many events were recalled from the days of construction, of the consideration shown the employes by the superintendent, when out clearing snow blockades and other railroad interferences; to arranging prompt telegraphic transportation for the men in cases of sickness and distress. On being called upon, Mr. Bowen said that words could not express his appreciation of the kindness of those who had arranged the gathering, and that he was well pleased with the cordial co-operation of all the employes of the Milwaukee Road.

George Wood, local car foreman, acted as toastmaster for the occasion, and the others present, all department heads, were: Chief Dispatcher E. B. Cornwell, Chief Clerk O. S. Porter, Roundhouse Foreman J. P. Leahy, Storekeeper R. A. Frank, Agent A. M. Maxeiner, Yardmaster James Campbell, Passenger Agent G. G. Coonrod, Division Accountant Neil Lupton, Dispatcher T. J. Hanson, all of Lewistown; General Foreman Thomas Morgan of Miles City, Claim Agent L. E. Newman of



BLUE BARREL SOAP

ALWAYS CUT ONE POUND

It is a friend tell a friend kind of soap, and such friends we have to thank for our large increasing business on Blue Barrel Soap and Flakes.

"HASKINS"

Omaha Sioux City St. Paul

Butte, and Division Freight and Passenger Agent M. E. Randall of Great Falls.

The monthly traffic meeting was held at the Kennedy Cafe on September 24th. The fall work was talked over and suggestions received for the handling of the winter business so that all movements might be expedited, especially freight subject to freezing. It was suggested that all of the representatives present look over the poultry business so that we might be in a position to offer our patrons the best possible service in the matter of consolidations and pools. It was also suggested that the wool situation for the coming season be watched carefully as the competition in that freight is very keen. All ticket agents promised to be on the look-out for the movement of school basketball teams, there being quite a source of passenger revenue in connection with them.

Another fine card party was given by the Milwaukee Women's Club at their beautiful club house at Lewistown, Saturday evening, October 12th. There were between sixty and seventy present. Mrs. W. J. Retallick held the ladies' high score while Mrs. John Markey received the consolation prize. Superintendent Bowen proved to be the most successful player among the men while William Bratz held the low score.

Mr. and Mrs. A. M. Maxeiner received a telegram from Johnson City, New York, on Columbus Day, that a daughter had been born to Mr. and Mrs. John B. Denton. Mrs. Denton was well known by the Milwaukee people of this division. She was a graduate of the Fergus High School and finished her education at Elmira College, New York.

W. J. Thompson, worthy president of the local lodge of Eagles, and Chas Sabdidge, were among a large party from Lewistown which drove to Winnifred and initiated a class of fourteen into the order.

Conductor T. J. Graham expects to leave shortly for Omaha for a family reunion.

Brakeman G. R. Haines has returned from his trip to New York, where he had been for the past month.

Mr. and Mrs. Alex McNeill have gone to Mineral Point, Wis., where they will make their future home. Mrs. McNeill was very active in the local Milwaukee Women's Club.

Mrs. W. T. O'Donnell of Great Falls, made a trip to the state capital.

Mr. and Mrs. H. W. Peters are departing for Seattle and will remain on the coast for some time.

The host of friends of M. J. Boyd are pleased to learn that he is again able to resume the duties of the agency at Winnett. "M. J." has been ill for almost a year.

M. E. Randall, division freight and passenger agent, was one of the speakers at the dedication of the new school building at Denton.

A wig-wag signal has been installed at the Brewery crossing, Lewistown Yard. The citizens of Lewistown have expressed a whole lot of appreciation of the Milwaukee Road's Safety First campaign.

H. W. Jackson and Earl Short are out in the mountains, being among the first to leave town when the hunting season opened.

Illinois Division

M. J. S.

Safety First—First Importance

SWITCHMAN J. L. LOREBRECKI and wife have returned from Virginia, Wis., where they attended the wedding of a niece and visited with relatives and friends.

Brakeman and Mrs. Paul Sherman and son of Kirkland, Ill., visited at Savanna recently with Mrs. Sherman's father, Conductor O. T. Welch and friends.

Mrs. Fred Schneck, wife of Brakeman Fred Schneck, returned to her home at Elgin after visiting Mr. Schneck's relatives at Savanna.

Mrs. Herman Holland, wife of Roundhouse Storekeeper Herman Holland, Savanna, visited with relatives in Chicago for a few days. To make matters worse for Herm, while his wife was away, he cut his hand while doing the culinary art, and not all but nearly put himself out of commission for kitchen duty.

Mrs. J. Q. Adams and daughter, Miss Jessie Adams, returned to their home at Chicago after attending the funeral of Miss Mary Frazy, who died at the Caroline Mark Home at Mt. Carroll, Ill., September 17th. They visited at the home of Conductor and Mrs. C. A. Altenbern, also relatives of the deceased.

Mrs. Wm. Hardcastle, wife of Engineer Hardcastle, returned to her home at Savanna after a visit with her brother, Mr. Carl Johnson and family at Tulsa, Okla.

Trainmaster W. J. Hotchkiss, wife and son Jennings of Green Bay, spent the week-end of September 23rd at Savanna and Hanover, Ill., with relatives and friends. "Hotch" called at the superintendent's office and gave us the glad hand.

