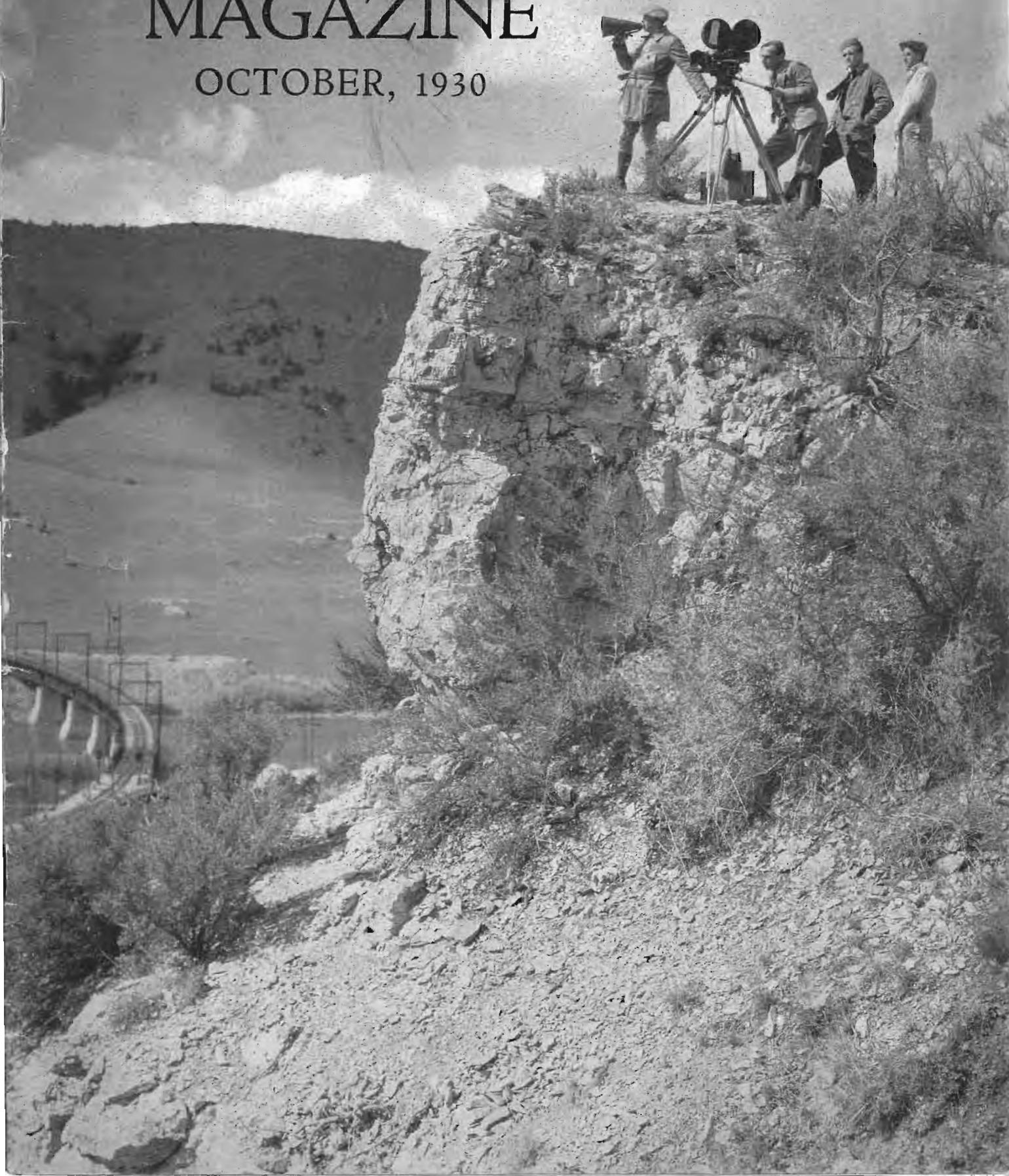


The
**MILWAUKEE
MAGAZINE**

OCTOBER, 1930



RAILROAD EMBLEMS *An Original Lee Idea*



ROBERT ARMSTRONG AND LOUIS WOLHEIM IN RADIO PICTURES ALL-TALKING DRAMA "DANGER LIGHTS"

Radio's (RKO) new picture, "Danger Lights" features Robert Armstrong and Louis Wolheim in a great all-talking drama of railroad life. As typical of the genuine up-to-date railroad man, the producer features the cast throughout the picture in genuine Lee Railroad Emblem Overalls. Don't fail to see this great railroad picture.



"You're On . . . Big Boy!"

That may or may not be what Bob tells Louie in this scene from "Danger Lights", but the fact remains that so typical of the genuine railroad man today is the Lee Overall and the Lee Railroad Emblem plan . . . so distinctive is the *permanent* style and fit of these great garments and so wide their popularity among railroad men that the movies now use Lee Railroad Emblem Overalls in their great railroad pictures. *Wear the great new Lee and your railroad's emblem. See your Lee dealer today.*



"JUST LIKE DAD'S"

THE H. D. LEE MERCANTILE COMPANY
Kansas City Salina Minneapolis Trenton South Bend



Lee

UNION-MADE

OVERALLS UNION-ALLS JACKETS..

With

YOUR RAILROAD'S
EMBLEM ON BIB
OR SLEEVE

People just
don't distinguish



IT'S utterly unfair, of course. But if a man *will* smoke an outrageously strong pipe, nobody is going to get close enough to him to appreciate his heart of gold. Don't keep potential friends at a distance. Sir Walter Raleigh's favorite blend is incomparably rich and fragrant—yet so mild as to be acceptable to the most fastidious pipe-sniffer. Nor does Sir Walter lack body and real flavor. They're all there in Sir Walter Raleigh—as you'll discover when you try it.



How to Take Care of Your Pipe
(Hint No. 8) A new pipe should not be smoked out of doors for the first few pipefuls. A gust of wind may make the tobacco burn too rapidly and unevenly—thus causing burned spots or burn-outs. Send for our free booklet, "How to Take Care of Your Pipe." Brown & Williamson Tobacco Corporation, Louisville, Ky., Dept. 118 (In Canada, 3810 St. Antoine St., Montreal.)

Discovered How
"Good a Pipe Can Be"

IT'S 15¢—and milder

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MILWAUKEE TYPE BLOW-OFF COCK

with its
Joint-Ring-Strainer

With first consideration for safety to those responsible for the handling of locomotives and with further consideration for efficiency in operation and economy in cost, the Milwaukee Road has standardized on the locomotive blow-off cock shown.

The attention of terminal forces is called to the absolute necessity of mounting this blow-off cock on its joint-ring-strainer (shown.)

Attention of engine men is called to the fact that in case of leakage, the valve may be ground in under boiler pressure and without any delay to the service by merely putting a wrench on the square of the valve stem extension and giving valve stem a quarter to a full turn. The valve is held solidly closed by boiler pressure and cannot be opened inadvertently.

THE BIRD-ARCHER COMPANY

NEW YORK :: CHICAGO :: ST. LOUIS

The Bird-Archer Company, Limited, Montreal



"DANGER LIGHTS"

(Referred to during filming as "The Record Run")

R-K-O Motion-Sound Feature Picture

Spectacular Railroad Drama

FEATURING

LOUIS WOLHEIM

ROBERT ARMSTRONG JEAN ARTHUR

Coming Soon to Your City

Watch for date and announcements in your local newspapers. All railroad workers, their families and friends, will want to see this epic of the rails.

"Danger Lights"

FILMED IN ITS ENTIRETY ALONG
THE MILWAUKEE ROAD

A company of 100, traveling 25,000 miles up and down The Milwaukee Road, from Butte to Chicago, spent weeks in filming "Danger Lights." R-K-O selected this safety-first railroad because it offered the best natural advantages from the standpoint of magnificent scenery, fine train service, efficient operation. We're proud to be chosen. It's a tribute to The Milwaukee Road and the country it serves.



Thrills abound in this great railroad drama. Here we see Louis Wolheim rescuing Robert Armstrong from the path of the onrushing train.



A dramatic moment in "Danger Lights," just after Louis Wolheim has been struck by a train as a sacrifice to save the life of Robert Armstrong, who is holding Jean Arthur.

See "Danger Lights"

TELL YOUR FRIENDS ABOUT IT

Thrills galore, romance, the real life of real railroaders—a masterpiece filmed in the scenic setting of this great transcontinental railroad—Montana Canyon, Three Forks, the spectacular Rockies, the picturesque Upper Mississippi Valley. "Danger Lights" is the greatest railroad story ever put into pictures; no propaganda. Watch for it, and be sure to tell your friends.

W. B. DIXON, General Passenger Agent
Union Station, Chicago, Ill.

The **MILWAUKEE ROAD**
ELECTRIFIED OVER THE ROCKIES TO THE SEA

“Danger Lights”

Keeton Arnett

RKO Pictures Present “Danger Lights,” the Original Story Entitled “The Railroad Man,”
by James Ashmore Creelman

In the following, by Mr. Arnett, The Milwaukee Magazine is able to present the story as it was filmed on The Milwaukee Railroad last summer under the title, “The Record Run,” descriptions of the operation having been fully given in previous issues of The Magazine. The picture is finally presented under its new name “Danger Lights.” The filming was done entirely on our railroad between Butte, Montana, and Chicago, and Milwaukee Road officials and employes in the districts where the Picture Artists and operatives worked, lent every assistance toward making the production a notable one.

Milwaukee employes throughout the System will be more than usually interested in seeing this picture, and appreciate the splendid publicity it gives The Milwaukee Road wherever the picture is shown. Tell your friends about it and be sure that they all see the presentation. IT'S A THRILLER.

The following notable cast took part in the play:

Louis Wolheim.....Dan Thorne
Robert Armstrong.....Larry Doyle
Jean Arthur.....Mary Ryan
Frank Sheridan.....Ed Ryan
Hugh Herbert.....The Professor
Robert Edeson.....Engineer

James Farley.....Joe Geraghty
Allan Roscoe.....General Manager
William P. Burt...Chief Dispatcher
The Screen Play, Continuity and Dialogue, is by James Ashmore Creelman; Directed by George B. Seitz; and Produced by William LeBaron.

Art Director.....Max Ree
Associate Producer..Myles Connolly
Photographed by

.....Karl Struss and John Boyle
Assistant Director.....Charles Kerr
Recorded by.....Clem Portman
Film Editor.....Archie Marshek
Technical Director..Walter St. Clair
Musical Director...Victor Baravalle

The Story

So they went to the station to see the train go by!

Some go to theaters, some to parks, others to seek varied forms of amusement—but thousands of others, particularly in small towns, find fascination, entertainment and thrills in watching a steel monster conveying a train of coaches rush screeching by and fade into a cloud of steam in the distance as the whistle lets out its last audible shriek.

Who hasn't stood on a platform waving goodbye to friend or relative—filled with a desire to be carried off into lands of beauty reached only by those two thin strings of steel?

Who hasn't felt the romance of a train rushing across plains and mountains, over the desert and river—the click of the rails lulling to sleep at night, a moaning whistle rousing to wakefulness as dawn breaks, bringing anticipation of sweeping panoramas of beauty during the day?

Virtually everyone has the urge to travel. Persons living in crowded cities feel desires to get out into the country, to the great open spaces. Residents of hamlets, villages, the countryside, live in anticipation of the day when they can travel to see the hustle and bustle of metropolises.

The former dream of the fast moving trains that will carry them to the land of their desire—the latter bring their dreams to more material form by watching their mode of transportation sweep in and out of view.

So they go to the station to see the train go by!

It is not only the desire to go somewhere that brings these dreams, that takes these people to the station—it is the romance of the railroad that has unconsciously woven itself into their lives and around the steel rails, the puffing moguls, the lights and semaphores and the other factors that form the entire railroad.

This romance that many feel but few recognize has been translated. It has become a permanent record, depicting the loves and hates, struggles and quiet peacefulness, the sweeping action and magnitudinous scope of a mighty, colossal transportation system and those who make its operation successful.

This has been done through the medium of sound pictures in the RKO Radio Pictures' spectacular railroad drama “Danger Lights,” with Louis Wolheim, Robert Armstrong, Jean Arthur and other well known screen celebrities portraying the leading characters.

It was filmed in its entirety on the Chicago, Milwaukee, St. Paul & Pacific railroad, selected by studio officials for the beauty of the country traversed, unusually fine equipment and excellent service.

Starting in the heart of the Rockies with its majestic scenery, its rugged peaks, its deep canyons and winding streams; going to the plains and valleys of the West, onto the farming country of South Dakota and Minnesota, down the winding Mississippi and into the great railroad center, Chicago, the film company photographed and recorded in sound the entire operation and romance of one of the country's greatest transcontinental lines.

A freight train struggles with a heavy load, carrying the necessities of life to thousands of persons. An alert engineer peering along the rails sees hundreds of tons of earth and rock falling from a cliff across his path. He applies his brakes and the train comes to a quick halt.

Traffic will be tied up. The Olympian, crack express transcontinental train with



The Olympian Being Photographed by RKO Cameramen

its fine equipment and roller bearinged wheels, will be delayed, it seems.

But Dan Thorne, played by Louis Wolheim, the division superintendent, is on the job. He calls out the wrecking train and crews. Within a few minutes they have cleared the debris from tracks and little delay is sustained.

The dutiful derrick of the wrecker is seen lifting boulders weighing several tons each, as trains pull to the site from both directions. Men strain and sweat, buoyed to the limit of human endurance by that something within them which tells them the railroad is the first consideration and traffic must be kept moving. And it is.

Larry Doyle, a "boomer" engineer, played by Robert Armstrong, comes into the picture. He clashes with Thorne, who fights for his railroad at the drop of the hat—and fights equally hard for the rights of the men who are under him.

Doyle, as a hobo, refuses to assist in the work at the landslide. Thorne knocks him out. He is carried to the round house, unconscious. There, amidst the bustle and activity of mechanics putting the huge locomotives into shape for their work, Thorne learns the "bum" has been in the employ of the railroad and discharged for insubordination.

Larry has won the superintendent's respect by his pluck at the landslide. He determines to put him to work—make a new man out of him.

This is accomplished only by Doyle's love of the beauty of a locomotive, a beauty that only the trained eye of a railroad man and those whose fascination a railroad captures, realize.

He is kept on the job through his growing love for Mary Ryan, played by Jean Arthur, the daughter of Ed Ryan, who was injured in the employ of the railroad years before. They have been cared for by the hardboiled, softhearted Thorne since the injury. Mary and Thorne are engaged to be married.

Larry continues his work. He is promoted to engineer. At the throttle he pulls speeding trains through the mountains. He is even selected as the "hog-head" for the general manager's train.

Time flies, his love for the railroad and its glamour have returned. With it grows his love for Mary.

The fraternal spirit of railroad men is reflected at a large crosstie bonfire party where they make merry with their families and witness a spectacular tug of war between two giant locomotives.

The moguls puff and strain as sparks fly from the rails and smoke funnels. Firemen throw coal into the lapping flames of the firebox and engineers handle their throttles skillfully to get the utmost power from their iron steeds.

As the freight engine gains supremacy over the passenger locomotive, and the sounds of their struggle die away in the distance, Mary and Larry walk down the tracks, homeward bound.

Thrown into close proximity on a bridge as a freight thunders by, realization of their love and what it means dawns on both. They also realize their duty to Thorne, benefactor to them both.

They don't see each other again until Thorne invites Larry to a party at his home. The superintendent has called his friends together to announce that he has received authority to take a vacation and



Walter St. Clair at His Desk. Desk Pen and Set a Gift of Members of the Company Filming "Danger Lights."

that it will be a honeymoon for him and Mary.

Mary and Doyle are dumbfounded. She doesn't love Thorne, as a sweetheart, and she wants to be with Larry.

In the midst of the celebration, a telephone call announces there has been a washout on the main line. Doyle is needed.

"I won't go," shouts the angered superintendent. "It's my first night off in weeks. What do I care if it's the main line? I hope the whole system falls apart. I hope every blasted car on the line gets ditched—and it has to happen tonight—this one night I've been saving."

Ed Ryan sympathizes with him.

"You've been working eighteen hours a day," he says. "You've got a right to one night off. Can't you forget the railroad for one minute, even at your engagement party?"

Forget the railroad! This awakens something within the superintendent. There comes a quick change.

"Forget the railroad?" he queries. "Great glory man, how can I forget the railroad? Why, it's my very life. It's too big, too vital to forget. Think of all the people depending on us to keep the railroad moving."

He dashes out into the storm followed by his faithful men—leaving Mary behind.

Larry stays, too. He finds her on her bed crying her eyes out.

"Let's go, Larry," she sobs.

And they start out—head for the station, for the Olympian which is to carry them far away.

Thus does the plot sweep onward, surging, pulsating with human emotions, portraying the romance and activity of the great, breathing thing the railroad—on to the point where Thorne is struck by the onrushing Olympian as he struggles to save Larry's life, even after the latter has betrayed his friendship.

Thence to Chicago in a record run at 100 miles an hour, a feat never shown on the screen before and never attempted on any railroad but the Milwaukee.

And it all comes to a quiet, peaceful ending as the hardboiled, softhearted superintendent realizes that his love for the railroad transcends everything else and is reconciled to see Mary happy with Larry.

Thus ends an epic of the railroad, a picture that is faithful in its portrayal of one of the greatest institutions, one of

the greatest factors in the economic life of America.

Every facility of the Milwaukee Road was made available to the Hollywood technicians in order that the picture might be technically correct, that sufficient equipment would be available to depict the sweeping immensity of operations of a railroad such as the Milwaukee.

There were times during the filming when as many as four trains were used to obtain one "shot." A total of more than 25,000 miles was traveled by the company of 100 during production between Butte, Montana, and Chicago, aboard their special train on which they lived most of the time and with the many other trains and locomotives necessary to the story.



Robert Armstrong Explaining Things to Luther Buxton and William Wilson of Business Car "St. Paul" While on Location.



Steward and Crew of Dining Cars Used in the Film Special Train

Never has such an attempt been made to bring to the screen such an accurate story of the practical romance of the railroad and its relations to the lives of those it serves and who serve it as in "Danger Lights"—and never has a railroad had the privilege of co-operating in such an endeavor as has been the lot of the Milwaukee.

The selection of the Milwaukee by RKO Radio Pictures Studio, out of all the railroads in the country, is a tribute to the magnificent country it serves, to its excellent equipment and to the service that is unsurpassed.

In recognition of his valuable services to RKO the film company presented T. P. A. Walter St. Clair with a desk set in the shape of a "set" chair, an inkwell resembling a megaphone and a desk fountain pen.

COEUR D'ALENE, IDAHO

Beautiful City by the Lake

M. C. Helmer, Agent

COEUR D'ALENE, IDAHO, is noted all over the country as being one of the most beautiful cities in the Northwest. It is a city of 11,000 population and is situated at the foot of beautiful Lake Coeur d'Alene, from which it took its name.

The city was born in 1887, at which time the United States Army established a military post here known as Fort Sherman. The city of Coeur d'Alene has enjoyed a steady growth since that day and today it is a modern city, made up of fine homes, good business houses, large payrolls from its lumber working plants, and is the center of a rapidly developing farming and dairying district.

Coeur d'Alene is the political and legal center of North Idaho, being the county seat of Kootenai County. It is the seat of the District Court, the State Supreme Court and the United States District Court, the last two courts holding regular sessions here twice each year for the northern Idaho districts.

In a manufacturing way, Coeur d'Alene is one of the leading cities of the state. We have twenty-one manufacturing plants of different kinds employing over 2,500 employes and with a payroll of over \$250,000 a month. Lumber is the main product manufactured by five large saw mills, while box factories, boat works, canneries and other enterprises make up the balance of our industrial life.

Coeur d'Alene Lake and the parks of our city are widely known as being in the forefront of the summer resorts and recreational centers of the Northwest. The city park consisting of 40 acres right in the heart of the city, faces on the lake with one of the finest sand beaches to be found anywhere. The park is shaded by magnificent trees left from the virgin forest.

Coeur d'Alene is the center of a number of state highways that radiate out in all directions. The Yellowstone trail running from Yellowstone Park to the Coast traverses our city as does the famous North and South Panoramic Highway, which connects southern Idaho with the Canadian line.

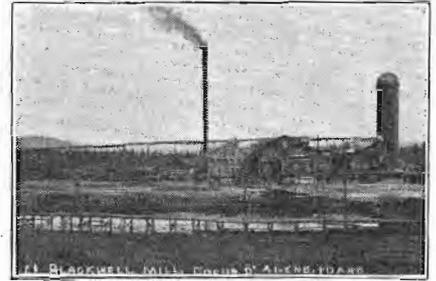
Our streets are practically dustless. Those streets that are not paved are oiled each year, making our city one of the cleanest in the Northwest.

Coeur d'Alene is noted for its beautiful homes, fine and well kept lawns and beautiful surroundings.

Green timbered mountains approach the city from three sides and within a radius of twenty miles the person seeking the outdoors may find nine beautiful mountain lakes stocked with fish, while the mountains provide the best of deer hunting in season.

Here is the center of a vast timber area which will provide timber for its mills for many years to come. It also has an almost inexhaustible supply of pulp timber that but awaits the coming of pulp and paper mills to bring further industries to this section.

Mining has been one of the chief industries in the Coeur d'Alene mountains



Blackwell Mill, Coeur d'Alene

lying east of the city, and today there are being opened up a large number of excellent showings of ore almost at the city's borders that promises to make large mines of the very near future.

Large clay deposits of the finest kind are located in this vicinity, and with plenty of wood for fuel these deposits give promise of being opened up in a short time.

Dairying, poultry farming, fruit raising and general farming also contribute in a great way to the general prosperity of the city. On the high, surrounding bench lands are produced the finest Bing and Lambert cherries that are raised anywhere in the United States. These districts are above the early and late frost belts and are composed of the finest soil for fruit raising. Cherries from these districts are marketed by direct shipment from the farmer to the consumers in the East. Practically the entire crop is marketed in this way.

Coeur d'Alene and North Idaho are the centers of great natural resources in the shape of water power. Idaho has an



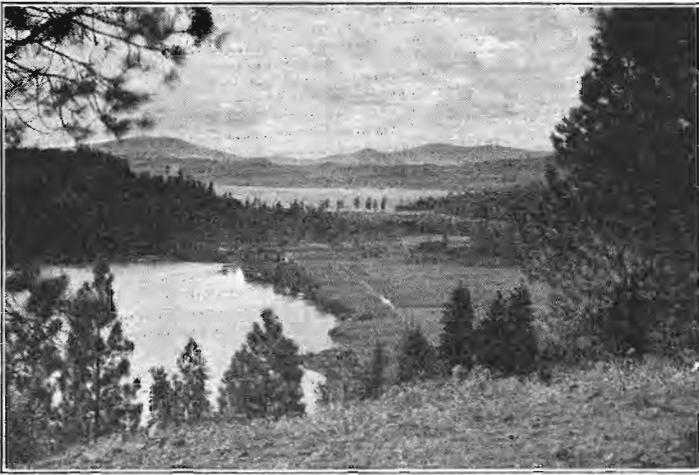
Winton Lumber Company Plants, Ross Lake



Ruttledge Timber Company Mill, Coeur d'Alene Lake



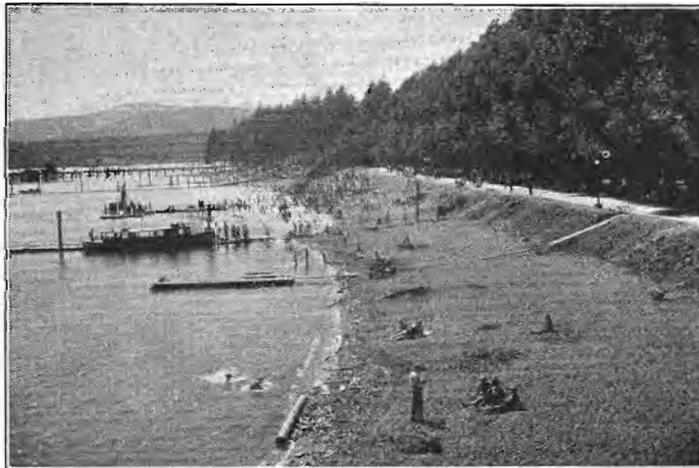
Coeur d'Alene City Water Front



Lakes Fernaw and Coeur d'Alene



North and South Highway



Blackstone Park and Bathing Beach

estimated water power at this time of over 5,000,000 horse power. It is estimated by engineers that with development such as is made on the streams of New England where every foot of drop is utilized from source to the mouth of their streams that our potential resources in power would reach 10,000,000 horse power, practically none of which is utilized at this time.

The value of this resource to this city and state may be visualized for the future when it is realized that for every one-half horse power of energy developed

on the Connecticut River of New England that a family of five persons is supported.

Coeur d'Alene with its fine system of public schools, churches, lodges, clubs, fishing, hunting, summer resort opportunities, undeveloped resources and climate, invites the settler to investigate our opportunities with a view to locating and making his home in this favored land.

**THE MILWAUKEE ROAD
SERVES THIS TERRITORY WITH
ITS COEUR D'ALENE LINE FROM**

SPOKANE, DAILY FREIGHT SERVICE, WITH VETERAN JIM MURPHY CONDUCTOR.

THE CHAMBER OF COMMERCE WILL GLADLY FURNISH INFORMATION REGARDING THIS CITY AND SURROUNDING TERRITORY.

Sioux City Veterans Get Together

THE first annual dinner of the Sioux City veterans who made the trip to Seattle last year, was held in the home of Mr. and Mrs. John Carney, August 30. Forty couples were seated at small tables scattered throughout the living rooms, with autumn flowers, candles and table decorations carrying out a most unique color scheme.

Superintendent of the S. C. and D. Division F. T. Buechler acted as toastmaster and formally opened the evening's entertainment with a toast to "The Milwaukee and the Sioux City Vets." Impromptu speeches, songs and reminiscences of the famous trip, made a most enjoyable evening pass all too quickly. A newspaper, covering many of the outstanding features of the famous transcontinental journey, was delivered by carrier to everyone present, and the following verse featured during the dinner hour:

Ladies and gentlemen, I haven't the time,
To hunt up the words and make it all rhyme,
But there're just a few things I'd like
to say
About the BIG TRIP out Seattle way.

Whenever you hear a laugh and a shout
And see a big crowd gathered about
You can make up your mind it's the
"Seattle" crowd
Renewing old times,—that's why they're
so loud.

With songs by George Dilger and jokes
galore,
And Buck Jenkins' cane athumping the
floor,
With a bride and groom to lend romance
And Louie Saarosy, who lost his pants.

Oh, the tail end car, on the tail end train
Was a jazzy bunch that's very plain,
While up in the gallery, Hunter looked
down
On the "Cream of the Vets" from Sioux
City town.

A short business session was held and a permanent club organized, electing Mrs. John Carney, President, Mrs. Earl Murphy, Secretary, and Mrs. Ben Rose, Historian. Committees were appointed, the name "Sioux City to Seattle,—Milwaukee Railway Vets" was chosen; several informal affairs planned for the winter, and the formal annual dinner to be held each Fall. A club yell and song were adopted,—the song having been written last year on the trip by Walter J. Cameron, (the porter on Grey's Harbor) a student of Howard University for colored people. At the close of the evening, Ben Rose, in behalf of the guests, thanked Mr. and Mrs. Carney for their delightful hospitality.

ACCIDENT SAFETY FIRST PREVENTION

What Is Safety?



G. R. Hannaford

THE accompanying photograph is that of District Safety Inspector G. R. Hannaford who makes his headquarters at Mason City, Iowa, and has charge of Accident Prevention on the I. & M., Southern Minnesota and I. & D. Divisions.

Mr. Hannaford entered the service of the Milwaukee in February, 1901, as a yard clerk and call boy in the Milwaukee Terminals, transferring to the Car Department in 1903 and to the position of switch tender in the Milwaukee Terminals in 1906. A few years later he entered engine service as a fireman on the R. & S. W. Division and was promoted to engineer on September 24th, 1914. In 1920 he was assigned to the duties of roundhouse foreman at Beloit, Wisconsin, and in January, 1929, took over his duties with the Safety Department.

In the following article Mr. Hannaford has pointed out a great many angles in the Safety First movement which are seldom given sufficient thought and undoubtedly the employes over the entire railroad as well as those in his territory will enjoy reading what he has to say on the subject:

"What is Safety? Safety is the state of being safe; of being free from physical injury. In its broadest sense, it is simply a condition whereby men live longer and suffer less. It is protection, security; it means immunity from accident, mishap; it means human conservation. It is the fragrant flower which grows from the seed of care; the golden harvest of caution.

"If I have learned anything at all, it is that accidents do not just happen; that in nearly every case, they are caused by the acts or omissions of human beings. If this is true, then the CONDITIONS under which we suffer accidental mishaps, it would seem, could be corrected with our present method of warding off injuries and correcting conditions and practices.

"Our conception of Safety work has changed. It has grown larger and much more constructive. Nowadays, we design safe new machines and cover danger parts on the old ones in service. We do not teach people to keep away from dangerous occupations or even dangerous recreations. Instead, we teach them to recognize the hazards and to do their work in a skillful and hence in a safe manner. We recognize that efficiency and Safety are closely allied in modern production and that the two are closely related to economy and to good industrial relations. Hence the modern Safety Movement is a part of the general agita-

tion to raise the standards of Management and Efficiency.

"It follows then that Safety is not a side issue but an integral part of modern business policy. To function best, it must have the backing of the highest executives and we have got just that backing.

"My experience in safety work has taught me that the necessary thing is team work, cooperation, fellowship. Fellowship is a comprehensive, vital power; it broadens our views; increases our abilities; enriches and purifies character. Safety's chief foundation stone is cooperation which brings the Golden Rule into practical application to all human relations and needs. Fellowship is the Golden Rule in action; the motive power of human engineering; the life blood of service, insuring equal opportunity to all. Our Safety plan recognized all problems as mutual wherein and whereby absolute confidence exists in the honesty of purpose and truth of character of each other, thus blending brotherly love in all activities and enabling each to develop his several talents safely. Human engineering governs this plan and demands our being willing and able to treat men as men and not as machines. The welfare of the man is much more important than tools and machinery, for man thinks and acts as he thinks, therefore we must practice HUMANICS as well as MECHANICS.

"Our Safety plan provides an excellent and practical basis for putting all, from the office boy to the president, upon the same plane. Then, as a unit, we can work out the problems of the day in such a way that each one feels that he or she is a co-worker in this great purpose SAFETY which is to express SAFETY and EFFICIENCY through the cast steel devices which are built up through cooperation and character. In order to accomplish a successful Safety record, we must have this, but every man has got to furnish his own material.

"My association with the employes of our railroad has taught me that the one and only thing wrong with us has been our disregard for the rules and the reason that the employes of some of the other roads made a showing in their Safety work before we did, was that they realized before our men did that the rules were put out to protect them and their families as well as the company employing them. Now that our men realize the benefit of observing the rules, we are commencing to show an improvement, although we have only scratched the surface and there is still lots of room for improvement. I want to ask the men in my territory to check up on themselves relative to the rules, not only the standard book of rules, but the red books of Safety Rules. I want to also ask the supervisors to see to it that the men working under them are familiar with the rules and that they are lived up to. The necessary thing for a supervisor is to see that all new men entering the service are given time to make a study of

the rules before they are allowed to enter the service, and to talk to them relative to the necessity for living up to them.

"I want to, at this time, express my appreciation for the support afforded me and my department by the officers and employes in my territory and I can only ask that they redouble their efforts. We have got to appreciate that the old form of railroading is gone and that a man is no longer considered an efficient railroad man unless efficiency is embedded in Safety. Our supervisors have a great responsibility in this movement and I hope they can see their responsibility enough to make The Milwaukee Road the safest railroad to work on in just as short a period as possible."

A Beautiful Thought

Conductor C. W. Dwyer, Superior Division

THIS Safety Movement is wonderful,
I think you will all agree,
Because it saves the lives and limbs
Of men like you and me
But all our Safety slogans and practices
Do not amount to aught,
Unless we're all possessed with what
I'll call "A Beautiful Thought."

A trainman was opening a knuckle,
On a track where he was through,
And when asked why he was doing it,
Said, "I've nothing else to do,
And the next guy may be in a hurry,
And in his hurry might slip or get caught,
So I'm looking out for that next guy."
And I thought it "A Beautiful Thought."

A carsmith secured a large timber,
From a pile that was rather high,
But some of the top ones were ready to fall—
This he noted with a sigh.
Then he arranged them so they were safe,
And to do so he worked hard and fought,
But he was thinking of his fellow men,
And isn't that "A Beautiful Thought."

A machinist was pulling and tugging
On a large and heavy jack,
He had fallen over it in the dark,
And very near broke his back.
He finally dragged it where it was safe,
And a valuable lesson was taught,
He was thinking of his fellow men,
And boys, that's "A Beautiful Thought."

A section foreman about to lay rails,
Was carefully examining the tools,
He examined each one so carefully,
You would almost think him a fool.
But an unsafe, loose-handled tool was found;
It was this object that he sought.
Now that is proper supervision,
And also "A Beautiful Thought."

No matter what the department,
Whether an individual or a crew,
Each looks out for the other,
And it's the proper thing to do.
And everywhere on the Superior you'll find it,
The spirit that cannot be bought:
That of being your brother's keeper,
And I think it's "A Beautiful Thought."

SAFETY RECORDS

The Store Department employes at Milwaukee Shops under District Storekeeper F. S. Peck have completed one year without a reportable or lost time injury. This is a remarkable record for an average force of 318 men. They are now making an effort to go through their second year with a clear record.

The Locomotive Department employes at Galewood Roundhouse under Foreman J. W. Turney and Master Mechanic C. L. Emerson have completed 750 days without a reportable or lost time injury. This is a mighty fine record. Each one of the 98 employes are to be complimented.

B&B Foreman Daniel F. Kennedy, Twin City Terminals, under Chief Carpenter A. A. Kurzejka working an average daily force of ten men, have not had a reportable or lost time injury since July 5th, 1928. A nice record.

The contest records for the six-month period ended June 30th, 1930, show the following officers on the top of the list in their various groups:

Name	Title	Division
Mott Sawyer	Superintendent	Olympic
John Turney	Master Mechanic	T. C. T.
F. D. Campbell	Asst. Supt. Car Department	Lines West
(Classed with D. M. C. B.)		
M. M. Harrington	Trainmaster	Wisconsin Valley
H. R. Abraham	Asst. Master Mechanic	Chicago Terminals
(Classed with Traveling Engineers)		
H. C. Blake	Division Engineer	H. & D.
J. A. Cherwinkler	Roadmaster	Iowa
J. T. Loftus	Gen. Foreman in Charge of Large Extra Gang	K. C. and Iowa
L. J. Denz	Chief Carpenter	Chicago Terminals
J. J. Flanigan	General Yardmaster	Illinois
J. P. Fahey	Agent, T. C. T. Transfer House, Minneapolis	Twin City Terminals
A. J. Kroha	Asst. General Storekeeper	Rocky Mountain, Idaho, Coast and Olympic
(Classed with Dist. Storekeepers)		
A. O. Swift	Signal Supervisor	Illinois, Dubuque, Iowa, K. C., S. C. D. and Des Moines
J. G. Wetherell	Asst. Engineer (Grade Separation)	Milwaukee Terminals
G. Lamberg	Loco. Shop Superintendent	Twin City Terminals
L. B. Jensen	Car Shop Superintendent	Milwaukee Terminals
J. J. Roe	Store Shop Superintendent	Illinois

The personal injury figures for the month of July and the seven-month period, 1930, are as follows:

	July 1930			July 1929			Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	1	14	17	2	71	61	1	57	44
Lines West	2	6	5	1	19	8	*1	13	3
System	3	20	22	3	90	69	..	70	47

A decrease of 75% in reportable cases

	Seven Months 1930			Seven Months 1929			Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	13	200	128	14	752	371	1	552	243
Lines West	5	53	35	4	150	59	*1	97	24
System	18	253	163	18	902	430	..	649	267

*Increase

The following Divisions went through the entire month of August without a reportable injury:

Illinois	Des Moines	River
Dubuque	C&M	I&M
Iowa	Northern	I&D
Kansas City	Madison	H&D
R&SW	Wis. Valley	T. C. T.
Terre Haute	Superior	Rocky Mountain
		Idaho

Preliminary figures at the time of going to press indicate that the month of August was the best on record. No doubt, you are aware of the fact that we did not have an employe fatally injured in the month of August and the reportable injuries totaled 18 or a reduction of approximately 84% when compared with August, 1929. Now that we have completed one solid month without a fatality, each employe should lend his co-operation and carry out his duties in a safe manner so as to perpetuate this fine record. Each employe should keep in mind the laws of self-preservation for the sake of his family as well as himself. Do not bring suffering upon your family because you failed to carry out the provisions of the safety rules. Know your rules—comply with them and you will not find your name on the injury list. There is still considerable work to be done in reducing your personal injuries during the remaining months of this year and it is expected that each employe will do his part.

Thoughts On Railroadng as a Business

Lou Cook

GETTING business, whether freight or passenger, is one thing, and holding it is another. The first obligation should be the right of a customer to receive full value for his or her money. This cannot be done by merely the selling of a ticket or hauling a carload of merchandise, but it can be done with intelligent, courteous

service conducted in a manner to make the customer feel thoroughly satisfied and completely informed. To insure a continuance of patronage, the good-will of the customers is a most essential thing to obtain.

Informed of Competitive Lines
 Passenger employes, especially, should be informed on competitive lines. I do not mean that they should be required to go into detail, but such information as the arrival and departure of

trains at the most important cities, etc. We all must remember we are merchants. We are selling something to the public, we are selling service. If one started to sell groceries, and expected to be a successful salesman, he certainly would study his competitor's line of goods, wouldn't he, and so why not know something of the competitor who is running parallel to us.

Courtesy to Public

When we are asked questions, we should not bark at the person addressing us. If we cannot answer the question, try to find out about it, and do not consider it a foolish question. Remember the party is entirely excusable for not knowing railroading.