Operator R. L. Fuller and wife, formerly of Thomson, stopped off in Savanna and visited with friends en route to Darien, Wis., where Mr. Fuller has accepted the agency at that place.

Let's Get the Safety First Habit

Mike Crowley, son of Engineer J. P. Crowley, left Savanna for Milwaukee September 23rd to resume his studies at Marquette University.

Mrs. L. K. Owen of Perry, Iowa, wife of Engineer Owen, and Mrs. Bade Allisee of Cedar Rapids, visited at the home of their brother and wife, Machinist John Benson and wife at Savanna, and sister, Mrs. Al Johnson, wife of Iowa Division Engineer Johnson. We are sorry to state that Mr. Benson does not improve as fast as his many friends would like to have him do.

Mrs. Harry Gregg, wife of Engineer Gregg, spent the week-end of October 5th at Milwaukee, Wis., with her son Donald, who is attending Marquette University at that place.

Jack Welch of Cedar Rapids, Iowa, returned to his home after a visit with relatives at Milwaukee, Wis., and at the home of his brother and wife at Savanna, Operator Chas. Welch and wife.

Mrs. J. R. Slater, wife of Roundhouse Foreman J. R. Slater of Savanna, underwent a serious operation at St. Joseph hospital at Kansas City, Mo., two weeks ago and is making a nice recovery at this writing. She was removed to the home of her sister at Kansas City, where she will recuperate before returning to her Savanna home.

Word was received at Savanna September 20th of the death of Mrs. Cecilia Vestermark, mother of Mrs. A. O. Swift, who died at Los Angeles, Calif. Death was due to heart attack. She was 80 years of age and had made her home at Sabula, Iowa, for many years. Mrs. Swift, daughter Florence and son Russell were at Los Angeles at the time of her death. Signal Supervisor A. O. Swift of Savanna, left for Los Angeles to attend the funeral. Sympathy is extended.

Safety First—Always

Franklin Weisner, son of Engineer H. J. Weisner of Savanna, left for Chicago September 25th to enter the University of Illinois School of Pharmacy to register as a freshman.

Everyone Should Have a Bank Account

Commercial Savings Investment
Safe Deposit

An Authorized Trust Company

We solicit the patronage of
MILWAUKEE EMPLOYES

Open a Savings Account Here
and Add a Little Each Pay Day
GET THE SAVING HABIT

Mercantile Trust & Savings Bank
OF CHICAGO

Opposite the Union Station
Jackson Boulevard and Clinton Street
CHICAGO

A Clearing House Bank

Mrs. J. H. Lord, wife of RHD J. H. Lord of Nahant, spent the week-end of September 21st at Savanna, guest of her brother, John Thompson.

Miss Grace Cassel enjoyed a vacation from her duties at the Savanna Store Department office, spent at Perry, Iowa, and at Chicago.

James Gagnon, son of Conductor Gus Gagnon, went to College Station, Texas, where he will enter the Texas Agricultural and Mechanical College as chemical engineer. Mr. Gagnon spent last year at the Des Moines University.

Mr. and Mrs. Wilford Wiltshire of Savanna, are the parents of a daughter born September 14th. The little girl was named Diane Ruth. Mrs. Wiltshire is the daughter of Conductor and Mrs. Sam McGinnis of Savanna. Congratulations are extended.

Miss Evelyn O'Neal, daughter of Switchman Edward O'Neal, has been confined at St. Francis Hospital at Freeport for the past nine weeks, and is resting as well as can be expected. She has been suffering with ear trouble.

Always Alert Makes You a Safety Expert

Business in the Savanna Yards Sunday, September 22nd broke all previous records according to the general yardmaster. There were 4,430 cars handled. With the harvest season business it is expected that the total will exceed that of last year.

Brakeman Roy Seidenburg and wife of Bensenville, attended the birthday event of Mrs. Seidenburg's father, Sam Graves, at the farm home at Savanna, Sunday, September 22nd. Mr. Graves is 70 years of age. A sumptuous birthday dinner was given in his honor, and attended by relatives.

Miss Catherine Crowley, daughter of Engineer J. P. Crowley, went to Chicago September 23rd, where she entered the St. Bernard's Hospital for nurse's training.

Miss Iona Mac Welch, daughter of Conductor O. T. Welch, who attended the Seattle Veterans' meeting with her father, returned to her home at Kirkland after a few days' visit in Savanna. Miss Welch was the youngest member of the party of Veterans going on the Savanna Special, and did her part well in making the merry merrier. We had hoped to have Miss Welch's picture for this issue of the Magazine.

Mrs. F. L. Murphy and daughter, Miss Mae, wife and daughter of Conductor F. L. Murphy, returned to Chicago by auto after several days' visit with relatives at Savanna.

Safety First

Conductor M. K. Lynn and wife of Savanna, attended the Iowa State Convention of the B. of R. T., held at Cedar Rapids, Iowa, September 25th and 26th. The sessions were held at the Hotel Roosevelt.

Congratulations are extended to Mr. and Mrs. Numan Preston on their marriage October 1st at Milwaukee, Wis. Mrs. Preston was formerly Miss Elda Wooldge, daughter of rail mill employe, Pete Wooldge. Mr. Preston is the son of Engineer and Mrs. Walter Aves of Savanna.

Brakeman and Mrs. John Fellows attended a birthday dinner in honor of Mr. Fellow's mother at Clinton, Iowa, who reached her 80th birthday September 24th.