Selling Our Road

When one speaks of a railroad as being a good road or a bad road, we understand he does not mean merely a collection of tracks and switches, box cars and locomotives, depots and sleepers, semaphores and bridges, and the thousand and one things necessary to keep trains operating, but he does mean the employes with whom he has come into contact—whether their treatment of him has been good or bad.

So, we have something to sell. We are selling our road to the public and trying to make them like it and be glad they have purchased an interest in it, even though it may only be 100 pounds of freight or a ticket to the next station.

Blame Ourselves

We should not blame the officials for our own short-comings. We are getting our dividends, which is our pay check. It may not be as much as some others, but they are not responsible for that. We are drawing good dividends on our investment, and that is the service we are giving, and perhaps if some of us would check up on ourselves, no doubt we would find that we had been over paid.

Pull Together

There is one great big thing that so many of us overlook, and that is, we are all, or should be, working for the same thing—to make our railroad successful—safe, clean, and as near free from criticism as it is possible. We are in keen competition with other railroads. We have about the same sort of schedules. Our cars are pretty much alike, although we like to think ours are a little better. Every railroad is manned by fine, up-standing Americans, although we like to think our boys are just a shade finer.

We must not allow little petty jealousies to creep into our minds. Pull together. If this is done, our health will be better, and we shall be free from worries, and we are making our road a success. Remember the old story about the peacock—she struts until she looks at her feet, then her feathers fall. We must keep our shoes shined.

Phone Personality

One of the greatest assets to an office is phone personality. This can be cultivated. It is not a disease, neither is it contagious, but it can be cultivated. I have known people to be called grouches and cranks, suffer the loss of business through their inability to talk pleasantly over the phone.

THE MILWAUKEE MAGAZINE

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HERBERT E. SMITH

ON September 2, at the home of his daughter, Mrs. Spencer Fuller, Riverside, Illinois, occurred the death of Herbert E. Smith, familiarly known to the General Office as "Hub" Smith, after an illness of several months' duration.

Mr. Smith was a veteran in Milwaukee service, having entered its employ in 1885 as a clerk in the General Office at Milwaukee, since which time, he has been almost continuously in railroad work. At the time of his passing he was employed in the Transportation Department.

In all the years of service with this company, he was a loyal, faithful, and efficient employe—always on the lookout for the company's interests and many times going out of his way to persuade some shipper or traveler that The Milwaukee was the route he should patronize.

Modest and unassuming always, yet few men have lived who gave in a quiet way more of service to humanity or have left in their passing, a finer memory of a good friend, and a good citizen. In the town where he lived many years, and

in the offices where he worked, among those who were his neighbors and constant associates, the passing of "Hub" is a grievous loss. Said one of these: "It is customary to laud a man after his death, regardless,—but Hub needs no tribute. His kindly deeds far outshine anything we might say of him."

He is survived by his widow, two daughters, four grandchildren, one great grandchild and two sisters. The funeral took place from the home of Dr. and Mrs. Spencer Fuller, and interment was with full Masonic rites.

Mr. Smith was considered the poet of "The Office", and frequently some of his fine verses found their way into the pages of the Magazine. One of his last will be found on another page of this issue.

A Nice Compliment from a "Big Business" Man

IN a recent issue of "Pargrams," a monthly magazine published by the Parker Pen Company of Janesville, Wis., the following fine testimonial concerning our service was printed; and one of the fine things about it is that the article was not written by Mr. Parker as a special compliment to our railroad, but as an excellent example of a point he was wishing to make, viz: "that tact and courtesy are valuable assets; they cost nothing and yet pay dividends." Mr. Parker further says in a letter regarding this article and Milwaukee service, "I wish to remark again that the degree of courtesy on the part of the employes of your road is quite noticeable so that it increases the pleasure of the patrons when riding on your road."

A Story of Tact and Courtesy

By George S. Parker

SOME time ago I took a trip west. This trip took me through Kansas City so that I found that my best connection was to leave Janesville by the Chicago, Milwaukee, St. Paul & Pacific Railway. I took the local train from this city to Davis Junction and then had to catch the through train coming out of Chicago to Kansas City.

When I got to Davis Junction I picked up my grip, walked along the long train and finally came up to the dining car. Standing by the steps of the dining car was the dining car conductor. He immediately spoke to me very pleasantly saying, "How do you do, Mr. Parker? Your dinner is waiting for you in the car."

I was not a little surprised to think that this conductor knew my name, but I will confess that I was secretly pleased for this little extra attention paid me, for I was hungry and it was nice to think that someone was thoughtful enough to suggest dinner. So, I had an excellent dinner, nicely served.

After dinner I strolled into the club car and there I found Mr. Byram, one of the then Receivers of the Chicago, Milwaukee, St. Paul & Pacific Road, with whom I was quite well acquainted. I laughingly told him of my experience and how the dining car conductor called me by name and that I had never seen him before, and I said, "if that's the type of diplomatic courtesy you are extending, you will soon be out of the hands of the Receiver."

As a matter of fact, although I am not sure, I presume that the agent in Janesville telegraphed to the train conductor at Davis Junction giving him my name so that he would be on the outlook for a six-foot plus, hungry man.

During the course of the evening, I had a very nice little visit with Mr. Byram and we commented somewhat upon the unusual degree of courtesy which seemed to exist on The Milwaukee Road. Mr. Byram said that since his official connection with the company he had endeavored to instill a new type of courtesy with all of the employes so that each one would feel that the St. Paul Road was his road and he remarked "I think we are succeeding."

He asked me when I was coming back and I told him and he said "You will find your reservation ready for you when you get to Kansas City on your return trip."

I had forgotten the matter and when I got to Kansas City on my return, I went to the Pullman Office and asked for a ticket. The man immediately said, "You are Mr. Parker, are you not?" I said, "Yes." He said, "Your reservation is all ready and we have been saving it for you," so The St. Paul scored another.

Not long since, I went to Chicago and took an early St. Paul train. I went into the dining car and had a very excellent early morning meal and such service at the table as I have rarely received on a dining car. I remember particularly eating some pancakes which were delicious. The conductor came to me and said, "How were the pancakes?" I said, "I never ate better." He said, "Let me get you some more" and he immediately called the waiter. The waiter came over smiling, and the conductor said "Get this gentleman some more pancakes." I had to beg off and tell him I had had all of the pancakes I wanted, and again I was secretly pleased, for dining cars are not ordinarily in the habit of offering you a second helping gratis.

Anyhow these little attentions made an impression on my mind, and here is the sequel:

With the coming of summer I thought I would like to select a half of a dozen young ladies from various departments in

Milwaukee Employees Pension Association

Members Entered on Pension Roll, August, 1930

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 August, 1930:

Name	Occupation	Division or Department
James C. Burns	Pumper	C. & M. Division
William B. Conover	Main Machinist	Minneapolis Shops
Frederick J. Fairchild	Baggagemaster	R. & S. W. Division
Eugene H. Fargo	Conductor	H. & D. Division
Henry Fraiken	Machinist	Minneapolis Shops
Frank W. Hayden	Pump Repairer	H. & D. Division
William Hennessy	Check Clerk	Chicago Terminal
John Herring	Watchman	Store Department
Herman Hoganson	Operator	C. & M. Division
Thomas Holland	Gateman	Police Department
Christ A. Kent	Flagman	La Crosse Division
Thomas King	Locomotive Engineer	H. & D. Division
George Kistler	Boilermaker	Dubuque Shope
John Klasy	Section Foreman	Madison Division
Edward Koch	Section Laborer	La Crosse Division
Charles Lutze	Carman Helper	Iowa Division
Paul Moore	Carpenter Helper	River Division
Grant L. Noyes	Baggageman	Madison Division
Baxter Quail	Coal Shed Laborer	Iowa Division
William M. Rich	Agent	Illinois Division
Jacob Rush	B. & E. Foreman and Carpenter	I. & M. Division
William Schneider	Laborer	Dubuque Shops
A. Frank Spillard	Telegraph Operator	Madison Division
Arthur Williams	Caller	La Crosse Division
Charles E. Zimmer	Store Helper	Dubuque Shops

C. W. MITCHELL, Secretary-Treasurer.

plant and make them a present of a trip to Yellowstone Park.

When this became known, the various railroad companies were what a salesman would call "hot after the business"—the Burlington, the North Western and The Milwaukee Roads.

After listening to what the railway representatives had to say, the advantages offered, etc., remembering my own personal experience with The St. Paul Road, I came to the conclusion that these young ladies would have a better time traveling with The St. Paul than the other lines on account of the little courtesies which I hoped would be extended to them.

So, The St. Paul Road got the business.

Now, here is the moral: The little courtesies which had been extended to me and probably to all other travelers on this railroad cost the officials and the employes nothing. Yet here is a specific instance of a dividend coming back to them for a rather substantial amount, and it was a pleasure to me to give the business to the railroad that instituted this kind, agreeable service to the patrons of their road.

* * * *

Now the business conditions of the United States have entered a new era. Probably never before have such wonderful opportunities been presented to the retail salesman—the man behind the counter—to give "The Chicago, Milwaukee, St. Paul & Pacific service," that creates a friendly atmosphere and a pleasant feeling on the part of the patron, which ultimately results in substantial dividends or business coming as a result.



Mrs. W. A. Sellman

The Same Hobby

Wife of Agent at Egan, S. D., Raises Flowers

HERE we have a picture of Mrs. W. A. Sellman whose husband is agent at Hatfield, Minnesota, and has seen twenty-three years of service on the Southern Minnesota Division. Mrs. Sellman writes:

"Dear Editor:—I saw in The Milwaukee Magazine, A. L. Murawska's hobby.

"I have the same hobby. My husband has been a Milwaukee Railroad depot agent and operator for twenty-three years, on the Southern Minnesota Division. I raise most all kinds of flowers that will grow in this locality. I have over

one hundred peonies, eighty-three named ones. Have not any very high-priced ones as yet, but have Fanny Crosby, Lieut. Hobson, Primrose, Sara Bernhart, Solange, Therese, Walter Faxon. I am adding to my collection this Fall, fifteen more choice varieties, and am buying these with plants and flowers I have sold this summer. For the past two years I have taken several blue ribbons at the Flower Show at the County Seat.

"I am enclosing a photograph of some of my delphiniums."

Mrs. Sellman's home is at Egan, South Dakota, and it is just those lovers of finer plants and blooms whom Mr. Murawska wishes to help with his offer which is advertised in the Classified section on Page 47.

Fire Prevention

L. J. Benson

DEMON FIRE is with us every moment of the day and night. No call is necessary to summon him. He always comes without asking and he always stays too long. He is most destructive and a fast worker. When he is little anyone can lick him, but as he grows bigger he becomes harder to handle and whip before he has done his mischief.

Fire once subdued may start again. Don't ever forget that. A remaining spark or a smoldering fire in some hidden place has often caused more trouble than the original fire. Remember that it is not destructive to apply plenty of water or to remove boards until satisfied that there is not the remotest possibility of fire remaining.

What does a fire mean on this railroad? It means that the operation of trains may be interefered with. It means somebody may be out of employment. It means machinery, equipment or a shop might be destroyed and then perhaps the management will decide against rebuilding or to locate the new shop elsewhere. Employes will then have to seek other work or migrate with the shop.

No one can argue against the importance of making fire prevention work a personal issue. Considering that ninety-five percent of all fires are preventable we all should regret the tremendous loss during the current year. It amounts to more than \$110,000.00 and surely that money is sorely needed. A little forethought could have saved it.

What causes these fires? The cigarette smoker who carelessly discards a burning butt. Lighted matches tossed in the same manner without a thought of the possible consequences. Oil soaked waste left in lockers, corners or like places that facilitate spontaneous ignition. Trash and rubbish allowed to accumulate in or near cars, under platforms, around buildings, stock yards, etc., open torches and acetylene torches improperly used.

Many fires seem to have mysterious origins. There is usually a primary and a secondary cause. One might be mysterious, but the other is always quite apparent.

Every employe should be concerned about our fire losses. Every employe should wake up to the fact that hazards not corrected will cause trouble. He should do a lot or a little toward preventing future fires. He should look for

fire fighting apparatus and become familiar with the manner of operating it. He should know how to call the city fire department and it would be well to remember that that is usually the best thing to do. The first few moments of a fire are the vital ones and judgment should be used in deciding how they can be used most advantageously.

October 5 to 11 was nationally observed as Fire Prevention Week. This rally should not be necessary to sustain our interest throughout the year in this campaign against needless destruction by fire. Railroad operations are not seasonal. They go on 365 days a year and so too should fire prevention work. Fires of yesterday can be forgotten but tomorrow fires must be avoided.

PREVENT FIRES — THEY ARE COSTLY.

FIRE PREVENTION

F for FIRE, the King of disasters,

I for INJURY, which often results,

R for RUIN, with charred wood and embers,

E for EVIL, which Fire exalts.

P for PREVENTION—let's all lend a hand,

R for REWARD, attained by precaution,

E for EFFORT, which we all must expend,

V for VICTORY, if together we function.

E for ERASE, the deficit for Fire's,

N for NEAR, to the goal that we seek,

T for TOGETHER, co-operation required,

I for INTEREST, which must not be meek,

O for OATH, let's proudly declare,

N for NOW,—that means everywhere!

Drafts from the Drafting Room

C. R. O.

A BOUQUET of flowers and best luck for a speedy recovery from the injuries received in an automobile accident while vacationing was sent to Leonard from the office.

True to good old Norwegian traditions, Magnus is organizing an Arctic expedition to discover the North Pole. He proposes using his Dodge sedan and assures us that he will find the pole if it is anywhere near Ironwood, Michigan. Atta boy! Mag, we admire such daring exploitations.

Ernie is having a friendly tussle with hay fever. But don't worry, Ernest, you have our sympathy, and after the first frost you'll be O. K.

Harold Chandler has reverted to the primitive and gone back to the ancestral Pueblo in Colorado. He said only for a vacation, but time will tell.

It's all right to own a roadlouse, Ruthie, but keep the insect off the sidewalk, otherwise you will get in trouble. Ruthie has just returned from a very enjoyable trip to Niagara Falls. She brings back very favorable reports that the Falls run both night and day.

Vernon Green and family spent their vacation at his home in Missouri.

The Agricultural and Colonization Department

Activities of Department Staff During September

R. W. REYNOLDS, Commissioner of the Department, made a two weeks' trip into Minnesota, Dakota, Montana and Washington, leaving Chicago, September 15th, and returning October 1st. He made stops at Minneapolis, Aberdeen and Lemmon, South Dakota, Miles City, Lewistown, Great Falls and Missoula, Montana, Spokane, White Bluffs, Hanford and Yakima, Washington. His stops were in connection with land settlement and agricultural development work. On September 27th, he attended the meeting of the Columbia Basin Irrigation League, at Yakima. On this trip, he gave special attention to the Irrigation Projects at Miles City, Fairfield and Missoula, Montana, and the Priest Rapids Project, in Washington. A large ranch, northeast of Lemmon, South Dakota, was visited in the interest of land settlement. The owners are planning on selling and Mr. Reynolds wants to place a colony of Hungarian people on this ranch if it is adapted to such settlement.

W. R. Hauser, Agricultural Development Agent, judged the baby beef exhibit and managed the sale of these calves at the South Dakota State Fair. The large and difficult class of well-finished calves was ably and satisfactorily placed and many favorable comments have been made on Mr. Hauser's work. This was in line with the aim of this Department to help in developing more feeding of livestock in Eastern South Dakota. The success of the boys and girls in finishing and marketing baby beef is the greatest incentive to marketing more feed crops through livestock.

J. K. Ford, Livestock Development Agent, co-operating with H. W. Warren, Division Freight & Passenger Agent, at Des Moines, and Mr. Boulter, Agent at Deer Lodge, has arranged for placing ten cars of feeder lambs which have already been shipped to Iowa. Twenty-three cars were to be loaded on September 16th and twenty-five more cars ordered. Mr. Ford states that an additional twenty-five can be placed if the lambs are available. Lambs are being placed, both on contract feeding and by purchase. This is part of the Department's program for helping Eastern Dakota and Corn Belt farmers to obtain western livestock through which they may market their feed crops. Contract feeding is used by farmers who do not have the financial backing to purchase livestock. The direct purchase promises more profit to the feeder and this Department recommends buying the lambs or cattle to place in the feed lot if the feeder can obtain the necessary credit.

Dan B. Noble, Agricultural Development Agent, Lewistown, is locating good feeder lambs and cattle through reputable livestock dealers in Montana to fill the demands from the Corn Belt. This Department works through the established channels of trade and uses the co-operation of livestock dealers who will deal squarely with the Corn Belt farmers. Mr. Noble is also working with the Development Committee of farmers on the

Greenfields Division of the Sun River Project as this is a territory which is of great importance to The Milwaukee Road, being served by our station at Fairfield. In addition to his work at Fairfield, Mr. Noble is co-operating with the businessmen and farmers along the Musselshell River to solve the problem of getting more land in this Valley into producing alfalfa and other feed crops.

C. C. McCormick, Agricultural Development Agent, at Seattle, co-operated with farmers in the Moses Lake country in solving their harvesting problems. Many new fruit growers are operating in this area and are pleased to have Mr. McCormick's suggestions and assistance. He reports that Mr. Seabolt harvested a three thousand dollar peach crop of high quality from fourteen acres. The land cost \$1,800.00. Another grower, Mr. Penrod, is making a very satisfactory living with potatoes while his fruit orchard is developing. Mr. McCormick visited the packing plants at White Bluffs and Neppel to learn of their problems and assist in increasing the amount of fruit handled through these warehouses located at Milwaukee points. An exhibit of products from the Moses Lake district was prepared and shown at the Spokane Inter-State Fair, with Mr. McCormick's help. This exhibit was instrumental in bringing the attention of a large number of people to the Moses Lake District.

Harold H. Doner, Development Agent at Minneapolis, has been assisting in the work of locating farmers who want western lambs and cattle. Through Superintendent Van Dyke, at Austin, and the agents along the Southern Minnesota Division, Mr. Doner has been able to make arrangements for placing many lambs on feed in this territory and has furnished information on prices and location of Montana stock.

The following is from the Wessington Springs, South Dakota, "Republican":

"Mr. Harold H. Doner, Agricultural Agent of The Milwaukee Road, arrived in the city Monday morning to further assist those who care to handle Montana sheep and cattle. He and Agent Jones are now in possession of 'up-to-minute' conditions and are anxious to have the farmers become acquainted with and make use of the service that this particular Department is endeavoring to render the patrons of this trade territory. Agent Jones states that it will be impossible to get in touch with all those who have called in response to a previous statement that gave no definite information and wishes all would make a special effort to see Mr. Doner, who will be here Saturday."

John G. Wegner, Colonization Agent, has been calling on prospects in Nebraska, Iowa and Kansas. He finds many farmers who are interested in our western territory.

Martin Himler and A. F. Fisher, our Colonization Agents at Columbus, Ohio, are making weekly contacts with Hungarian people in Detroit, Cleveland and other large industrial centers, including the coal fields of West Virginia.

E. E. Brewer, Colonization Agent, made a trip to the Troy Marsh, west of Milwaukee, to get information on the opportunities for developing truck farming on this land. He was accompanied by Mr. Gault, who owns considerable of this land, and made a very detailed report on the situation, which promises well for future tonnage.

Agricultural Projects in Bellingham Chamber of Commerce Co-operates with Farmers

IN its annual report for 1929-30, the agricultural committee of the Chamber of Commerce of Bellingham, Washington, reports that among other activities, it assisted in the organization and successful completion of boys' and girls' sugar beet club work. It also co-operated with a special committee in making a study of and assisting the Whatcom County Vegetable Growers' Association. A third activity of the committee was the promotion of the Holland bulb growing industry.

Our Dakota Territory Good Encouraging Facts on 1930 Crops

THE Milwaukee Road serves a large territory in Dakota. The following reports from that territory will be encouraging to all of us who are interested in the business for our company which will come from Dakota this fall:

Brown County, South Dakota, corn crop, following the rains, promises to make better yields than was anticipated.

Some corn fields in Bon Homme County, South Dakota, will average as high as 25 bushels per acre. Barley averaged around 30 bushels, oats 35, and wheat 12.

Paul Mueller, Grant County, South Dakota, harvested 2,000 bushels of Hope Wheat from 125 acres. Mr. Mueller expects to sell this for seed at around \$3.00 per bushel, and already has disposed of considerable of it.

West River Crop reports are very encouraging. Ed McQuirk, of Rapid City, had an average of 52 bushels on his wheat. Wm. Habinek, Scenic, combined 26 bushels of winter wheat to the acre. Batin Brothers, Wapakala, harvested 1,300 acres of wheat with a combine.

Frank Hemaseth, farmer-rancher of Presho, has built a 12,000-bushel grain bin to hold his 1930 crop.

The Greater North Dakota Association informs us there is no feed shortage and we quote from this organization's report as follows:

"We have just completed a survey of practically every county in the State and there seems no acute feed shortage anywhere. Where any shortage may develop later in a few isolated sections, there is ample supply close at hand. We can experience a reduction in our barley returns as compared to the 51,702,000 bushels predicted by the Federal Government, July 1st, and still be well above the average of the past ten years which was 31,640,000 bushels. There will be an expansion of feeding out livestock in some parts of eastern North Dakota, with present prices of feeders and an anticipated shortage of finished livestock, influencing farmers who can branch out in this direction."

The Facts About Montana Montana Repudiates Drought Condition Reports

THE following statement from the "Commercial West," published at Minneapolis, will give the readers of The Milwaukee Magazine the true picture of conditions in Montana. We are all interested in the territory served by The Milwaukee Road because conditions in this territory vitally affect every employe of the Company. Much newspaper publicity has gone out about drought conditions in Montana and we are glad to publish this statement, which corrects some of the exaggeration:

"It is most unfortunate that the livestock industry of Montana was handicapped, as it has been this year, by drought reports emanating from Washington and elsewhere in the East. These reports indicated that a serious situation existed in that State and that its livestock would have to go to the block under forced shipments because of burned out ranges, loss of feed crops, etc. Depressed prices for livestock resulted.

"Commercial West" believed at the time that the drought damage in Montana had been greatly exaggerated and, on August 23rd, it published the results of a survey, showing that there would be no forced shipments from that State or distress sales of livestock.

"Since then, our position has been amply substantiated by leading bankers and business men of that area, some of whom declare that the State has suffered a damage it will take years to overcome.

"Bad news travels fast and it probably is true that most of the East believed that Montana had been hard hit by drought. 'Commercial West,' however, has a circulation reaching most of the leaders in banking and industry in the East and we feel that its efforts to depict the true situation as to Montana will register conditions there in their right light in places where the greatest good will be accomplished for the State."

The "Commercial West" also quotes some bankers from towns located on The Milwaukee Road:

"In the Forsyth area, also in the Yellowstone Valley, the small grain crop is estimated at 25%, with about a 40% hay crop. R. D. Mountain, President of the Forsyth State Bank, also notes that livestock buyers are flooding the region, expecting to purchase at sacrifice prices. The normal commercial agencies are working to assist the livestock owners to carry their foundation herds.

"Farther East, along the Yellowstone, conditions improve. W. J. Flacksenhar, Cashier of the Security State Bank, Terry, says:

"We are well fixed here for feed; the drawback is prices for grain and cattle. We are not asking for help. This State has always taken care of its own problems."

"R. F. Smith, Cashier of the Baker National Bank, in the Southeastern corner of the State, reports hay and feed plentiful although the grain crops were damaged somewhat. Charles Hattle, Cashier of the First National, of Ekalaka, says:

"In general, I believe we have a normal, if not better, grain and forage crop in our district this year."

"He points out that his section will be able to lend considerable help to other areas by supplying winter feed.

"B. N. Forbes, President, National Bank of Lewistown:

"Livestock, on the whole, were never in better condition than they are at present; with recent rains in some sections, water holes are filled and there is any quantity of good grass now available; fall pasture situation is good and I believe it will be entirely possible to winter all our breeding stock. There is no district in this territory requiring emergency aid."

Montana Club Calves Shipped to Chicago

4-H Club Members in Fergus County Fatten Thirty-Two Calves for Market

MONTANA'S first carload of grain finished baby beef left Lewistown Tuesday, September 2nd, over The Milwaukee Railroad, for the eastern market. W. P. Jones, county agent, and Ed Cooper, president of the Central Montana Fair Association, assisted in this finishing contest for the last sixty days. The calves were each fed by separate boys and girls on grain ration and most of them made remarkable gains for the short time they were on feed. The calves were consigned to the 4-H Beef Club sale at Chicago, according to Ben F. Forbes, president of the National Bank of Lewistown, who had guaranteed the youngsters a good sale. Louis Troyke, prominent stockman in Montana, consented to accompany the calves to market. The fact that this is Montana's first carload of baby beef calves, raised by Montana's boy and girl club members, will demonstrate that these young people are paving the way to an important industry in that state. The fact, also, that such quality of stock can be put on the market at a time when Montana is supposed to be burned out and has a crop failure, should go a long way towards changing this wrong impression in eastern markets. The load of 4-H beef was one of a trainload to leave central Montana on the regular stock special which insures the fastest service that can be given in this area.

Dan Noble, our agricultural development agent at Lewistown, co-operated with the Central Montana Fair in the arrangements for the shipment of this carload of calves.

The thirty-three head of calves brought good prices on the market, according to Mr. Troyke. The 27 top calves sold for 10 cents, three at 8½ cents, and three at 8 cents. According to this price, the bank, which guaranteed 10 cents a pound for the calves, will stand to take a little loss but was interested enough in the development of this industry to guarantee a nice profit to the boys and girls who had so diligently carried on this project during the year. The total shrink on the whole carload from Lewistown to Chicago was 300 pounds.

The calves had been on only a sixty-day grain feed, and this was the first full carload of Club calves to go on the eastern market. As a result of this work there will be more finished quality products put on the market from central Montana each year. This fall several prominent sheep men in central Montana are planning on finishing out heavy lambs with low-priced grain.

The Livestock Association and the Extension Service sponsored this work in central Montana with the calves, and the

Wool growers are figuring on starting a lamb finishing project for the boys and girls next year.

New Markets Sought for South Dakota Products

State Chamber of Commerce Adopts Agricultural Program

THE Agricultural Conference of the South Dakota State Chamber of Commerce was held at Lake Madison, S. D., on August 9-10. The Milwaukee Road Agricultural Development and Colonization Department was represented by its agricultural agent for Dakota, Evan W. Hall, who served on the committee of three which drew up the agricultural program to submit to the Conference.

The object of the meeting was to formulate an agricultural program to submit to the directors of the State Chamber for their agricultural work during the coming five years. The leading features of the program, as adopted by the Conference for submission to the Chamber, were to assist in holding present markets and develop new markets for South Dakota agricultural products such as hogs, alfalfa seed and seed potatoes.

One of the greatest revenues to South Dakota farmers is the hog trade with Puget Sound cities, and it was recommended that the South Dakota State Chamber use its influence and spend some money to increase this trade.

South Dakota produces alfalfa seed of outstanding quality, and this business can also be increased in corn belt states and in this way supplant some of the wheat acreage, especially in the western part of the state.

It was also recommended that 4-H Club work, as carried on by the county agents and State College, be supported. This club work helps to increase good feeding practices for cattle, sheep and hogs, and is a practical way to encourage more feeding to South Dakota crops to live stock.

Agricultural Work on the Wisconsin Valley Division

Limestone and Sheep the Outstanding Needs in This Territory

W. R. HAUSER, our agricultural development agent, spent the week of September 1st with B. F. Hoehn, superintendent of the Wisconsin Valley Division. Mr. Hauser conferred with county agents and held meetings with farmers. A program for the increased use of limestone or lime sludge, and increased sheep production, was decided upon and Mr. Hauser will give considerable of his time this fall to such work.

At Wausau, Mr. Hauser, Tom Dodge, traveling freight agent, and Albert Lathrop, local agent, attended the meeting of the Farmers' Equity and spoke on the advantages of using limestone or lime sludge, and stated that sheep are very low in price and that now is a profitable time to invest in a farm flock.

Mr. Hauser feels that our department can encourage sheep production at this time because of the low initial investment necessary to make a start. All the representatives of The Milwaukee Road, on the Wisconsin Valley Division, are heartily co-operating with this department in a program for the development of this territory. Mr. Hauser will assist

the county agricultural agents in carrying out projects which they believe are important for the different counties served by this division.

Livestock Men Assisted at County Fairs

J. K. FORD, our livestock development agent, judged the livestock at the Lemmon, South Dakota, and Baker, Montana, Fairs. The livestock men were very appreciative of the services rendered by Mr. Ford because he gave his reasons for placing each class and discussed with the owners the good points as well as the faults in the animals exhibited.

The Agricultural Development & Colonization Department is assisting in every way which will bring better livestock into the territory served by The Milwaukee Road. Good livestock is the backbone of prosperity for the agriculture of our entire territory.

Mr. Ford also judged the livestock at the Tri-State Fair at Aberdeen. This gave him the opportunity to get acquainted with farmers in northeastern South Dakota and find out their needs for feeder livestock.

Puyallup Valley, Washington, Farm Proves Profitable

Mr. Gardner Tells of His Success on Eight Acres

"WE, with our three children, came to Puyallup eighteen years ago. At that time, we were able, by making a small payment down, to negotiate the purchase of the eight acres on Eleventh Street, N. W., where we still live. This tract is now under intensive cultivation and is being cropped as follows:

- 4½ acres raspberries
- ¾ acres sour cherries
- 1 acre blackberries
- 1¾ acre garden, tree fruit, lawn, buildings.

"We have a comfortable, well-built, modern house, a poultry house for 800 layers, other needed buildings. Our entire plant would be valued at about \$15,000. Besides paying for and improving the place, we have made our living and educated the children. The daughter is now Supervisor of Music in a Washington school. One boy is a cow tester in Oregon, the other son is still in attendance at the Washington State College.

"Our 4½ acres of red raspberries brought us this year:

13,855 lbs. of shipping berries at 11c per pound\$1,524
44,300 lbs. of canners at 10c..... 4,430

58,155 lbs. Total...\$5,954

"This is 12,973 lbs. to the acre, nearly 6½ tons. The entire expense of producing and harvesting was \$2,000, leaving a net income, from berries, of \$3,954, or \$878 per acre. We marketed 12,000 lbs. of cherries, which netted us \$600.

"The 1¾ acres of garden and tree fruit will just about support the family. The raspberry crop is somewhat above the average this year, while the blackberry crop is far below the average.

"If we allow ourselves a salary of \$2,000, we still have left \$2,554, which is 17% on the \$15,000 valuation of the place. This does not take into consideration a possible \$1,600 labor income from 800 poultry which we might have had if we had been willing to do the work, but Mrs. Gardner and I thought we would

let up a little on the work so we 'passed up' the poultry.

"We attribute the success of the fruit industry in the Puyallup Valley to two outstanding reasons: First, to the Valley, itself, which is very fertile and has a fine climate, no 100° in Summer or Zero in Winter. Second, to our co-operative marketing associations. These relieve the producers of all trouble and anxiety about the marketing end of his business."

Land Settlement Advertising Campaign

Many Newspapers Being Used to Tell About Farming Opportunities in Our Western Territory

THE Agricultural Development and Colonization Department, in September, started an advertising campaign to tell prospective settlers in the central states, and on western irrigation projects, about the possibilities for farming in territories served by The Milwaukee Road. Western Dakota, the Moses Lake country in Washington, the Judith Basin and the Greenfields Division of the Sun River Irrigation Project, in Montana, are being advertised in publications, with a total circulation of over nine and one-half million. This list of papers includes nineteen foreign language papers through which the foreign population in our industrial centers will be reached.

Twenty-one farm publications are being used to tell the farmers of the central states about possibilities offered them on the low-priced lands of these western areas. Twelve of the leading newspapers are carrying this advertising in their columns. The first two weeks have brought many inquiries from people who are interested in securing farm homes.

The campaign will be carried on through this Fall and Winter.

Montana Stock Men Pleased With Livestock Service

The Milwaukee Road Establishes Good Reputation for Fast Service to Eastern Markets

DAN B. NOBLE, our agricultural development agent at Lewistown, reports that F. R. Smith, our traveling inspector, who has been working on the Northern Montana Division during the past six weeks, has conferred with livestock men regarding the service rendered by The Milwaukee Road.

Mr. Smith points out that the reduction in loss and damage to livestock has not only been a big saving to the livestock men, but has greatly reduced the damages which have heretofore been paid by the railroad to the stock growers. Mr.

Smith also states that the reduction in loss is not altogether due to the railroad, that a large part of it is due to the increased co-operation by the livestock men in proper loading, and the educational work that has been conducted, through farm papers and other sources, in proper loading, the main thing of which is to prevent overcrowding in hot weather and proper bedding during the various seasons of the year. He is of the opinion that the new Milwaukee livestock equipment is a great improvement over some of the old equipment, and is a big factor in getting stock to market in better shape. He states that the company has spent a large sum of money during the past year to give better service to their livestock patronage in helping to reduce this increasing loss.

Mr. Smith further states that proper handling of cars, such as sanding and cleaning during the fall months, and bedding during the cold months, has been an important factor in this loss reduction. He says that the especially fast livestock service that the road is building up, and maintaining on schedule time movement, getting stock from northern Montana to St. Paul and Sioux City in 70 hours, and Chicago in 100 hours, providing two feeds and rest periods en route, is also an important factor in cutting down losses and shrinkage en route to market.

Assisting Farmers to Secure Feeder Lambs

W. R. Hauser is assisting farmers at Huxley, Iowa, to secure feeder lambs. During the week of September 15, he called on new feeders in this territory, giving them information on prices and location, freight rates, and other details. The Department is assisting new feeders to start their operations in order to increase the feeding of livestock in Milwaukee territory.

Developing New Feeding Areas

OUR agricultural development agents have surveyed localities in the Dakotas and Minnesota, where sheep and cattle can be fed. There is a great need for developing new feeding areas, as much stock from Montana will have to be marketed this year due to feed shortages in the dry sections of the state along our line. The increased numbers of feeding lambs being produced are pressing for markets, and the Agricultural Department feels its responsibility in hunting and developing new feeding sections in eastern South Dakota and other corn-growing sections.



Muskego Yard Office Force, Milwaukee. Top—Left to Right: Tom Roach, Dan Crowley, Wm. Griffin, M. Lanham and J. J. Schub. Bottom: R. J. Foley, Paul Alberts, Al Jeska, D. Connor, A. Brown, Geo. Trabert, Wm. Cary, F. Patzke, Ann Millard, F. C. Stubbe and Frances Brennan.

HELP WANTED!



From Logs to Dressed Lumber

THERE is a vast difference in the handling accorded to dressed lumber as compared to the manner in which logs are handled. When one views a forest of tall and stately evergreens ranging from 100 to 150 feet in height and 2 to 10 feet in diameter, it is difficult to connect them with the comparatively small pieces of finely dressed lumber of almost snowy whiteness. As we watch, a lofty monarch comes crashing to earth, a victim of the woodman's axe and saw. No sooner has it come to rest, than it is shorn of its needle clad limbs and then sawed to lengths about forty feet. Next a cable is fastened around one end and, piece by piece, it is dragged up hill and down along swaying overhead sky lines to be ingloriously dumped in a pile convenient for loading on log flats.

At this stage the logs are loaded by a donkey engine on log flats for a rail trip to the mill. Sometimes its destination may be only a small mill pond or perhaps a lake, but many of them eventually find themselves dumped unceremoniously into the waters of some bay of the Pacific. Their rough treatment does not end with that, for from the mill pond they are dragged one by one up a skid incline into the mill and sawyer's table. Here with the aid of circular or band saws the transformation begins and with the further aid of planers and shapers is completed so that in from 10 to 15 minutes after the log has been dragged into the mill it emerges in the shape of finished lumber ready for the dry kiln.

Methods of Handling

Each log furnishes a number of grades and dimensions of lumber, but there is only one that gives us much concern in taking care of it with suitable equipment and that is dressed lumber. It is here we note the change in handling. With the log no treatment was too rough but with the dressed lumber it is necessary to go to almost the other extreme in properly transporting it.

The development in dressed lumber handling has been accompanied by a corresponding change and development in logging operations as well. The growth of both of these operations is in sympathy with the present trend toward economy and efficiency in the lumber industry. They have presented new problems in railroad operation, particularly as concerns car supply.

Change in Logging Operations

The past four or five years have witnessed a gradual but nevertheless marked change in logging operations. In times past most of the logs on the Coast were cut to a forty-foot length regardless of the condition of any part of the log. Then it mattered not to the logger that ten

or fifteen feet of the log knotted, dry rotted or cracked. Such defects went along with the balance of the log, but resulted in the entire log grading second class instead of first class, reducing sale price for the entire log 2 or 3 dollars per thousand feet board measure. Tariffs at that time did not encourage economy in car supply by requiring heavy or capacity loading of cars, and the railroad log scaler made necessary allowance for non-merchantable timber.

Under these conditions it was comparatively easy to satisfy loggers with equipment and flat cars 36 to 40 ft. in length 60 to 80 capacity were used.

Later on there was developed what is termed a skeleton log flat. This type of car has very little decking and no side sills. The decking extends over the trucks only leaving the center sill for about 30 feet in the center of the car without decking. This type of car met with favor by the railroads and log operators due to its lesser cost, lighter weight, and minimum repairs necessary. With the full deck type of log flat the side sills were subject to considerable abuse in the loading and unloading of the logs resulting in a continual expense for repairs. The only objectionable feature to these cars is the fact that they were unsuited for anything but logging service, thereby reducing the flexibility of the flat car supply.

However, shortly after the injection of skeleton log flats, loggers began to grade their logs more efficiently by cutting off the ends of logs that had defects that would result in a number 2 grade for the entire log if not removed. This resulted in many short length logs being offered for movement, ranging from 8 to 20 feet in length. These short logs could not be handled on skeleton log flats so log operators began to look with disfavor on this type of car and now insist that a substantial percent of the cars in their service be full deck cars.