Sympathy is extended to Engineer R. E. Hansen and wife and Engineer Byron Hansen and wife account of the death of Mrs. R. E. and Mrs. Byron Hansen's mother, Mrs. Cecelia Christensen, which occurred at Chicago, September 18th. Her death was due to paralysis. The funeral was largely attended at Savanna with interment in the Savanna cemetery.

Safety First, Last and Always

Deepest sympathy is extended to the Chas. Flink family of Savanna, account the death of Mrs. Flink, September 16th. Mrs. Flink had been ill over a year. She is survived by the husband, two sons, Virgil and Orville, two brothers, Switchmen Albert and Oscar Christensen of Savanna, and two sisters, Mrs. Eber Dale, wife of Switchman Dale of Savanna, and Mrs. Henry Toefer. Mr. Flink is an employe at Savanna roundhouse.

Sympathy is extended to relatives account the death of Mrs. Kate Kane of Fulton, who died at her home October 4th following a lingering illness. Mr. and Mrs. William J. Kane and daughters, Ilene, stenographer at master mechanic's office, Savanna, and Lela, attended the funeral held at Fulton.

Sympathy is extended to the Nick Groezinger family account the death of Mr. Groezinger, which occurred at Savanna, October 3rd. His death was due to Bright's Disease and uremic poisoning. Mr. Groezinger came to Savanna a week previous to his death to visit at the home of his sister, Mrs. Chas. Simon at Savanna, and other relatives.

W. W. Schabarker, Safety First representative of the Safety Bureau, gave a very interesting talk to the Junior High School children of the schools of Savanna, October 10th. Mr. Schabarker was introduced to the children and teachers by Agent A. J. Reinehr of Savanna, who also pointed out the importance of railroads to community progress as well as the work that is being done by the Milwaukee to reduce accidents. Mr. Schabarker's Safety First talk was instructive, to the point, and given in an interesting manner.

Savanna Freight Office News

Mr. Clarence Gray, bill clerk at the freight office since August 3, 1886, passed away on October 7th, at his home on Elm Street. Mr. Gray had been in poor health for some time and on July 2nd he underwent an operation at the Washington Boulevard Hospital in Chicago. He never gained in strength after the operation and failed rapidly until the time of his death.

Mr. Gray was a veteran employe and was faithful to his duties. He was the oldest clerk on the Illinois Division. Sympathy is extended to his wife and son, Charles.

W. A. Tyler, C. C., has accepted a position as a dairy agent for the Universal Carloading and Distributing Co. We sure will miss you, Bill, but wish you the best of luck.

The following changes have been made in our office force:

George Schmidel, Chief Clerk.
A. J. Cush, Cashier.
Rudolph Hoffman, Bill Clerk.
Francis Brennan, Transfer Clerk.

Savanna Yard Office News

Night Yardmaster C. A. Manson has returned from a vacation spent with his wife in Washington and Californian points.

Officer F. Schroepel and Bill Clerk George Correll, loyal Cub rooters, contemplate sending a message of congratulations to Connie Mack.

Switchman W. F. Brose and Ed. O'Neal are busy oiling their guns for duck hunting. They usually bring back the limit.

September was the biggest month we ever had in Savanna Yards. We handled a total of 113,850 cars through here.

LIGHT

WHEN and WHERE YOU NEED IT



Handy Light

The Handy Light is of the safe and economical carbide-to-water type. The feed plunger automatically drops the carbide into the water only when the light is in use and shuts the carbide off instantly when the light is turned out.



National Carbide V G Light

Greater Candle Power

—Stronger and better diffused light
—Sturdy Construction.
Burns eight hours on eight ounces of Carbide with only one filling of water.



"Carbide Lantern" With or without rear light

Especially adaptable for Car Inspection. Maintenance of Way and Signal Departments. Supplied with spring bracket for vehicles if specified.

MAIL THIS COUPON TODAY

National Carbide Sales Corporation,
342 Madison Ave., New York.
Gentlemen:

Please send me complete information about your lights shown above.

I am aon the
(Occupation)

.....of The Milwaukee.
(Division)

Name

Address.....

WRITE TODAY FOR FREE BOOKLET AND SPECIAL PRICE. USE COUPON BELOW.

Sparks from the East End of the Electrification

Adolph C. Knudson

JUST when I thought the improvements being made in Harlowton yards, were about completed, Westerfields' extra gang landed in town. They gave the situation the once over, and saw they couldn't extend the yards, Tom Koga's gang had done that; they couldn't electrify the yard extension, J. F. Ellis and his men had done that; nor could they raise h-e-l-l and put a prop in under it, Lukes' gang had already done that. So, all they could find to do was to raise and gravel the main line and track No. 1, along their two-mile length in the yard.

And now, we understand, that man J. R. Beatson, with Mrs. Jim and a crew of wire workers are planning to come here and do something or other in our yards. They are old friends and will be as welcome as the flowers in May.

P. F. I., and Mrs. E. M. Carver and daughter, and their guests, Mr. and Mrs. E. F. Plunket and Mr. C. Baughner, towards the close of the season, motored through Yellowstone Park.

Car Inspector George W. Jones strolled about with a pretty proud look and manner during the latter part of September. The reason, his son, Thomas, Company D, Transfer Unit, U. S. Navy, stationed at San Diego, Calif., helped to land the Graf Zeppelin upon its arrival at Los Angeles.