Heavier Loading—Heavier Trains

At about this time it became more economical to load heavier and to handle heavier trains. This necessitated the injection of 80 and 100 capacity flats into log service and removal of most



Dryad, Washington, Station—A. O. Burton, Agent

of the smaller cars. As a result the loggers are using the same type of equipment that is required for other revenue loading, leaving little demand for the small cars, and this is generally the logging equipment situation today.

The word general is used because in logging operations on the Lines West which extend from the Rocky Mountains to the Pacific Ocean, varied conditions are met in handling logs. Some are due to the physical character of the locality, others due to railroad operations.

On the Coast Division the logging activities are confined principally to branch line operations and although a considerable portion of them are in mountainous territory, at the same time they do not present any particular engineering obstacles in economic handling. It is, therefore, possible to use 80 capacity cars to a greater extent on the Coast.

Going east to the Idaho Division we came to the white and yellow pine territory. These logs are of smaller diameter than those handled on the Coast and are cut in 16 to 20 foot lengths owing to the changed standards of the lumber being marketed, and are loaded two tiers on each car, one over each truck. The logging operations on this division offer many obstacles in the transporting of the logs to the mill.

Counter-Balance Operation

We have one operation called the Counter Balance Operation. The cars are delivered to the logging company at Clarkia, Washington, where they are picked up by logging company power and transported for a distance of 10 miles. At this point the operation is confronted with 6 miles of 50 per cent grade going up one side of the mountain and 6 miles of 50 per cent grade on the opposite side in order to reach the timber that is being logged. The character of the mountain is such that it does not lend itself to a switch back operation or a circuitous route, short of unreasonable expense of construction, and in order to surmount that obstacle powerful donkey engines are installed on the top of incline with 12 miles of cable operating on drums that are geared so that both cables are reeled in at the same time from opposite directions. In this way when loads are being pulled up one side of the mountain, empties are coming up the other side and the weight of the two movements more or less are utilized, the proportion being two loaded cars to four empties. This cuts down considerably on the amount of power required to pull the loaded or empty cars to the summit, and when cars have reached the top the loads go down one side and the empties the other so that there is not a great deal of braking power required on the part of the donkey en-

gine. This operation has an output of 35 loads per day.

Logging on the Rocky Mountain Division

Still farther east we come to the Rocky Mountain division where the operations are carried on on the east slopes of the Bitter Root Mountains and foot hills. In connection with the logging in this territory, there is a heavy traffic in mine stulls which are moved to Butte for use in the mines and owing to the fact that the operations are principally main line it is necessary that 100 capacity steel flats be used exclusively in this service. In this territory also the timber is principally pine and is also cut to 16 and 20 foot lengths, the load consisting of two tiers of logs, one over each truck, as on the Idaho Division.

There is a general cessation of logging in the States of Washington and Idaho from about July 4, continuing through the balance of July and the month of August, owing to the dry weather making the continuance of logging operations extremely hazardous from a fire standpoint on account of the general dry condition of the timber and underbrush in most localities. This creates a temporary surplus of equipped log flats during that period, which we are unable as a general thing to make use of in any other service.

More Careful Attention to Dressed Lumber Shipments

It is true that we have always had dressed lumber to move, but not in the volume nor in need of the attention that is now in evidence. About 15 years ago the bulk of the individual lumber consignments consisted of rough lum-

ber filled out with dressed lumber. The latter involved principally a small portion of the order and was loaded in the car first and the rough lumber placed over it, in this way it was protected from the weather and other objectionable elements of travel. Under such conditions no particular stress was placed on the conditions of box cars for the loading of lumber.

As the years went on the Panama Canal cut in deeper and deeper on the rough lumber shipments. Consequently there is considerable less rough lumber moving from the West Coast by rail but a heavier volume of the dressed lumber than in the years past. It is moving now in carload lots, there being little of the old mixing of rough and dressed lumber in the same car. Changed buying conditions and the faster rail handling are largely responsible for the change.

Lumber shippers are now taking every precaution to insure their product reaching its destination in apparently as clean and as fresh a condition as it was the day it was milled, many of them going to the extreme of papering the inside of the car to prevent dust from marring the shipment. As a result of this there is an insistent demand for box cars in much better condition than was previously required.

The cars must have tight roofs and sides, doors must close tightly and there can be no nails, bolts or anything of like nature on the interior of the car that might cause chafing or damage to the lumber while in transit and that is why of late years there has come into existence a requirement for what we term "a dressed lumber car."

Current News of the Railroad

Polo-Birmingham Line Construction

THE work on the Polo-Birmingham Line has now been in progress for four months and the grading and bridge work is approximately two-thirds completed. The weather has been ideal during all this time as rain has not interfered with the contractors to any great extent. While this dry weather was not satisfactory to the farmers, it was just what the contractors needed.

Part of the work is being done by the Rock Island, and I will say a few words in regard to the progress they have made on their work. Their principal job is the bridge over Crooked River at Elmira, which is estimated to cost between \$400,000 and \$500,000. The contractor on the concrete work is Winston Brothers of Minneapolis, and they have nearly completed their work. The steel in the bridge will not be erected until track is laid over the new line.

The St. Paul Company have a large bridge over Fishing River, on which the concrete work is completed; also a large bridge over the Canyon at Liberty. The bridge at Liberty is about one-third complete, but the steel will not be erected until the track is laid.

The grading is 90% completed from Liberty to Birmingham, and the contractors estimate that if the weather holds they will have all of the grading and bridge work completed between Polo

and Birmingham before the end of the year.

It is proposed to lay 100 lb. rails continuously on the Milwaukee Line from Polo to Birmingham. 8½' ties will be used. The work of tracklaying will not be begun until frost breaks up in the spring. The ballast will be furnished from the cinder pits along the Kansas City Division and will be placed approximately 1' in depth below the tie.

This work having been done by the use of tractor wagons holding from seven to fifteen yards, it is hoped that the material in the dumps has been pounded down sufficiently so that there will not be the usual sliding and slips which have occurred in years past in this locality.

There will be some few changes in the location of the Station Buildings at Polo, Liberty and Moseby.

Boy Scouts Return

Toledo Boy Scouts Returning from Yellowstone Park—Arrived in Chicago on The Olympian, August 31st

The Boy Scouts of Toledo, Ohio, this year took their summer outing, hiking through Yellowstone Park. They carried their own equipment and camped in the Park. There were twenty-seven in the party and they came back from the Park, Gallatin Way, occupying a special sleeper in The Olympian train, arriving August 31st. They boys were in charge of their Scoutmaster, Mr. J. Housman of Toledo.

Delegates to Masonic Conclave

Returning from Seattle, Arrive On The Olympian

A party of twenty delegates returning from the tri-ennial conclave of the General Grand Council Royal and Select Master Masons; and the Grand Chapter, Royal Arch Masons returned from their meeting in Seattle, in a special sleeper on The Olympian, September 1.

Traveled "Special" to National Convention

International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers Enroute to Cincinnati

Approximately 150 members of the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers traveling in a deluxe special train en route to the national convention of their organization in Cincinnati, arrived in Chicago, from Seattle, over The Milwaukee Road, September 6. An observation car was attached to the train, and radio receiving sets were a part of the equipment accessories. The dining car service was under the supervision of George Rector, director of cuisine.

New 100,000-Gallon Steel Tank Replaces Old Wooden Tank at Milbank, S. D.

MILBANK is the site of a new 100,000 gallon steel water tank. This tank which is supported by a sixty-five foot tower replaces the old wooden tank and is a great improvement. Trains are able to take water in one and one-half minutes. In addition to improved service, the new tank adds greatly to the appearance of the right of way and surroundings.

The painting of The Milwaukee Road emblem on the side of the tank, a new feature, adds to the appearance. The new tank is about ninety per cent completed.

Main Street is at the present time being paved four blocks north and six blocks south of the Milwaukee right of way, making it necessary to improve the railroad crossing. The pavement is being constructed with a reinforced concrete base and asphalt top. The improved railroad crossing consists of reinforced concrete slabs. In addition, a drainage system is being installed, and all tracks over the crossing are undergoing a complete rebalancing and relaying. Griswold signals have been installed on either side of the tracks.

The work being done by the City Engineer will cost approximately \$11,000, and our own work will equal that amount. The total cost, including installation of Griswold signals will exceed \$25,000. The Engineering Department is working with the City Engineer and the project is being carried out in a satisfactory manner. Improvement of the crossing will enable all vehicles to cross with perfect ease and comfort. We may be able to show you some pictures of this project at an early date.

Florists' Association Enjoy Special Train Service

About 175 members of the New York and Boston Florists' Telegraph Delivery Association, returning from the annual meeting of their organization in San

Francisco, spent September 14 in St. Paul, Minn., and left for Chicago in a de luxe 16-car special train over The Milwaukee Road.



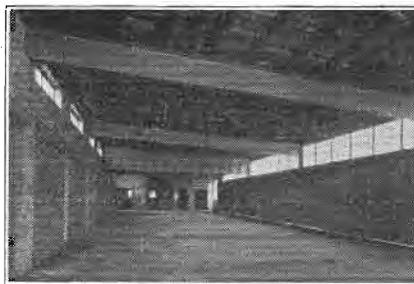
Interior Views of New Janesville Freight Station

Madison Division Activity

TIME saving ideas are coming to be of considerable significance today in the world of railroading, which combined with modern mechanical means of handling freight may be regarded as a step in the right direction and proof of this may be witnessed in the completion of a new freight house at Janesville, Wisconsin, that takes the place of one erected many years ago when the time of switch crews had not the significance that it has today, and delivery from carrier to consumer does not mean now what it did then. The almost instantaneous distribution of car loads of machinery, supplies, etc., in the present day from freight car to consignee has been, undoubtedly a factor in the new construction, for no other conclusion can be reached in the present instance when there is seen the facilities provided and the location selected.

As to location: The accessibility from main line and branches is conceded to be the best and a comparison with the old or abandoned location need not be dwelt on with much deliberation to arrive at the conclusion that an improvement of vast magnitude has been effected in the change. Time, such a factor in present day transportation, was kept well in mind when the new location was chosen, and still more so when the facilities provided are considered.

A new brick building one hundred and twenty-two feet long, with a two-story section having a molded-stone floor on the east end for the accommodation of



Agent and staff, has just been completed as a freight house in the vicinity of what is known as Five Points or at the intersection of Pleasant Street and Washington Avenue. The building itself has a concrete foundation and the floor is on concrete with mastic top, which is the latest thing for use under heavy trucking, becomes hardened with use and reduces the noise to a minimum. The so-called "sliding door" has been used on the track side. This type of door is a distinct improvement over the door now generally in use in that an exact spotting of cars is not necessary. Cars stand where it is convenient to place them and the doors are opened accordingly. On the opposite side of the freight house, or the north side, Majestic rolling doors, which are simple in design and very practical have been used. All openings have been painted gray, which matches the red brick exceptionally well.

There is a 300-foot trucking platform extending west of the building and along side the track which serves the building itself. Paralleling this platform and the building itself is a concrete driveway 52 feet wide, so placed and graded as to provide easy approach from the street. On the north side of this driveway a new team track has been constructed.

The drainage is well taken care of by connecting up with city storm and sanitary sewers.

It would be amiss to contribute this much on the new layout and property if no mention were made of the many expressions of satisfaction that have greeted the ear of the writer by nearby residents and passersby since the completion of the improvement, because of the "tone" it gives the locality and which of course is brightened by the well finished track layout. Worden-Allen Company, Chicago contractors, handled the work.

Red Hot Coals from the Racine and Southwestern Division

L. J. L.

ENGINEER PACKARD, of Rockford, recently attended his first big league ball game. He was lucky in getting in to see a doubleheader, and one of the games went into extra innings, so that he saw in all, 24. Packard said "those seats got hard after the 19th inning." This was at Chicago.

Conductor Matson has joined the ranks of passenger solicitors. He very recently secured a passenger from Rockton to Beloit. Frank talked to this party on the station platform at Rockton, and persuaded him not to walk, as he intended, but to ride, thereby gaining a revenue of 11 cents for the company. Very nice work, you have the interest of the company at heart, Frank.

Mary Howard, superintendent's office, Beloit, is spending a few days at Madeline Islands.

R. M. Telfer, agent, has a pass issued him by the Western Union Railroad. This pass is

dated at Racine, October 30, 1874, in favor of R. M. Telfer, from Dakota to Freeport and return. Granted account agent at Shannon, Ill., good 30 days only, and signed by W. H. Franklin, assistant superintendent. This is certainly quite a relic and should prove of interest to the employes of the old Western Union, now the Milwaukee.

I have a tintype picture of a couple of employes who are familiar to most of you—Engineers Nathan, Morgan and Cumminsford. This picture was taken in Rockford in 1907, when men were men, and there was plenty of free lunch. They are certainly a pair of handsome boys, even if I do say so. This picture you no doubt will find in the society column.

Our congenial agent, F. W. Houston of Rockford, has given up his monthly writings for our humble sheet. It's too bad that business has so increased that we lose the talents of this great journalist. Now, no fooling, Mr. Houston handled a mean pen, and I don't mean maybe. I wish he would write again, as I always like to have a line from Rockford.

Can't you send some news, Mr. Houston?

Ticketman A. L. Hanson has taken up the deaf and dumb language; anyhow he is talking with his hands.

Piccolo Pete (Harold Armock), has not spent much time in Beloit lately. I suppose her dad is a traveling salesman and is home for two or three months. Come on up and get acquainted, Harold.

Racine and Southwestern Division Employes' Picnic at Delavan Gardens

Sunday, August 17th, approximately 300 employes of the R. & S. W. Division assembled at Delavan Gardens for their third annual picnic. A special train was operated from Racine for those east of Delavan, and those on the west end used the Southwest Limited, which made special stops for employes. The picnic started under way at an early hour, and except for the lunch at noon, the time was taken up with sporting events of all kinds. Prizes for the various events were furnished by the merchants of Beloit, Racine, Delavan and Elkhorn. Pop, ice cream, candy, fruit and coffee were furnished free to all. One hundred cases of pop were consumed; 50 gallons of ice cream, and 4,000 cones were made away with.

The oldest employes and the oldest married couple on the grounds were Mr. and Mrs. R. M. Telfer, Beloit. Mr. Telfer has been with the Milwaukee Road 65 years. The second oldest employe was John Connors, agent at Beloit, with 47 years service. The second oldest married couple was Mr. and Mrs. Ed Dawes of Stoughton. Adam Robinson of Janesville was the lightest fireman, weight 111 pounds. (It is not known whether he weighed in before or after eating the free lunch.) George Driscoll, Beloit, was the lightest brakeman, weight, 130 pounds. Bill Reimer of Milwaukee was the heaviest engineer present. He topped the scales at 265. John Rossmiller, Racine, was the heaviest conductor, his weight was not recorded but he received the unanimous vote for the honors of heavyweight conductor. Kathryn Becker was the youngest person present, age 3 months. Mr. and Mrs. Ray Nevins, Beloit, were the youngest newlyweds, having been married in January, this year.

The Kitten Ball championship was won by Beloit over Racine, they winning two out of three games.

The following were the winners in the various sporting events:

W. E. Bates, Jr., Beloit, winner in swimming race for boys 10-12 years.

Miss McIntyre, Beloit, winner in events for girls 14 to 18.

Mrs. McIntyre was second in the women's race.

In the fat men's race Sid Mallock and A. Koester were first and second, respectively.

Edward Hannaford was second in the race between engineers and firemen.

Roy Clark was second in the race between conductors and trainmen.

Mr. Wm. Zimmerman was second in the operating department race.

Phyllis Poppel won the women's free-for-all.

In the bald headed race Bob Smith and Sid Mallock were winners.

Other race winners were: Joe Clark, first in shoe race. Ann Corbett first in girls' race 6 to 9. Hazel McIntyre second, 12 to 14 girls' shoe race; Phyllis Poppel second. Sonny Black first, boys' race 6 to 9. W. E. Bates, Jr., first, boys race 10 to 12. Boyd McIntyre second, boys' race 12 to 14.

The enginemen were victorious in a tug-of-war with the firemen.

Harvey Goff, Elkhorn, had the largest family on the grounds—10 children. Frank Flemming, Springfield, was second with 8 children.

CLAIM PREVENTION

FRIGHT UP THIS HANDLE WITH CARE

Carload Damage

WE ARE pleased to note that a large number of the employes are cooperating to the extent of furnishing us with reports covering any cars which they have had an opportunity of observing either in the course of loading or unloading. Many of these reports contain valuable information not only from a claim prevention standpoint, but in various other ways, and we are taking these means of asking not only the continued support of such employes as have already sent in reports, but to appeal also to the balance of the personnel that they, too, put out an extra effort, if necessary, to give us some information of this character.

Our claim payments due to Rough Handling—Unlocated Damage—Concealed Damage for the first seven months of the current year amounted to \$314,000.00, this amount representing 62 per cent of the total. You will agree, no doubt, that this money could have been put to very good use instead of simply being charged to WASTE. The principal causes for damage in carload shipments are as follows:

1. Loose loading, i. e., failure of shipper to tightly stow the commodity in the car, thus permitting it to shift in transit even with ordinary handling, and causing damage.
2. Inadequate or improper bracing, causing one or more of the bracing members to give way in transit and permitting the lading to shift, with consequent damage.
3. Inadequate crating or failure to otherwise protect individual articles in each shipment.
4. Use of the wrong dimension nails or inadequate number in nailing either the crating or other protection on individual articles; also similar failures in securing blocking or bracing.

Insofar as outbound loading exceptions are found, we should immediately call the attention of the shippers to their omissions in order that corrective measures may be applied and thereby eliminate possibility of damage and a consequent claim.

Claim Prevention Suggestion

George C. Fauss, Agent, Granite Falls, Minn.

ALL SHIPMENTS should be plainly marked and bills of lading should be carefully executed. Waybills should check exactly with the bills of lading, and after completion, should be rechecked for errors.

A check should be made of each and every shipment offered for forwarding, any and all exceptions to be noted on bills of lading and billing.

We have received shipments of flour and sugar at different times where sacks had been torn and prevented a claim by sewing up the tears. Have also straightened out bent tinware before delivery and thereby avoided complaints and probable claims. These preventive

acts do not take as much time as would the extra correspondence if we failed to do our part, and then, too, claims would be entered. Many such claims have been eliminated at this office, with apparently little effort or time. Our records show but few claims covering LCL freight received. We believe that if every Agent would do likewise, it would greatly help in reducing claims; also would cut down the correspondence to a great extent.

Stock loading should be watched to avoid overloading and to note any exceptions on the Contracts and billing.

Grain cars should be carefully examined for weak door posts and other defective conditions in this connection. We cannot remember of a single claim being entered to cover grain shipped from this station. The Elevator Man will meet anyone in the entire district provided we do our part in furnishing good cars.

Every shipper abhors a careless railroad and a careless railroad is such only where the careless employee exists. Eliminate the careless employe and the careless railroad will be eliminated, thereby holding the confidence of the shipper, increasing the revenue and cutting down freight claims.