Mrs. Alex Hill, wife of pipefitter helper, enjoyed a three week visit with friends at Judith Gap, Mont.

That date, September 19, 1929, seems to be an outstanding one with our Car Department. It was then that they adopted a perfectly good suit of underwear as a coat of armor.

Mrs. S. J. Alexander, wife of Agent at Manhattan, Mont., just had to come back and visit the friends she has made during twelve years of residence here. She knows a good town when she sees it.

Miss Elizabeth Waters, daughter of Trans-Missouri conductor, had as her guest Miss

Beatrice Nelson, of Three Forks, also a Milwaukeeite.

Mrs. Chris Tarpo, wife of section foreman, spent several weeks visiting friends and relatives at Milwaukee, Wisconsin. Apparently Chris makes a good bachelor.

What is this we hear about our main boiler-maker wanting to trade off his watch? Paddy, if you really want to trade, I have an Ingersoll that is minus several cog wheels and a main spring that I'll swap you for a dollar to boot.

September 17 was the date that the stork left a new daughter at the home of Trans-Missouri brakeman and Mrs. Earl Burrows.

Mrs. Elmer Stewart, wife of boiler-maker helper, and Mrs. August Boerger, wife of section laborer, were called to Milwaukee by the serious illness of their mother. The mother improved in health slightly, and they returned home. Several days later they received the sad news of her passing away. The writer extends to them in their loss, the sympathy of The Milwaukee friends.

Not to be outdone by these Trans-Missouri trainmen, Warehouse Foreman and Mrs. Harlan Lucas announce that the stork left an eight and one-half pound warehouse foreman at their place, October 9th.

Claude Johnson, of the station force, left September 24 for Missoula to continue his studies at the University of Montana. Arthur Sandenaw, who has been employed in a like position, left the same day for Bozeman to begin his second year at the State College.

Mrs. Sarah Hogan, of Tacoma, is a guest at the home of her son, Earl, a Trans-Missouri fireman.

Machinist Helper and Mrs. Wood Stevenson, as these notes are written, are sojourning down in Missouri and, also, taking in the World's Series at Chicago.

It was with a blaze of glory that our new Milwaukee Women's clubhouse was officially opened September 28. The evening's entertainment consisted of cards and dancing and cats were served. Luke's gang was there to a man and received special attention; the room looked nifty with its new draperies—purchased at Butte by Mrs. H. W. Wade and Mrs. I. N.

Kerns—at the windows. Even the icecreamophone and piano were in tune for the occasion.

Trans-Missouri Engineer and Mrs. Ted Halvorson are back with us again, after several months spent at Roundup. Ted is again in yard service.

Mrs. Ed. Strieble, wife of Trans-Missouri conductor, and son, Robert, of Marmarth, N. D., visited friends here recently.

Machinist and Mrs. Stanley Fraser had as their guests for several days Miss Peach Brown and Miss Katherine Mitchel, of Milwaukee. Having driven this far in a new model "A" Ford for the Frasers, they continued on their journey by train to Seattle, from where they will return east. They discovered that it rains sometimes in Montana.

Wisconsin Valley Division Notes

Lillian

OCTOBER is the ideal month in northern Wisconsin, and a sight unsurpassed in beauty can be seen from the observation car on trains No. 102 and 103 as it rolls down through the Valley Division, with the trees arrayed in their soft autumn colors; many shades of green in the background and a splendid view of various lakes. A great many fishermen, hunters and lovers of nature have taken advantage of this opportunity to see the north country at its best, as is shown by the increased number of passengers on these trains.

Catherine Mary, born to Mr. and Mrs. W. J. Hayes, September 20th.

Louanna Ruth, born to Mr. and Mrs. Lawrence Nowitzke, September 27th.

Tim Edward, born to Mr. and Mrs. T. E. Donovan, September 27th.

David Lee, born to Mr. and Mrs. R. D. McCarthy, October 4th.

Miss Gertrude Conklin is attending Stevens Point Normal.

Miss Evelyn Callahan is attending Oshkosh Normal.

This week closes the vacations for the train dispatchers. M. C. Harris has returned to take up his regular duties as third trick dispatcher. L. G. Fredricks, relief dispatcher, will take a two weeks' vacation before returning to his regular duties as agent at Rothschild.

M. L. Hynes, general car foreman at Green Bay, visited at our office recently.

W. L. Ennis, superintendent refrigerator service, and Superintendent B. F. Hoehn made a trip to Doering and Gleason in the interest of potato shipments of which we are receiving a great many carloads.

Miss Margaret Sutherland, daughter of Mr. and Mrs. Oscar Sutherland of Tomahawk, was married to Vernice Bushar. The wedding took place at Tomahawk and they will make their home in that city. We extend congratulations and best wishes.

On September 25th and 26th President H. A. Scandrett, Vice-Presidents J. T. Gillick and H. E. Pierpont with J. H. Judge made a trip over the division calling on the shippers and various industries along the line, stopping at Wausau for one day where they were entertained by W. B. Heineman at a dinner party at which Superintendent B. F. Hoehn was present. While Mr. Scandrett and Mr. Gillick were on the division they met several of the employes, among them being F. H. Pond, who was for many years engineer on this division, and now is crossing flagman. While in the course of their conversation Mr. Pond related several of his experiences while railroading including the time when he was eighteen years old and fired the engine of the train which hauled Abraham Lincoln to Washington where he was inaugurated as president, and at the age of 21 he ran the engine which carried the remains of Abraham Lincoln to its last resting place.