Live Stock

A CHECK of waybills covering cars of livestock showing exceptions at various Stock Yards during the period

August 20th to 30th, inclusive, disclosed that on only 41 per cent of the total dead and crippled animals checking out, did we have a notation of any kind on the waybills to indicate that our interests were protected at the original station.

To assist employes whose duty it is to make an inspection of the live stock at loading stations, we are giving the following examples of just what we are finding wrong at the various destinations:

- A. Overcrowding, particularly in mixed loads and in shipments of sheep.
- B. Many old canner cows are being found dead and crippled without notations of any such animals being loaded.
- C. Partitions in mixed loads either insecurely installed or placed too high, permitting the various classes of animals to mix and thereby causing deaths and injuries.
- D. Bulls are not being tied in many instances and no notation to this effect placed on billing.
- E. Finding many cattle with lump jaws and hogs with large tumors, but no notations covering.

It is our understanding that there is a great deal of cholera and other animal diseases throughout the Midwest, and under the circumstances, we want to get an absolute record of each and every animal which is loaded in a sick or slow condition; the record to show the approximate weight and color of the individual animal found in this condition.

Station WLE

Harriet

HISTORY REPEATS ITSELF

AT the close of the World War on an assignment from the President, Mr. Roy Dougherty was one of a party to go over the devastated sections of France to figure the cost of it.

Today, this same invincible fellow is assigned the duty of investigating our claims to figure their cost and to find ways and means of preventing them.

We would prevent war. Then, too, let's prevent claims by common sense and good judgment.

QUESTIONS

Abby returned from an enjoyable vacation somewhere in Oregon, looking more than ever like peach melba, to have our "wizard of a Don" up and at her all in one breath—"I heard you were well taken care of up in the East—South—West? What did friend Bob say to meeting all the new boy friends? How is the employment and money situation up there? Do the drinks flow as freely as in Chicago? etc."

"Drat the boy anyway (as Roy says), it takes more than 21 years for some boys to become men."

SUGGESTIONS

Somebody suggested that Rose and Miriam wear red petticoats the next time they want to flag a train when in the middle of a high railway bridge.

And in line with suggestions, "don't be like Rose and Miriam," go a-walking with your sweetie on a trestle, your head in the clouds, get about the middle and hear the toot of an engine and no place to run. Remember, "Safety First."

AWAH, AWAH!

9:30 A. M.—"Take a letter in regard to one black hog short at Marquette Yards."

10:00 A. M.—"Rewrite that letter about the black hog, it just died."

RAY'S CORNER

Some day we're going to hear an awful crash; it will be Tony falling off his chair.

We may get one pulled or we may get two pulled, but when Al gets them yanked, well, there "ain't no moh." For bigger and better tooth aches, see Al.

Shorty, the horseman, heh, heh. Why he can't stay on a box let alone a horse that Bob bets on!

King wants to work where there's peace and contentment. Let's get him a big safe—yes, and close the door.

Mary, the little poker face; never mind that, living in Galewood squares everything.

The train stopped before it hit Rosie and Miriam on the trestle. The engineer sure used his head—trains are worth a lot of money, you know.

Don: Well, hot sht, how's your work today?
Ray Listen, there'll be a cold shot lying around in a minute!

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Janesville Chapter

Mrs. Louis Michael, Historian

FIRST regular meeting of the Janesville Chapter, for the winter term was held Sept. 2. There were about 30 members present.

Minutes of the last regular meeting, which was held in May, were read and approved. A meeting was held in June but as there was not a quorum present, no regular meeting could be held. September meeting opened with the reading of the club motto. We are very proud of our new printed motto, which Mr. George Bailey printed and framed and presented to the club.

Receipts and bills were read for the months of June, July and August. Cards of thanks were read from many of our members, who have received sunshine.

The club voted to hold election of officers in March instead of December as in the past. All new officers will then take their offices the first of April.

Sunshine chairman gave a very interesting report of all the work her committee has been doing in the past 3 months. This committee is one that works the year around. Many of our chairmen were not present to give their reports.

A card party was held Sept. 4 and cards were played at 10 tables. Groceries were given for prizes.

Janesville was one of the lucky chapters to receive one of the prizes of \$15 for getting its full quota of members for 1930. A dinner will be given Sept. 16 for all members and their families. A splendid program will be given after the dinner.

The sympathy of the club is extended to Mrs. Doyle in the recent death of Mr. Doyle. Also to Mr. and Mrs. Leo Cooper and Mr. and Mrs. Stanton in the death of their dear little children.

Games of jokes were played and refreshments served. Miss Warden played several pianos.

Tomah Chapter

Mrs. Herman Lanke, Historian

THE Tomah chapter opened its fall meetings Sept. 3, in the community room of the public library with Mrs. Wm. Brown, president, presiding.

Due to this being our first meeting after our summer vacation and the dull times there was very little to report on. Our annual picnic, held June 22, was a big success. All reported a good time with plenty to eat.

The meeting was opened by saying the club motto, singing "America, the Beautiful" and "Let's Keep the Bells of Harmony a-Ringing."

Reports of the Secretary and Treasurer were read and approved, other chairmen gave their reports. Mrs. F. Kohl, chairman of the Mutual Benefit, reported five relief cases during our vacation. The Sunshine Committee was also busy during this time trying not to forget any one. Our membership chairman reported 190 voting members, 143 contributing members, the most we have ever had. Our ways and means chairman was not present, as her husband has been in the hospital. We are not trying to make money at present, but willing to spend the nice sum we have in our treasury if necessary. Our president stated she was glad to see so many out and repeated the little verse she had read in the magazine:

"It's easy enough to be pleasant
When life flows by like a song,

But the man worth while is the man
Who will smile when everything goes dead
wrong."

After the general business was conducted the meeting was turned over to Mrs. A. Harris, chairman of the program committee. We then listened to a very interesting program:

Solo.....Audrey Tucker
Owan Vaudell, at the piano.
Reading.....Frieda Bigelow
Reading.....Ada Last
Piano Solo.....Miss Brown
Playlet....."Home Trials"
Mrs. Harris, Mrs. Wilkeson, Mr. Harris.
Reading.....Irmgardt Gebhardt
Reading.....Mrs. Kemsey

Tacoma Chapter

Mrs. M. A. Seivert, Historian

TACOMA CHAPTER held its August meeting at the home of Mrs. Harry Hatch on Lake Steilacoom, the 25th. About forty enjoyed a bountiful picnic luncheon served at tables placed on the lawn under lovely forest trees. The shrubbery with paths leading down to the lake shore make an attractive setting.

Mrs. J. E. Devlin presided over the business meeting. She announced that Tacoma again won a prize for its fine membership increase for six months ending June 30.

Mrs. George Loomis, chairman of the Benevolent committee, reported five families assisted during the past month. Four children were outfitted with shoes and clothing ready for school. Used furniture was given by members to help furnish a home for a family of seven. Cash expended was \$50.74, donations, \$30.00, a total of \$80.74.

The Sunshine committee chairman, Mrs. Chris Schmidt, reported that her committee had made 67 calls, bringing cheer to those confined in the hospital. Also 17 messages of sympathy were sent.

Mrs. A. J. Buchen, Safety First chairman, outlined her plans for the new year with interesting reports promised for next meeting.

A rising vote of thanks expressed the deep appreciation to Mrs. Peyette and Mrs. Hatch for opening their beautiful country homes for our summer meetings.

Mrs. E. J. Carter of Mobridge, S. D., and Mrs. C. O. Hatfield of Seattle were our guests. The social time was enjoyed by boating, swimming and visiting. Motoring back to the city in the late afternoon closed a delightful summer day.

Council Bluffs Chapter

Mrs. Carmen Underwood, Historian

COUNCIL BLUFFS CHAPTER held its first fall meeting on September 3rd, and all seemed glad to be together again, inasmuch as no meetings had been held during the hot summer months.

We all felt the loss of three of our members through change of residence, namely, Mrs. Ed Van Horn and Mrs. Jay Hollingsworth (former historian), who now are in California, and Mrs. Vrie (former treasurer), now of Chicago, ILL. The newly elected treasurer to fill the vacancy left by Mrs. Vrie is Mrs. Ed Hollingsworth.

At this meeting it was reported by the Sunshine committee, Mrs. Hugh McLean, that eight persons had been sick. This meant many personal calls, phone calls and bouquets by the committee and sister members.

In Welfare work one family had been supplied with groceries in the amount of five dollars.

We were pleased to be one of the chapters to win fifteen dollars in the membership drive. Through the organization of two leaders who in turn chose their helpers, we had a contest to see which side could get the most new members. Mrs. Ed Lee and her helpers were the winning side.

At the next meeting on October 1st we will have a pot-luck dinner at noon, and the side who lost will furnish the dessert.

The contest afforded much pleasure to all who participated.

Our club held an ice cream social open to the public, on the evening of July 18th, on the beautiful lawn of Mr. Martin Schmidt. All who were there enjoyed the evening.

Des Moines Chapter

J. McG., Historian

THE regular monthly meetings of the Des Moines Chapter Milwaukee Women's Club were resumed Friday evening, September 5th at 8:30 p. m. The meeting was called to order by our president, Mrs. L. L. McGovern.

Reports from various committees on their activities during the summer months were read and discussed. It was interesting and encouraging to know that though the club members did not get together for their regular meetings they were active in carrying on the good work of the club. The Welfare committee especially are to be congratulated on their untiring efforts. We sincerely hope that the ladies who have so cheerfully given their services will continue in the good work and interest others, especially new members, in the club activities.

We are sorry to report the loss by death of two of our contributing members, Mr. W. J. Caskey and Mr. W. E. Cramer, both conductors.

The chairman of the Ways and Means committee, Mrs. W. L. Finnicum, announced a card party to be held in the club rooms September 18th. We hope we will be able to tell you in the next issue of the Magazine what a grand success it proved to be.

On our next meeting night, Friday, October 3rd, the club will hold a pot-luck supper at 6:30 p. m. After supper there will be a short business meeting and program, the remainder of the evening to be spent at bridge.

We are greatly pleased to announce that the Des Moines Chapter was one of the chapters lucky enough to win the \$15.00 prize awarded by the General Governing Board for those who by June 30, 1930, reached the membership attained by them December 31, 1929. We take this opportunity to thank those who helped on the drive and those who made it possible by becoming members. We hope that every member, new and old, will enjoy the club work, and that it will be possible for them to attend our meetings.

Wausau Chapter

Mrs. W. W. Essells

THE president, Mrs. E. J. Czamanski, called a meeting of the board of directors on Tuesday, August 5th, at 7:30 p. m., to discuss necessary welfare work and plans for the year. It was decided to use the \$50 contribution of a trainman, who insists on remaining anonymous, in the scholarship fund since so many demands are being made on it at present.

The club met for its regular meeting Tuesday, September 9th, at Tomahawk, where we were delightfully entertained at a luncheon by the Tomahawk ladies. The tables were prettily decorated with cosmos and gladiolus.

Immediately after the luncheon the business meeting was held.

The report of the Welfare committee displayed increased activity. Three orphans were provided with adequate wearing apparel to start them in school. One 16-year-old boy was given a new suit of clothes and accessories. It was reported that Mrs. Harry Norenburg, of Tomahawk, provided a family with potatoes and bread over an extended period of time in addition to doing the family laundry.

Why shouldn't the club grow in numbers and favor when women of such calibre are active in it?

Following the business meeting bridge and "500" were enjoyed. Mrs. Leo Ziebell and Mrs. John Schultz, both of Wausau, won the honors in bridge, and Mrs. E. Randow, of Wausau, and Mrs. Carl Granholm, of Merrill, were awarded the prizes in "500."

The representation of members by towns was as follows: Wausau, 27; Minocqua, 7; Irma, 2; Merrill, 7; Wisconsin Rapids, 2.

Everyone seemed pleased to have the meetings begin again.

Terre Haute Chapter

Alice M. Church, Historian

VACATIONS are about over and our first regular meeting was held at the club rooms, Thursday, September 18th. There was a supper for all members and their families, followed by the business meeting and entertainment. Though we have not met in regular session during July and August, the various committees have been very busy, especially the Sunshine, Mutual Benefit and House and Furnishing Committees. Flowers and cards were sent and several calls made by our Sunshine Chairman, Mrs. Wilson. Mrs. Barnes, Chairman of Mutual Benefit, has been very busy and several needy cases have been taken care of.

Some badly needed repairs have been made to the club rooms and we now have new floors and new paper on the walls, which brightens up the rooms very much.

On August 21st an executive committee meeting was held at the club rooms and several business matters discussed. Various ways of making money were discussed and the Ways and Means Committee is planning something in the near future.

Our club lost one of its members recently when Mrs. R. S. Bentley moved to Minneapolis, Mr. Bentley having been transferred to that city, and although Mrs. Bentley will be greatly missed by the members of the club, we all hope that she will enjoy her new home.

Our president, Mrs. Blackwell, has been at Bedford for the past two weeks account serious illness of her mother.

It was decided to invite the general executive officers to make us a visit sometime this fall, and we are all looking forward to their visit.

Dubuque Chapter

Mrs. W. O. Wright, Historian

THE Dubuque Division picnic held at Eagle Point Park, Dubuque, July 1st was attended by 220 members and their families and friends. At this time the regular monthly Safety First meeting was held, Mr. E. A. Meyer, Supt., presiding. A question box was provided for the members. This question box when opened proved to be very interesting, especially for the ladies, as it gave them an insight of what was being done along those lines. This meeting was largely attended.

After the Safety First meeting, a delicious picnic supper was served at 6 p. m. After supper there were various games and races in which men, women and children competed for prizes.

At this time we welcome to our Club, Mr. and Mrs. W. J. Whalen, our new Train Master

and wife. Mr. Whalen originally being a Dubuque Division product and promoted from this Division to several other Divisions and having returned among us, affords us great pleasure.

After a vacation of two months, the members of Dubuque Chapter held their meeting Thursday evening, Sept. 4th, in Temple Hall, Locust at 9th St. with an attendance of about 75 members, our President, Mrs. W. F. Keefe, presiding.

After the regular routine of business, it was decided to hold a card party in this hall, Thursday Evening, Sept. 18th, Mrs. O. Wellman, Chairman of same.

Plans for a bazaar to be held this fall are also being formulated.

Although our regular monthly meetings were dispensed with during the summer months, our Board met as usual.

On account of the unemployment situation, our Sunshine Committee has been very active making many calls on the sick. Fruit, jelly, a great many articles of wearing apparel, and furniture have been distributed, in addition to our regular relief work.

After the meeting, card games and refreshments concluded a very interesting session.

Marion Chapter

Mrs. J. B. Fosdick, Historian

NO business meetings were held by the club during the summer months but the various committees were busy, and social activities of its members included a picnic to which members and their families were invited.

Mrs. J. C. Smith, social chairman, presided over a dinner enjoyed by over a hundred guests, in the pavilion at Thomas Park. Before the dinner many enjoyed a swim in the new swimming pool adjoining the park, and afterward attended the dedicatory services of the pool.

A great many members enjoyed summer vacation trips.

Death entered our midst and the sympathy of all members is extended to Mrs. C. LeRoy, who mourns the loss of her husband, whose death occurred early in June, and to Mrs. A. J. Elder, whose father, Engineer Dahl of Savanna, Ill., passed away last month.

At the regular business meeting held Thursday afternoon, September 11th, Mrs. Cessford presided, with 22 members present. Mrs. Cooper, Mutual Benefit chairman, was busy during the summer and reported several cases cared for. Twenty-two personal calls and eighteen telephone calls were made on members and over fifty-six dollars was expended for relief since the May meeting.

The Sunshine chairman's report showed over four dollars spent in her work.

Flowers were sent to two funerals.

Our recent membership drive was a success and won for us the \$15 in cash offered by the general governing board.

Mrs. Cessford spoke of the arrival of furniture for our contemplated club house. This is much appreciated and admired by those who have seen it. A committee was requested to secure, if possible, a room to be used temporarily as a club room and fitted up with this furniture.

Deer Lodge Chapter

Mrs. C. A. Olson, Historian

DEER LODGE CHAPTER resumed activities on September 2nd. Mrs. S. B. Winn, president, conducted the business session.

After the regular order of business and reports from various committees had been disposed of the members were delightfully entertained by Miss Ruth Phelps with dancing and

several vocal solos, accompanied at the piano by her sister, Miss Julia Phelps.

Plans were made for a card party and dance to be held on October 3rd. Everyone is urged to attend as we wish to make this, our first social event of the season, a success, both financially and socially. Considerable funds will no doubt be required to care for the needy during the coming winter months.

We were visited during the summer recess by our president-general, Mrs. H. E. Byram, and Mr. Josiah Green, a director of the MILWAUKEE from New York City. Mr. Green was very much pleased with the general appearance of our club building. He made a generous donation to the club, thereby becoming a contributing member.

Fullerton Avenue Chapter

Marie Nixon, Historian

THE regular monthly meeting of the Fullerton ave. Chapter was held in the club rooms Saturday afternoon, September 13th, and luncheon was served at 1 o'clock.

We were very glad to have Mrs. Byram with us again, and enjoyed her most interesting talk on the work the other chapters are doing. We were also glad to have members of the Union Station Chapter with us and hope to see them often.

After the business meeting, bridge was played and instructions given on contract bridge by Mrs. Effie Kelsey, a well known bridge instructor.

The new lunch room in the building is now in charge of the Club and is being operated by a caterer. A very delicious and inexpensive lunch is served every day and everyone in the building is urged to patronize it, as the proceeds are used for welfare work.

There is to be a series of card parties to be given in the near future so watch for announcement.

Beloit Chapter

Mrs. George Brinkman, Historian

BELOIT CHAPTER met for its regular meeting September 10th, in the Legion Hall, with twenty-five members present. Our president, Mrs. N. P. Thurber, opened the meeting. Reports were read by the various committee chairmen. The Sunshine Committee reported during the month of June, ten personal calls, four dollars for flowers and one letter of condolence. In July: one bouquet of flowers, twelve phone calls and one letter of condolence. In August: \$6.50 for flowers, five personal calls and ten phone calls.

At the September meeting no future plans were made, but everyone come out to the October meeting, when plans must be made for the good work to go on, and social entertainment for the coming winter.

After the business meeting refreshments were served.

Harlowton Chapter

Ora Halverson, Historian

HARLOWTON Chapter held its regular meeting September 8th, after a month's recess.

The number of cases handled by the Sunshine and Relief Committee were two; personal calls, three; the amount spent was \$22.37.

Mrs. Byram, president-general, passed through Harlowton in August and was met at the station by the women of Harlowton Chapter. She was presented with a bouquet. Mr. Green, one of the directors of the railroad company, was with the party, and made us a nice donation, which was greatly appreciated by the club.

A picnic was held by the chapter, which was well attended, and a very good time was enjoyed.



AT HOME



The Fashion Finger Points

Elinor Corcoran

Have you ever seen such an array of gorgeous clothes as those gracing our favorite store windows this fall? They are so chic, so elegant and so charming. The woman who likes to look tailored, no longer needs to look plain and the woman who is not boyish and thin can look her best in this season's models.