PREVENT CLAIMS

In addition to refrigeration as produced by placement of ice in bunkers, lettuce and commodities of a like nature require that ice be placed directly on the article and on top of crates to prevent wilting and deterioration. To prevent water, from this melting ice, from remaining on floor of car, with resultant damage to floor, insulation and side walls, some of our cars in 82,000 series and all of those in 85,000 and 87,000 series have been equipped with ice pans which are depressed below floor level, allowing free passage of water or ice meltage into pans. Floors are also water proofed. The real danger of this hidden damage in loading cars not so equipped comes later when a car might be placed for loading which requires a maximum amount of refrigeration or heat. Water-soaked insulation, floors or walls will not effectively keep out frost or heat.

UNION REFRIGERATOR
TRANSIT CO.

Loss and Damage meeting was held at Merrill at 7:30 p. m. on September 24th with the usual attendance. W. C. Scott was present and the meeting was conducted by Chief Dispatcher M. M. Harrington.

Ben Beilke while fishing yesterday afternoon at Half Moon Lake, near Mosinee, caught a northern pike weighing twelve pounds and measured thirty-six inches in length.

Al Stieber of Wausau and George Thrasher of Schofield, caught a twenty-three-pound muskellunge in Muskellunge Lake, north of Tomahawk, and brought it home to prove their story. Other fishermen made big catches in this lake Sunday, catches of a thirty-eight-pound, a thirty-two-pound, an eighteen-pound and a twelve-pound muskie being reported and shown.

Mr. C. H. Whaley caught a 26-inch muskie and same was displayed in the window of Joe's Sporting Goods and attracted much attention. Mr. Whaley is a son-in-law of Engineer M. E. Millard.

The largest fish caught reported in the Fish Tale for the week ending September 17th is a 38-pound muskie caught at Rohrbacher's Resort by Mr. H. H. Haylett of Chicago. Mr. W. W. Piehl of Milwaukee caught one of 18½ pounds, and Walter Dern, proprietor of the Hotel Northen, Wausau, caught one weighing 10 pounds.

Mr. C. H. Conklin, chief clerk, was absent from the office for about two weeks during which time he spent his vacation. He claims he spent it many different ways and that he felt well rested upon his return.

Mrs. Jule Manhart is reported as being seriously ill with influenza.

Mr. Clifford Flagel and son Bertrand are visiting at the home of Mrs. Flagel's parents at Laona, Wis.

Division Accountant H. O. Wheelock and Dr. E. Zirbel started out for a fishing trip to Shishobogama Lake. They are confident they will bring back many big ones and we hope they do, the preparations and the thrills received in advance should bring some results. They also intended to find Lost Lake, but it still remains lost to them.

Mr. and Mrs. A. W. Warner and Norma and Carmen Atkinson motored to Green Bay last Saturday where they took in the football game between Wausau and Green Bay, September 29th.

Mr. John L. Brown, chief clerk in the Freight Department, is away on a two weeks' vacation. We have been unable to learn just where or how he intends to spend it.

Fred Radandt, warehouse man, has returned to work after being off duty on account of illness.

The monthly Safety First meeting was held at Minocqua with an attendance of about eighty people, all crafts of employes were well represented between Wausau and Minocqua, and the meetings are always looked forward to.

Mrs. E. Czamanske, president of the Wausau Chapter, had the misfortune of being injured in an automobile accident. She is at the Wausau Memorial Hospital receiving treatments for several fractured ribs. The accident occurred while driving with Mr. Czamanske when another car struck them. We hope her recovery will be speedy.

Frank Matthies, yard foreman, is enjoying a few days' vacation.

The World Series is on, and there is some coin and a little currency changing hands everywhere.

Miss Chloris Czamanske, who is attending Oshkosh Normal spent a few days at her home in Wausau.

The new addition being built to the Store Department is rapidly nearing completion. This is a much-needed improvement and Mr. H. F.

Dell, storekeeper, is very happy to have this work done before the cold weather sets in.

The Veterans Special brought back a group of happy employes and distributed them to their various home towns along the division. All report a most wonderful time during the convention held at Seattle. The Valley employes who occupied the "White Special" put on an Indian dance in the recreation car. Conductor Dennis Kennedy as Chief Puckwachie, Engineer B. F. Enkhausen as Chief Rain-in-the-Face, and Conductor S. J. Loomis as Chief Spitting Bull, with all of the Valley employes taking part. The skill and grace displayed in the fancy steps has never before been equaled. The rhythm with which the Indian maidens responded to the call of the Chiefs' Pow-wow steps was remarkable, and a great deal of praise was voiced by the spectators aboard. Chief Puckwachie (Dennis Kennedy) deserves special mention for some solo work and several of his encores brought down the house with cheers and laughter. It is rumored the Valley Tribe is booked for a dance at the annual Pow-wow at one of the Indian reservations next summer. The employes also were very grateful to Thos. Stevens, George Dover and Mr. Jones for the splendid service rendered throughout the trip. Their kindness and consideration was very much appreciated by all and assisted in making the trip one that will never be forgotten.

Through the efforts of Mrs. J. E. Dexter, the two little girls who had been kidnaped from Wausau, were located at Seattle, placed on the "White Special" and restored to their mother at Wausau. The meeting between the mother and little girls was a happy one indeed, and brought tears to the eyes of all who witnessed the scene. The mother feels that she owes a debt of gratitude to the Milwaukee Railroad Company and wishes to express same through the columns of the Magazine.

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

Nora B. Decco

WELL, things have been kind of changed around the last couple of months, seems to me; and the Magazine notes got held up en route the last time I mailed them, and then I almost forgot again, and if I don't put down whatever I can think of and do it in a hurry, they will be delayed en route again and probably by that time the editor will make a call on this division that will, some day, be history; and it will be on account she is looking for some other willing little worker who will take my place. So now you know the reason for all this, which will follow, and if you don't want to read any further you better stop now, and close up the Magazine, and go and make out your time slip, an' eat an' get ready an' all rested so's you can get called as soon as the sun goes down.

I used up all my pretty, new passes an' went all the places it said on them, I could go, and came back from and rode on everything on the ground and in the air they would let me; and arrived safely home via the Milwaukee and found the railroad running along as if I had never left at all. Can you beat it, I doubt if

anyone even knew I was absent but myself and maybe some of the neighbors, as they had to feed the dog. And he looked as if he had been well taken care of too, I may add, and didn't seem any too pleased to see me, when I arrived home, either.

I will add that I tried my best to check the cabooses in the Penna. yards in Detroit, from the air but could only guess at them. I was sure I saw the good old 0800, but may have been mistaken. I saw a couple of engine-men along the track at Milwaukee on my return trip and one of them was actually shaking his fist right under the other's nose—goodness, I'll bet they were on the extra board and maybe one had his miles about in.

In Nebraska, now, I saw corn—well, like Car Repairer Baker tries to tell used to grow in Oklahoma. I stayed right around the edge of the fields, taking no chances of getting lost in that sort of stuff—short-grass country for me.

And then, it rained right out of a clear sky in Kansas, it sure enough did, right on me, too, and no raincoat or umbrella to keep it off all my new clothes either. In Omaha I got on the wrong train and in Detroit I got lost—in a ten cent store—but it was four stories high, was the reason.

While I was away Engineer Douglas bid in the local on the Winnett Line and now they have moved over to Lewistown to live. Mrs. Douglass is very much improved after her operation and long illness.

And Conductor Coffin and wife have sold their nice home here, and moved to Bozeman, where Bill is now general manager of the Galatin Valley Line.

Engineer M. F. Elliott was in a hospital a few weeks, and is back to work again after some time off.

Just to prove to me that they get something out besides wood, the Headwayers Fuel and Navigation Co. brought a large trout such as you hear about, but never see, and actually gave it to me to keep. I fried it, that is I did the best I could, used three pans and my biggest platter to put it on. This trout was caught by Chester Bales, who owns the Navigation part of this company, and almost upset said company into the Jefferson River the same day trying to kill a water snake, for its rattles. I don't dare say anything about wood as I well remember what happened last year.

Mrs. Weatherly, wife of Train Dispatcher Weatherly of Deer Lodge, has just returned home after some time at the hospital in Butte. She is very much improved in health we hear.

Mrs. Rader has been called to Joliet, where she has been for the past three weeks on account of the illness of her sister there.

Engineers O'Donnell and Gilham from the N. M. Division, made us a flying visit one day this month and back again the same day. Engineers O'Regan, Markel and Kunze from the R. M., are still on the N. M. working.

I went over into Canada, and believe me or not, but there are a lot of things said about that place that are not true; and besides that, you go south from Detroit to get there. I found this out before I had been to Canada, so that is not the reason I was all turned around in my directions.

Anyway, all I got was souvenirs—yes, I know, but I didn't, I sent some postcards that said, "I wish you were here" like everyone—well, almost everyone else did. We lost one of the party, but he got back on the next boat, no relation to me, no sir. They asked my age going in, can you beat it, now we wouldn't do that in the United States, I am sure.

Operator J. V. Bell has been assigned to the agency at Lennep too.

And Operator Alexander from Harlowton, oh, these many years, has done gone and bid



Nora Breckenridge
Decco

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—Silver Black Giant Fox Rabbits. The genuine HOGAN STRAIN. A real imitation of the Silver Black Fox and the greatest money-maker in the rabbit industry. Write for prices and description of this wonder rabbit. Hi-quality Chinchillas. Some of the best obtainable. All stock pedigreed and registered if desired. G. C. Scobee, Box 473, Britt, Iowa.

For Sale—American brown water spaniel pups; males, solid color, \$15.00; white markings, \$10.00; females, \$7.50. Papers furnished. F. Byron Frazier, Williamsburg, Iowa.

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

For Sale—Boston Terrier Puppies. Perfectly marked, extra strong in heads and muzzles. Sired by Champion Captain Hagerty; dam a blue ribbon winner. Price very reasonable. S. G. Fraser, Box 13, Harlowton, Montana.

For Sale—Chinchillas from Stahl's Gold Certificate Registered and Pedigreed Stock. Does two to three months old, \$3.00; three to four months old, \$4.00; four to five months old, \$5.00. Bucks, \$1.00 less. Order from W. F. Van Gilder, Tomahawk, Wis.