While in general the foundation frock and coat are the same as they have been—except for natural waistlines and slight fitting—the details are completely different. In fact, it is the detail of fall garments that dictates—"this is chic" or "that is uninteresting" while it used to be that if we heard "collar" we thought of a definite thing—a piece of material closely following the neckline—now a collar might suggest any one of several things, perhaps it does not even fit around the neck but draped on the shoulders, etc. The same with cuffs—now they can be up as high as the elbow and as for fitting around the wrist—they are best if they are not fitted.

Wardrobe Choice an Art

The woman with good sense and taste considers the choice of her wardrobe a precise art and she spends much time and thought on it. There are so many beautiful business and street costumes this year and as they are practical and useful, one or two should be included in every wardrobe whether the owner be business woman or home woman. And with the increasing beauty of fabrics—(I will tell you about them in a minute)—and the up-to-the-minute patterns that we now have it is fairly simple to look smart and charming at moderate cost.

The New Materials

Now let us glance at the new materials—there are monotone tweeds usually made into two-tone outfits, the skirt of one tone and jacket of harmonizing tone. Then there is a new variety of canton crepe—flatter than the one we knew several years ago—which is good for sport; afternoon and street wear. Jerseys also have taken a new turn—they are disguised to look like other materials, sometimes so completely that they can scarcely be recognized—but they must be good looking. Dotted wools are perhaps the newest of new materials. The dots are sometimes made in the weave with rayon threads or they are worked in contrasting yarn. These are just some of the very newest and besides them, there are silk tweeds and travel prints that run a close second to those just considered.

Classify the Wardrobe

Now to return to the wardrobe of the woman of good taste. First of all let her classify her activities. Does she play golf, tennis, bridge, go to luncheons and the theater? or is she a business woman needing mostly street clothes with only one or two evening frocks? After determining what type of clothes she needs on what color should she choose



Jean, Five and One-Half Years Old, Little Daughter of Howard A. Florus, Secretary to President Scandrett. Jean is Smiling Over the News of a Brand New Baby Brother, Born September 13, Howard A., II.

her outfits. Then let her choose an outfit for each occasion and enlarge on that in whichever direction she thinks best. The woman of moderate means will find her wardrobe much more pleasing and greatly improved by carefully studying her needs before setting out to buy.

Good Things to Eat

STUFFED PEPPERS. Slice off the stem ends of six green peppers, remove the seeds and parboil three minutes in boiling water to which has been added a small bit of baking soda. Bring one-half can of tomatoes to the boil and let simmer twenty minutes; rub through a sieve and continue simmering until there is one-half cup of tomato puree. Season with salt and pepper and add one-half cup of hot boiled rice. Let stand until the rice has absorbed the tomato, then add one boiled sweet-bread, broken into small pieces. Add one-half teaspoon of salt and one-eighth teaspoon of paprika. Fill the peppers with this mixture, arrange in dripping pan, sprinkle with bread or cracker crumbs and bake until crumbs are brown. Remove to circular pieces of toast and pour around the following sauce:

One tablespoon flour, one tablespoon melted butter, stir in one teaspoon of dry mustard, thoroughly, and add one tablespoon of vinegar, one-half cup boiling water and the beaten yolks of three eggs. Cook in double boiler, stirring constantly until thick. Add salt and a few grains each of black and cayenne pepper. A tablespoon of currant jelly may be added just before serving.

Peppers Stuffed with Corn. Slice off the stem end of the peppers and remove the seeds. Par-

boil in boiling salted water, with bit of soda. Drain and fill with the following mixture: Two and one-half cups (or one can) of corn. Place in pan, add one-half cup of milk and cook slowly twenty-five minutes, stirring frequently. Season with salt, butter and pepper.

Cover the stuffed peppers with crumbs, pour over a little melted butter and brown in oven.

Potato Apples. Mix two cups of hot riced potatoes, two tablespoons of butter (melted), one-third cup grated cheese, one-half teaspoon salt, pinch of cayenne, a little nutmeg (if liked), two tablespoons heavy cream and yolks of two eggs. Beat thoroughly. Shape in form of apples, roll in flour, beaten eggs and crumbs, fry in deep fat and drain on brown paper. Insert a clove at stem and blossom end before serving.

Double Chocolate Nut Cake. The following is contributed by Mrs. George Loderhose, president of Fullerton Avenue Chapter, Milwaukee R. R. Women's Club, and is a cake on which she was awarded a prize by Calumet Baking Powder Company:

One-half cup butter; two cups sugar; four eggs, well beaten, but not necessary to separate; one cup milk; two cups and a half of Swansdown flour; four level teaspoons of Calumet Baking Powder; nine teaspoons of melted Baker's chocolate; one cup chopped walnuts; one teaspoon of vanilla. Bake in two layers and use the following filling and icing; one-fourth pound unsalted butter; one pound powdered sugar; two whole eggs (not beaten); melted chocolate to suite taste; vanilla flavoring.

RESTORATION

H. E. Smith

"Peace, God is here and quiet reigns,
All the weary struggles of past years,
The hurts, distrusts and morbid fears
Have vanished, and content remains.
Some blessings Faith will bring,
Flowers with each succeeding spring,
Birds, returning to nest and sing,
Music for those who touch the right string.
If Thou wilt lead me like a child again,
Rest will come, like refreshing rain
To calm my restless, tired brain.
For where God is—Peace must reign."



Robert and Joseph Cherney

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1930-1931 BOOK OF FASHIONS.

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

6945. Ladies' Dress. Cut in 5 sizes: 34, 36, 38, 40 and 42 inches bust measure. To make the dress with the cape in a 38-inch size requires 5½ yards of 39-inch material. Without the cape 4¼ yards. The cape alone requires 1 yard. To make cape, collar, tie and belt of contrasting material requires 1½ yards 39 inches wide, cut lengthwise. Price 12c.

6959. Girls' Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. An 8-year size requires 2¼ yards of 35-inch material. For contrasting material ½ yard is required cut crosswise. Price 12c.

6805. Ladies' House Frock. Cut in 5 sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38-inch size requires 3¾ yards of material 32 inches wide. For facing of contrasting material ¾ yard 32 inches wide is required, cut lengthwise. To finish with bias binding requires 4¾ yards 1½ inches wide. Price 12c.

6947. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18-year size requires 4¼ yards of 39-inch material. The sash of ribbon requires 2½ yards. Price 12c.

6964. Ladies' Blouse. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires 2¼ yards of material 39 inches wide. Price 12c.

6937. Ladies' Suit. Cut in 5 sizes: 34, 36, 38, 40 and 42 inches bust measure. To make the suit for a 38-inch size requires 4 yards of material 54 inches wide. 2¼ yards of 39-inch lining will be required for the coat. The collar of fur requires a piece 30 inches x 15 inches. Price 12c.

6952. Ladies' Night Gown. Cut in 4 sizes: Small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. A medium size requires 2¾ yards of 39-inch material. To finish as illustrated requires 3 yards for neck and armseye edges, and 2¼ yards for the lower edge (of lace or banding). The sash of ribbon requires 1½ yards. Price 12c.

6840. Girls' Dress. Cut in 5 sizes: 1, 2, 3, 4 and 5 years. A 3-year size requires 1¾ yards of material 32 inches wide or wider. To

trim bertha edges with plaiting will require 1½ yards. To make collar of contrasting material requires ¼ yard 39 inches wide, and cut crosswise. Price 12c.

6957. Girls' Dress. Cut in 5 sizes: 6, 8, 10, 12 and 14 years. A 10-year size requires 2½ yards of 35-inch material. The cuffs and belt of contrasting material requires ¼ yard 35 inches wide cut crosswise. Tie and sash of ribbon require 3 yards. Price 12c.

Twin City Terminals—Mechanical and Store Departments

N. A. H.

HARD LUCK

GEORGE RUSHLOW and wife, who are now located in Long Beach, California, had planned to leave for Minneapolis, Minnesota, on a visit. The day before the one chosen for starting, George went down for a last swim and was caught in a rip-tide and carried out to sea. By an effort which sent him to bed for a week, he just succeeded in getting back to the beach.

A week later, just as he felt able to start the delayed trip, Mrs. Rushlow stepped on a stick which rolled and sprained her ankle, delaying their starting another week. At the end of the week George went down and made their railroad reservations, but when he came back to his home an officer was waiting for him with a subpoena, commanding him to serve thirty days on the grand jury. Well, George went up and told the judge his story and "His Honor" said, "I think you had better start to Minneapolis right away." George thought so too, so they started their journey and have been enjoying themselves once again in Minnesota, visiting their numerous relatives and friends.

Mr. J. L. Brossard, our roundhouse foreman at St. Paul, spent part of his vacation out at Aberdeen visiting Mrs. Brossard's folks.

Last, but not least, Mr. Stanley Comrie, clerk in Minneapolis roundhouse, is back from his vacation but as yet we have not heard just what took place while he was gone.

Mr. John Turney, division master mechanic, has gone through another month without an injury of any kind.

Effective September 9th, the L-3 engines started to run through Milwaukee-St. Paul-Minneapolis.

Mr. E. J. Kervin's many friends throughout the Twin City Terminals extend their sympathy to him and family in the loss of that little twin daughter, Jean.

Former fuel supervisor, Mr. W. W. Baldwin, was a caller at South Minneapolis.

Mr. J. A. Shabarker, district Safety First inspector, also called and was always willing to suggest helpful suggestions in this great SAFETY FIRST DRIVE.

Francis Longley, caller, South Minneapolis roundhouse, invested in a new Chevy but later on looked bewildered and wonders why he bought the car instead of furniture. Cheer up, Francis, you have a car which you evidently could have gotten along without, but TWO cannot get along without furniture, so the furniture will be yours eventually.

Mr. John Fleming of Wabasha was one of many callers recently.

The annual Kitten Ball Game and Luncheon given by the helpers of South Minneapolis roundhouse, took place August 7th at the farm of Wm. Boche in the town of Bloomington. They played until 6:00 p. m., when the score resulted in a tie—20-20.



ON THE STEEL TRAIL

A Letter From the West H. & D.

Hello Gang!

One of the highlights this month is the return of Conductor "Billy" Foster from his West Coast home. "Billy" will, no doubt, be with us until cold weather.

Ray Hanicker is a visitor from the Pacific Coast. Mr. Hanicker is an engineer on the Coast Division, and resides in Tacoma, Wash. He is attending a reunion of the Hanicker family here in Aberdeen.

Conductor E. H. Fargo is seriously ill in St. Luke's Hospital. Mr. Fargo has been in the service since 1881—almost fifty years, and has many friends who wish him a speedy recovery.

B. C. Bishop has requested information and data on modern out-door swimming pools and out-door skating rinks for Montevideo.

Mr. Evan W. Hall, agricultural agent, with the Milwaukee Road since the establishment of the Agricultural Department and who has been in charge of the Western States Agriculture Department at Miles City, has been promoted to the position of assistant commissioner in charge of agriculture. Mr. Hall will assume his duties in Chicago, September 1. Paul Lewis, at present county agent at Miles City, will fill the position vacated by Mr. Hall. Mr. Lewis will take up his duties in Aberdeen, October 1.

A project of interest is the stock scale for the use of shippers. The scale is being placed at the yards and will be completed in about two weeks.

Miss Mayme Wilson has returned unmarried, from a two months' vacation spent in Rapid City.

Joe Sexton is working with a construction company at Hastings, Minn.

Chief Clerk W. H. Murphy, Aberdeen, gets poetical and contributes this one to the bulletin board:

"Let Safety First forever be
The motto of the H. & D."

A general service meeting was held Tuesday, August 26. Among those attending were Mr. Christopher, general superintendent, Mr. Shea, assistant engineer, Maintenance of Way, and Mr. John Hills, former superintendent of this division.

Irvin Kuckelburg, Bert Huen and Ralph Homelstad spent August 10 in Minneapolis looking over the Foshay Tower and visiting "Bill" Kramer. The boys returned with badly sunburned tonsils. Irvin Kuckelburg also spent a few days in Sioux City visiting relatives.

"Bill" Berg, chief clerk at the freight house, spends too much time at the Bellman Produce Company. "Bill" says they have a lot of cars to check.

Leo Hamilton, delivery clerk, took a nice ride a few nights ago. The car mired in a cornfield necessitating a nice long walk home in which a pair of French heels were ruined.

We have heard just one story too many about the bride's first biscuits, so we dug up this one on Tracy. In fact, it was told to us by Tracy's recently acquired bride. It seems the happy couple were about to have one of

their first meals alone. Mrs. Tracy was busy frying an over-size T-bone, so Tom wanted to be helpful. Mrs. Tracy came into the dining room and found that Tom had strained the tea. "Why, darling," she said, "did you find the lost tea strainer?" "No, dear," replied Tom, "I used the fly swatter." While Mrs. Tracy was showing signs of catalepsy Tom said, "Oh! that's all right, dear, I didn't use the new one; I took that old one you were going to throw away."

Ed Soike is recovering from infection of the eyes.

The Milwaukee Diamond ball team will not wear the glittering crown of the city championship. In the game Tuesday evening, August 26, the Milwaukee men were defeated by the Cosmopolitans. The Cosmos won by a mere point.

Here's a treat, Gang: Flaming Youth in the Gay Nineties as told by C. J. McCarthy to Charlie Boland. This is one of the romantic episodes of Mr. McCarthy's career. Years and years and years ago, when McCarthy was a young fellow, the schoolteacher boarded with McCarthy's folks. Now the schoolteacher was one of those sophisticated young women from the East and, naturally, McCarthy, who was wearing his first long pants, was one of the many candidates for her hand. One evening the teacher consented to go with McCarthy and the hired man to the ice cream social at the schoolhouse. McCarthy drove the team. It was a spirited team, but McCarthy was the original one-armed driver. He slipped his hand into the teacher's muff and let it remain tightly clasped in the little hand in the muff. When the party was nearly home the teacher said, "Well, if you two boys will stop holding hands in my muff I'd like to use it myself."

Emil Bechtle is planning a trip to New York. He read in the paper that Miss Ella Wendell of New York, a girl of eighty summers, has \$100,000,000 worth of C. D.'s and lives on a piece of property worth \$2,000,000. She uses kerosene lamps and makes her own face powder from chalk.

It is an ill wind that blows nobody good. The gas war is a boon to Max Hansen. He is buying a comptometer on the installment plan so he can see how many trips he can make to Java with gas down to seventeen cents.

The monthly claim prevention meeting was held in the Milwaukee Women's Club rooms on August 8. At this meeting, which was largely attended, the following employes received special mention: A. J. Saunders, F. Soike, G. Dafnis, A. Parson and J. Herzog. Due to care and diligence in checking freight these men have prevented payment of claims.

A. W. Lindquist has returned to his job of warehouse foreman after three months' absence necessitated by a sore foot, during which time he was under a physician's care.

D. D. Haldeman refereed a prize fight at Linton the other night. Perhaps some of you boys are not aware of the fact that "Del" is an ex-pugilist. He tells us he was in the ring under the name of Jack Haddon, and has a string of twenty-seven knockouts in forty-three

battles. "Del" was a trainer in Jim Corbett's camp, so be discreet in your actions when in "Del's" company.

Stanley Core and family, en route to their home at Rapid City, stopped for a visit with E. L. Feddern on August 8. Mr. Core is road-master at Rapid City. He attended the claim prevention meeting while in Aberdeen.

L. H. Feddern has rigged up a lawn roller, which looks practical, to say the least. A large size sewer pipe is filled with concrete and a gas pipe is inserted in the center of the concrete while soft. This gas pipe acts as an axle, to which iron rods are attached. A handle of wood completes the device. Lonie says he will be glad to lend the roller to any one on the division if Grover Tonner ever returns it.

The passenger depot and surroundings are kept in apple-pie order by Sam Toney. Sam has been with the company twenty years and claims a record of no-reportable injuries.

Wisconsin Valley Division

Lillian

THE sudden death of Engineer H. M. Gilham, which occurred August 13th, was received with deep regret. Although Mr. Gilham had been in ill health for some time he was up and around and was in the office the evening before passing away. The funeral took place from his home at East Jackson Street, Saturday, August 16th, at 2:00 p. m. The employes on the Valley Division extend sympathy to Mrs. Gilham and family.

General Superintendent D. W. Kelly spent part of the day of August 14th in the office and on the division.

M. M. Harrington has returned to the dispatcher's office after spending two weeks at Rothschild where he was making a terminal allowance check.

Mrs. J. Buntrock, passed away at the home of her daughter, Mrs. R. Sanders, after a lingering illness. Mr. J. Buntrock preceded her in death just a few months ago. The deceased are parents of Mrs. Jule Manhart. The division employes extend sympathy to Mr. and Mrs. J. Manhart and Mr. and Mrs. R. Sanders.

A. B. C. Dunham, engineer, now connected with the Railway Commission at Madison, called on us at the office for a short time recently.

Mrs. Frank Matthies was confined to her home for a few days on account of having the misfortune of spraining her ankle.

George Rohr, while fishing in Lake Wausau August 3rd, landed a eight-pound wall-eyed pike.

Miss Gladys Johnson, clerk for the round-house foreman, Wausau, has returned from a vacation, which we understand was not as pleasant as it might have been, as most of the time was spent at home confined in bed. Too bad, Gladys, a whole year to wait and plan for it, too, but another one to look forward to next year.

Frank Voeltze was fishing over the week-end and Labor Day, and caught his limit of fine Northern pike. A story goes with this that is interesting only when told by Frank himself, and he will be glad to tell you all about it.

Lawrence Nowitzke went to Chicago where he attended a ball game between the Cubs and Pittsburgh on September 7th. He is quite a fan and anticipates seeing a few games during the world series.

Jim Kennedy of Minocqua caught a 51-inch muskie weighing 42 pounds in Tomahawk Lake on August 19th.

Alvin Fox and Jos. Berg, of Milwaukee, guests at Villa Venice on Squaw Lake, caught a 30 and 12-pound muskie, and James Fox brought in a 14-pounder.

Frank H. Miller and son John, fishing from Squirrel Lake Lodge, caught six nice pike and wound up by bringing in an 18½-pound muskie.

Mr. and Mrs. Fred Lehrbas left for Chicago where Mrs. Lehrbas will enter a hospital for treatment.

Mr. and Mrs. Paul Bertrand have returned from a pleasure trip which they took visiting through the east.

A 30-pound muskie has been on display at "Joe's" sporting goods store, which was caught in Lake Wausau by Martin Kaatz and Clarence Young. It was a fine specimen and attracted much attention.

Mr. and Mrs. Charles Streble are the proud parents of a baby girl born to them September 3rd. Charlie was passing out the cigars and, I think, candy, too.

Mrs. Arthur McDonell, who was at St. Mary's Hospital receiving treatments, has returned to her home.

A family reunion was held at the Wm. Theiler resort north of Tomahawk, Sunday, September 7th. A one o'clock dinner was served and a very pleasant afternoon spent. Mr. and Mrs. Charles Lattimer and son Charles, of Wausau, were among the guests.