For Sale—Crispette Machine. Original price \$350.00. Willing to sell for \$50.00. Good as new, easy way to make extra money in spare time. L. G. Atkinson, Dispatcher's Office, Wausau, Wis.

For Sale—Several pairs of selected Silver Black Foxes, pen raised; progeny of Prince Edward Island Stock. Registered, or eligible to registration. Foxes purchased ranches one year or longer at reasonable rates. Write The E-Flo-Hen-Will Fox Ranch, Henry Ho-grave, Manager, c/o Freight Office, C. M. St. P. & P. R. R., Waukesha, Wis.

For Sale—Dahlia Bulbs: six new Giant flowered and popular varieties \$1.00 postpaid. Each labeled with name. Others 25c up. Write for list. Harry C. Aiken, 522 S. Fourteenth St., La Crosse, Wis.

For Sale—Some splendid young mink males—reasonably. All sold out in pairs this season's young mink. Polygamous mink males at stud only by special agreement—two hundred percent increase guaranteed—reasonable charge—reasonable ranching charges of accepted females, which with young not removable from ranch prior to August first following acceptance. Only thoroughly domesticated animals accepted. Limited ranch room—suggest prompt inquiry. Write Henry Wanous, Proprietor, Argonaut Mink & Fur Ranch, Olivia, Minnesota.

For Sale—Chinchilla rabbits, mink, skunks and ferrets. Write for prices and all details. D. C. Jorgenson, agent, Chester, Iowa.

For sale—Boston terrier puppies; sire, Champion Hagerty's King, Jr.; grand-sire, Champion Little Tommy Tucker II. William R. Theiss, West 1402 Courtland, Spokane, Wash.

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

For Sale—Five acres, on state highway. Co-operative egg truck picks up eggs and delivers feed at place. On three milk routes. School bus for grammar and high school. New 5-room plastered modern house, garage and chicken house. Electric lights and electric pump. Good land specially adapted for berries and truck gardening. Two canning plants within three miles of place. One and one-half miles from town—church. Price, \$2,500.00. F. C. Tolleson, Agent, Independence, Wash.

For Sale—Junior Chinchilla and New Zealand white bucks, pedigrees furnished, eligible to register. For information write W. J. Barth, 1915 2nd Street, Perry, Iowa.

Lakeside Kennels offer high-class puppies from the best of blood lines and females strong in Champion Farbold Picador breeding. Several good stud dogs for sale and females. Beechwood My Pal in service. Ed. E. Norman, proprietor, Box 192, Stillwater, Minn. Phone: 1095.

Minks For Sale—From fine, dark, reliable breeding stock. 1929 youngsters now ready. Raised in the cold heart of the Rockies. Also five martens. Satisfaction guaranteed. Sam Lane, Box 350, Deer Lodge, Montana.

Five-Room Bungalow at Bartlett, Ill. All modern and up to date—lot 50x139—two-car garage—fruit trees, shrubbery, flowers, lawn, etc. You can take over this modern new home for my equity of \$600.00. H. J. Booth, 121 N. Crest Ave., Bartlett, Ill.

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

For Sale—Cheap. One double-barrel hammerless, 12-gauge, fine Ithica hard-shooting shot gun—selling because I have two. First \$25 received will get it by return express. It's new. One pair U. S. Government navy field glasses with a very fine brown genuine leather carrying case; never used, all new. First \$12 gets it. One pair light waders that come up to your breast; feet size, 8½; cost \$18; for first \$10; or one pair red rubber boots made to order by La Crosse Rubber Co., 4 inches higher than ordinary hip length boot for \$6; size, 8½. Selling cheap because have duplicates and no use for two of each kind. All new. F. L. French, Agent, Westby, Wisconsin.

For Sale—A complete electric shop for home use. Practically new. Original purchase price \$95.00, will sell for \$60.00. R. G. Edwards, c/o C. M. St. P. & P. R. R., 50 S. Clark St., Chicago, Ills. This shop consists of an electric lathe, jig-saw, table saw, electric drill and tools including extra buffing wheels.

For Sale—Pedigreed black cocker spaniel puppies. Sire and dam blue ribbon winners. True pets for children. Aug. Glasnapp, Sunny Hill Cocker Spaniel Home, Menomonee Falls, Wis.

Joe Gengler, chief clerk in division master mechanic's office, spent a part of his vacation in Chicago at the time of the World Series baseball games. We haven't his report of the game as yet, but we know how the games came out. Digging down into empty pockets tell us that.

Agent Kelly Hudson, Spirit Lake, drove to Lewiston, Idaho, on Sunday recently and took the kids along, where they visited his daughter, Frances, formerly of the local freight office, and now happily married and settled in the first-named beautiful city. His daughter, De Etta, an ardent Chrysler fan, describes in a beautiful poem, the difficulties of their homecoming:

The visit was over and 'twas time to go,
Dad tried as usual to make the bus go.
He hammered the engine 'twas sure on the bum
An explosion, a roar, then a cannon-ball hum.
We had all said goodbye and put on our wraps,
Gathered together our belongings and traps.
At the noise we piled out and looked all around,
But you know that there Chrissie bus couldn't be found.

As we stood came a racket like I've ne'er heard before,
As pieces came dropping right down by the door.

Tired of life she blew up in the air,
And scattered her parts o'er the public square.
Dad picked up pieces till was really all in,
Said he'd put her together and the trip would begin.

Now Chrissie has always been gosh awful slow,
So with lots of parts missing she just couldn't go.

Dad thought he had fixed her and took a big glass,

And poured into each cylinder red ethyl gas.
With a flash and bang away she went,
Round and round like something hellbent.

Poor dad, you know, was hard put to 't,
Grimly determined with hand and foot,
He tried to control her and make her go, too,
But a wheel dropped off and the gaskets all blew.

Still he worked and cursed as they say like grim death
But 'twas useless so told him to save his breath.

But he tinkered and wondered 'bout what he could do,
If she wouldn't perk up get away and begone.
She was done and dead, that's one thing he knew,

So he towed her home with a mule team hitched on.

The Spirit Lake local is now being handled by one crew making turn at Dishman, tying up at Spirit Lake.

Old timers of the Idaho Division will be glad to learn that Ray O'Day, formerly caller and clerk at Malden, is a commissioned captain of Infantry, U. S. A., and now connected with the Military Department at Washington State College, Pullman. He called on many former Maldenites at Spokane recently.

The Idaho and Coast Divisions held a joint Safety First and Claim Prevention meeting at Othello, Monday, October 7th. The Idaho golfers bested the Coast players in a match game in the forenoon, and in the evening all were entertained royally by the Othello folks at a dance in the town hall. There is always a big turn-out at an Othello meeting.

Mr. Earl Rapp, formerly with agent W. W. Cutler at local freight house, Spokane, has accepted the position of stenographer to Mr. Fuller, which was formerly held by Adolph Kareful, who took a position in Seattle.

Engineer James Marre presented his beaming countenance at the Spokane office one day last week. It was the first visit Jim had paid us in many months.

in Manhattan, and Nick Caralton, who was on second trick at Harlowton for half his life time, is now on first, Van Alynine on second.

Tommy Fairhurst will not let his wife put the baby to bed if he is coming in any time before midnight. Can you beat that, poor little child, I think something ought to be done about it, too.

Wire Chief J. L. Dioux of G. S. office, has taken a lay off and gone visiting the folks back in Montevideo, Minn., for a few weeks. I just didn't know him when he was all dressed up. "Slim" please forgive us small-town people, will you, this time? If I had only known, would have called out the city band to meet the train.

Idaho Division

R. C. P.

ENGINEER W. R. BARBER, Iowa Division, spent several days on the Idaho Division during the first week in October in the interest of the Pension Association. Mr. Barber reports the Idaho Division being almost 100 per cent in Pension Association membership, and he was gratified to so report.

Conductor C. M. Biggs is back at work after a serious operation which he underwent at St. Maries Hospital recently.

Second Wire Chief Henry Price, Plummer Jct., is taking a long vacation in an effort to overcome an illness due to high blood pressure.

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Fitted Overnight Cases

Exceptionally beautiful cases with separate compartments, large mirror and splendid fittings in attractive colors. May be had in shark, seal, grain, ostrich or alligator.

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Many styles await your selection in cowhide, walrus and the new light tan leathers.



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Every tooth of every ring-gear and pinion in every Chrysler Motors car is carefully calibrated for pitch and dimension. Such unremitting attention to detail explains the superiority of Chrysler Motors performance



All branches on the same tree; all growing out of the Chrysler root principle of standardized quality

FOR all the startling swiftness with which it has come about, the evolution of the Chrysler forces into the giant organization of Chrysler Motors has been both natural and inevitable.

Within five years, Chrysler has swept to a powerful position of leadership—by proving (each year more conclusively than the year before) the out-and-out supremacy of Chrysler engineering.

Witnessing that supremacy, it was only natural that motorists in each price field should desire the advantages of Chrysler engineering. And it was only natural that Chrysler, in answer to an insistent world-wide demand, should design and fabricate additional cars; should acquire additional plants and properties—and build up the vast federation now known to the world as Chrysler Motors.

In view of the present tremendous scope of Chrysler Motors, it seems hard to believe that less than six years ago Chrysler cars were not in existence.

In January, 1924, when the first Chrysler car was introduced, the whole industry expressed amazement. It said, "Walter P. Chrysler has built a fine piece of machinery, but how can he afford to sell so fine a car for so low a price?"

But he did sell it at the price—32,000 Chrysler cars the first year. The second year, an eager public bought over 100,000 Chryslers. The industry, now thoroughly aroused, said little, but tried frantically to emulate Chrysler's success in design and engineering.

Now nothing could stop or even slow up Chrysler. In the third year, 1926, Chrysler sales soared to 170,000. In 1927 the figure climbed to within a few cars of 200,000. Total sales of all Chrysler-built cars in 1928 reached 360,000! And this year still another great increase will be recorded.

All this simply goes to show how eagerly the public welcomes that spirit of progress which is always the Chrysler incentive in engineering. Chrysler vision, Chrysler genius, and the benefits of all this success are being applied to all Chrysler Motors products—so that today the advantages of Chrysler engineering may be had in cars meeting the requirements of any pocketbook.

CHRYSLER MOTORS

CHRYSLER IMPERIAL • CHRYSLER "77" • CHRYSLER "70" • CHRYSLER "66"
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