The illustrated lecture and stereopticon entertainment which is to be given by Charles W. Maier, special representative, Grand Lodge, Brotherhood of Locomotive Firemen and Engineers, under the auspices of the Wausau Lodge and Ladies Auxiliary, is being looked forward to by many, and a large gathering is expected. Mr. Maier has traveled more than 1,500,000 miles in the interest of the brotherhood and has some most valuable information regarding conditions confronting the organization at the present time.

Mr. Wade R. Hauser, agricultural development agent, who has charge of the Wisconsin territory, spoke to an audience of about 92 men and women at the Schley Town Hall at 8:00 o'clock Tuesday evening, September 2nd. Agricultural subjects of great interest were brought up and a friendly discussion on some of the problems and activities followed. Mr. Hauser also spent part of this week in Wausau and Marathon Counties, outlining with the county agents plans by which the Railroad Department may co-operate in the development of various types of live stock and to increase co-operative shipping and marketing. Mr. Hauser attended meetings in the county and spoke at a meeting of the Wausau Equity, along with Thomas Dodge, also of the railroad's Agricultural Department, and Albert I. Lathrop, local agent; and later in a conference with County Agent W. J. Rogan arranged for a series of meetings to be held this month, at which time they will tell of the advantages for many farmers to introduce flocks of sheep on their farms.

The Safety First meeting was held at Merrill on the evening of September 4th. Mr. M. J. Flanigan, manager of the Safety First Bureau, gave a very interesting talk to a group of 106 men.

Mr. J. A. Steele, agent, Mr. Walter Knox, section foreman, and Wm. Hirsch, car inspector, were commended on the nice manner in which they took care of a young lady who was ill and was moved from Sayner to Chicago.

Superintendent B. F. Hoehn received acknowledgement from the parents of this young lady for the very tender manner in which she was handled in placing her on the train at Sayner. Mr. Campbell Stewart, in charge of train No. 152, was also commended on the courtesies shown this party on the train.

Very favorable comments have been received concerning the meals and cakes prepared by Chef Williams on the dining car assigned to the "Fisherman."

Mrs. B. F. Hoehn secured the promise of a nice volume of business from the Chamberlain Seed Co. of St. Louis, Mo., who expect to send their products to Wausau wholesale houses. While closing a business deal with this concern Mrs. Hoehn was particular to know that the products would be routed Milwaukee and the representative of the seed company assured her the Milwaukee Road would secure the business.

Mr. and Mrs. Henry Relitz and their guests, Mr. and Mrs. F. Farsberg of Minneapolis, and Mr. and Mrs. H. Howland of Wausau, spent the week-end at Tomahawk Lake. Dick was successful in landing a good-sized pike. (?)

William Miller is some golf player, he makes the American Legion, a nine-hole course, in 45 with perfect ease. That's a good reputation for a caddy, Bill.

We have just received the report about M. L. Hynes, general car foreman at Green Bay, having entered the bonds of wedlock. Our information is rather limited and the name of his bride has not been learned. However, we wish them both a very happy and prosperous wedded life.

Wisconsin Valley Division Picnic

The first annual picnic of the employes and their families was enjoyed Sunday at Merrill, and was held at Riverside Park. Wausau, Tomahawk and Gleason were among the picnicking parties and a pleasant afternoon was planned, following the serving of a picnic dinner, and every manner of out-door contests and games were featured.

A baseball game attracted the attention of all the guests during the early part of the afternoon. The following took part and showed much skill, on the part of all the men, the score being 27-22.

Winning Team

Elmer Zander, Capt.	Ray Gallipeau, Capt.
R. R. Akey	Tom Thompson
Otto Winters	Otto Zander
Henry Ash	George Ruder
Grover Heath	William Ruder
Harry Zander	Art Ash
Art Nelson	Clair Rush
Frank Mattson	Marvin Utech

Tugs-o'-war for men, women and children, horse shoe pitching and rolling pin throwing contests (the women, of course scored in the latter) and many other favorite past times were part of the entertainment. Dick Akey made the coffee, and all agreed they never tasted any better. Frank Gavin, of the Car Department, was a little late in arriving but explained to the master of ceremonies (Russ Hensen), that the reason for this was that he was busy getting two passengers to go to Chicago, who left on the evening train. Everyone present had a most enjoyable time and another affair of its kind will be anticipated by all. Superintendent B. F. Hoehn addressed the groups which made an appropriate finis to the afternoon. The following committee in charge of the entertainment deserves much credit in their efforts to make the affair one that will be remembered for some time to come: Richard Akey, Henry Rusch, R. Hensen, Raymond Gallipeau and Martin Sévert.

We had a visit from a former Agent stationed at Brökaw, P. A. Case who is now holding a position on the lines west and is spend-

ing his vacation with relatives in this vicinity. Phil is looking very good and evidently the west agrees with him.

The sad news reaches us of the death of Mr. W. M. Wilcox, first trick telegrapher at New Lisbon for many years. He laid off on account of not feeling well just a few days ago when his condition became such that it was necessary for him to be removed to a hospital at LaCrosse where he passed away at 12:20 p. m., Sept. 9th. Mr. Wilcox will be greatly missed among his employes and the Wisconsin Valley Division employes extend sincere sympathy to Mrs. Wilcox and family.

Twin City Terminals

Mac

MR. E. H. BANNON spent a week last month visiting at Seattle and other points on the coast. We hear Mr. Bannon carried a pack on his back and is supervising extra gang work.

Walter C. Johnson, from the Soo Line Railroad, has accepted the position of stenographer in Superintendent Bannon's office.

Mr. Frank Quirk, chief clerk in Superintendent Bannon's office, was on the sick list for a few days last month.

The Milwaukee Women's Club has added some new furniture to the club room in the depot. It looks real homey with its two floor lamps and a day bed.

Mr. A. J. Keller, commercial office, has been sent to Chicago. He will hold the position of coal freight agent.

Mr. Paul Gehrig, formerly city freight agent, Duluth, has accepted the position of special coal agent at Minneapolis.

Mr. A. S. Peterson, chief clerk, Duluth, was made city freight agent, Duluth.

Mr. Glenn Cattel, formerly chief rate clerk, commercial office, is now chief clerk, Duluth.

Elmer Lund, assistant chief clerk in Mr. Kennedy's office, is now chief rate clerk.

Mr. George Quinlan, rate clerk, commercial office, St. Paul, was appointed to assistant chief clerk in Mr. Kennedy's office, Minneapolis.

Mr. Roy Burns, chief clerk in Mr. Kennedy's office, and Mr. A. H. Wilkins, city freight agent, spent the week-end of August 23rd at Duluth.

Elsie Trewin, commercial office, took a trip last month to the Pacific Coast.

Cecelia Murphy, stenographer, was on the sick list last month.

Division Freight Agent A. G. Bantley and Mrs. Bantley took a trip on the Great Lakes, and visited Mr. Bantley's sister at Cleveland.

Mr. L. R. Wenzel, traveling freight agent, and Mrs. Wenzel spent two weeks in the northern woods and Canada.

Lillian Sharp, tracing clerk, local freight office, was married September 1st, to Raymond Albers. Mr. Albers formerly held a position in the Accounting Department. Friends of the couple wish them the best of luck.

Lester Nyberg, local freight office, spent his vacation painting his home.

Sam Ralser spent his two weeks seeing the sights of his home town.

Lester Comstock and family visited his wife's relatives in Iowa.

Henry Rudd and family spent his vacation in northern Minnesota.

Elmer Davies spent his vacation visiting his father at Oshkosh, Wis.

Arthur Lundberg, cashier's office, and family motored through Wisconsin.

Chas. McLain spent his vacation doing odd jobs around home.

Vacations are over now and we will be looking forward to what we will do next year. Planning for the next year's vacation is what keeps our spirits up during the long winter months ahead.



Remember when . . .

Milwaukee Terminals

Ann

NOW that summer is gone, let us look back to the days of real sport.

Engineer Harry Duer went to Niagara Falls and New York City this summer.

Conductor Amos Koch caught several fish at Pine Lake Wisconsin, at his summer home.

Foreman Ryan, Roundhouse No. 2 and Chief Engine Dispatcher A. W. Havel were in the North Woods on their vacation.

Bob Fenner, Machinist Helper at Roundhouse No. 2 caught three pickerel at Long Lake recently that weighed THIRTY-THREE pounds.

Steven Spencer is coming out in the world, i.e., his overalls.



Above is a likeness of little Arthur Brown, Junior, son of Chief Car Distributor Art Brown at Muskego Yards. Arthur is following in the foot steps of his father and we may see him in the ring soon.

Henry Shaw has been investing in some kind of hair tonic that has made some dark spots on his upper lip.

Louis Mindel has taken up the art of sculpturing, confined at present to carving animals out of peach stones. One of these animals appears to have the toothache as he is holding his head.

A certain somebody in the Traffic Department recently made a trip to Youngstown, Ohio, which evidently was quite remunerative. We don't know whether these "repeat" trips mean anything, but if they are "giving away" wrist watches in Youngstown, a couple of us would like to go too.

Iowa (Middle and West)

Ruby Eckman

ENGINEER F. L. Hanner, who has been on sick leave for a number of months, went to the hospital at Iowa City the fore part of September for treatment. His friends hope to see him greatly benefited.

Everyone on the Iowa Division was glad to learn of the no-fatality record established for the month of August.

Engineer William Thompson and wife were in Chicago the fore part of September to see that their daughter Margaret, a recent high school graduate, got started in her work as a student nurse at the Wesley Memorial hospital. Margaret makes the third member of the railroad family taking nurse's training in Chicago, as Esther Peterson, daughter of Engineer Fred Peterson and Mona Wightman, daughter of Conductor Carl Wightman, are taking training at Augustana Hospital.

Friends of Francis Kelley, son of Operator F. M. Kelley of the Iowa Division list, and a former Milwaukee man, will be glad to learn that he has recently been promoted to trainmaster on the Union Pacific with headquarters at Kansas City. His territory is from Kansas City to Junction City, Kansas, and one of the busiest trainmaster's jobs on the system. Francis went to the Union Pacific after working on the Iowa Division of the Milwaukee. He has been steadily advancing for a number of years.

Engineer Dave Cunningham of the Iowa list was guest speaker at the first September meeting of the Dallas Center Rotary Club. Engineer F. L. Hanner had been invited to address the club at their first meeting which followed Labor Day, but being unable to be present, delegated Mr. Cunningham to take his place. Mr. Cunningham talked on the subject of the Value of Labor Organizations, touching also on the subject of the Consolidation and Unification of Railroads. Mr. Cunningham's talk was enjoyed by the Rotarians present at the gathering.

Lawrence, son of Yard Clerk Marlow Stotts, had his vacation somewhat spoiled. He and his sister went to Ada, Ohio, to visit relatives, and while there Lawrence, while cranking a car, had the misfortune to break his arm. It had not entirely healed when he had to come home to enter school.

Engine Hostler Bob Smith laid off in August and September to take a trip back to the New England States to visit relatives he had not seen for a good many years.

Relief Agent Herman Krasche and family, who made their home in Manilla for several months, have moved back to Perry.

Engineer Hugh Kiley returned to work the latter part of August after having been off duty for several weeks on account of some trouble with his eyes.

Engineer Charles Stoner was honored in September by his selection as District Commander of the American Legion at the state convention in Sioux City. Charles has served as Commander of the Perry Post and during his term of office the Perry Chapter had their largest membership. The last year he has been Vice-Commander of the Seventh District and his selection as Commander is a compliment to his work.

Mrs. Earnest Moffett, whose husband will be remembered by many of the old-timers, died at San Dimas, Calif., the fore part of September. Her only living relative, a daughter at Amarillo, Texas, was unable to accompany the remains of her mother to Perry for burial beside the husband and father, so the B. of L. E. arranged for services and L. B. Larsen, local chairman of the division at Amarillo, accompanied the remains to Perry. The Perry Division handled the arrangements at Perry. Mr. Moffet was killed while on a switch engine at U. P. transfer in 1903.

Friends of F. A. Maxwell, formerly trainmaster on the Iowa Division, will be glad to hear of his recent appointment as District Deputy Grand Exalted Ruler of the B. P. O. E. in the southeastern district of Wisconsin. Mr. Maxwell has been active in the work of

the lodge and the honor comes to him unsolicited.

Albert S. Charles, father of Conductor G. T. Burnham's wife, passed away at their home in Perry the fore part of September. Mr. Charles had been in failing health for some time.

Mrs. Melvina Young, mother of Engineer D. L. Young, died in August, following injuries she received when she fell while alighting from an automobile.

Miss Muriel, daughter of Engineer Emmett Collins, commenced a course in nurse's training at Mercy Hospital in Cedar Rapids in September.

Gerome Roddan, who has worked for the Milwaukee for a long time, was married the fore part of September to Miss Velma McCall.

Arthur Yates and wife came down from Wausau, Wis., the fore part of September to visit old friends and attend to business in Perry. They were former residents of Perry.

M. J. Flannagin, head of the Safety Department, stopped off in Perry the fore part of September for a short visit with relatives.

Fred Ling, who is an extra caller for the Milwaukee, and David Wasson, son of Engineer H. Wasson, drove to California the latter part of August to visit relatives and friends.

District Safety Inspector Victor Hansen and family have recently moved into a modern bungalow which they just had built in Perry.

Miss Matilda, the eldest daughter of Machinist and Mrs. Leo Bertsch of Perry, was married on July 25 to Gerald Howard of Perry, an employe of the packing plant in Perry.

Gerald Kerlin, son of Engineer C. Kerlin of the Iowa Division list, who worked his way through college while taking a law course at the George Washington University in Washington, D. C., has recently been selected for a nice position with the Fidelity and Deposit Company of Maryland. He started September 1st, taking a five-months' intensive training course in the company's school.

Mrs. E. Collings, wife of the retired chief carpenter on the Iowa Division, died at the home of a daughter in Persia, Iowa, August 17th. Mrs. Collings had been ill at her home in Perry for some time and in order that she might spend her declining days among her children and grandchildren who live at Persia, Iowa, a grandson drove to Perry with his ambulance and took her there a few days before the end came. Funeral services and burial were at Persia. A number of friends from Perry went out to attend the services.

Miss Alma, daughter of Conductor and Mrs. John McLane, was married in Minneapolis on August 16th to Beldon J. Peterson of Minneapolis. Alma has made her home in Minneapolis for the last two years, having been a supervisor in the North Western Bell Telephone office. They will make their home in Minneapolis as Mr. Beldon is in business there.

Coast Division

"Kirk"

AGENT "Bill" Campbell of Seattle was in the office the 11th, having attended the meeting of the Pacific Northwest advisory board. He confided to me that he is going in for aviation and has joined the Seattle Aviation Club. That is one way to get up in the world and I hope you don't get seasick, W. H.

On July 31st occurred the death of Section Foreman B. G. Sautter of Doty. Mr. Sautter was 70 years of age and had been a section foreman for 15 years. His record is marked, "Services very good."

Miss Florence Matteson spent the Labor Day holiday in Vancouver, B. C. She reports a fine time and would like to go again. She is now on her vacation and there will be lots of work for her when she returns, but she will be all rested up and will not mind that.

Mr. D. E. Rossiter, superintendent, Spokane, attended the Pacific Northwest advisory meeting and we just had time to say "hello" before he went back. He is looking good, and says the Mrs. is the same.

Superintendent Devlin is spending some time on the San Juan Islands, recuperating after his recent illness, and we trust he will very shortly regain his strength and vitality.

Guy Bell, the golf bug who has been shooting a better game each time he goes out, is now right down to par and in the same class with the best at Meadow Park, in fact he is in such fast company now that he fears he has no chance to win unless the old horse shoes or rabbit's foot stays with him at the critical moment. We're pulling for you, Guy.

The National Park trains, 1 and 2, were pulled off September 2nd, so from now on if you have a desire to go to the mountain you must go via bus.

July 30 was the last day for steam passenger service on the Everett Line. On the 31st the new Studebaker auto-bus which has just been sent to this division, was put into service on the Everett Line with Mr. W. V. Keen, son of former Engineer Keen, as driver, conductor, baggageman, and what have you. This bus seats 16 people and is the last word in passenger transportation. Conductor C. F. Wilder has some pictures of the last steam passenger train on the Everett Line as she stood in the depot at Everett before departure. When you and I grow old these pictures will form a basis for a good story to tell to the grandchildren of the railroading as it used to be on the Everett Line.

News this month seems to be just like business—isn't any. The business seems to be picking up slightly and hope the news will do the same.

Northern District Car Department

M. J. K.

HELLO everybody!

Mr. F. J. Swanson, our District Master Car Builder, returned happy from a very enjoyable vacation spent in Chicago.

August 11th, a Safety First meeting was held at the Minneapolis Car Shops and addresses were made by J. Hemsey, Jr. and Sr.

A very cheery letter was received in this office from J. Boileau, our former Air Brake Foreman, who is now at Escanaba.

General Car Foreman, G. Larson has been assigned to assist Dist. Master Car Builder F. J. Swanson. We wish Mr. Larson every success in his new position.

M. R. Johnson of Austin and Oscar Larson of Mason City, were visitors in Minneapolis, August 20th.

John Schliep, Foreman at Galewood Yard No. 1, visited friends and relatives in the Twin Cities the second week of August.

At the Coach Yard a new air compressor and generators are being installed. This will bring the charging plant for batteries up to 100% efficiency.

The Coach Yard also reports 196 days without an injury and still going strong for Safety First.

AT ST. PAUL

MR. TSCHOHL is now established in his new headquarters at St. Paul New Yard repair track.

Fred Peterson, Write-up Man of super-ability, made a trip to New York and also stopped at Washington, D. C. Reports he had an enjoyable trip.

Although rather late, we desire to report that the man taking care of the Store Department troubles, was married. Although married for a month, they are still on good terms.



Denise Juel, Two and One-Half Years Old, Little Daughter of Painter Harry T. Hanger, South Minneapolis. Denise Won First Prize in the Doll Buggy Parade at the Southside Picnic.

During the hot weather, the verbal fishing season at the Repair Track was not very active; however, Ole Hanson now comes forth at this early date, explaining the art of hunting and the number of ducks he expects to bag.

Henry Einfeldt's daughter, who makes her home in Washington, D. C., visited with him for a few days and he had quite a pleasant time showing her around the beauty spots of this vicinity.

Bernard Ratwick plans to visit relatives and friends in Gary, Indiana in a short while.

We completely forgot to report that the honeymoon trip of Joseph Sereda took place about a month ago, to Seattle and Vancouver, B. C. Joe reported a very good time at Vancouver, possibly this meant a side trip for him alone.

The clerk, commonly called Cadow, will spend his vacation in Seattle and points west.

Des Moines Division Items

Frenchy

WE regret to announce the passing on September 7th of Conductor W. J. Caskey, which occurred at Broadlawn Tuberculosis Hospital at Des Moines. Mr. Caskey had an attack of pneumonia on April 15th while at Spirit Lake, was later brought to the hospital at Des Moines, where he lingered until the above date. Funeral services were held at Dunn's on September 9th and were attended by a large number of railroad people and many outsiders among whom "Bill" had many friends. The body was taken to Minneapolis for interment. Mr. Caskey was one of our most popular conductors, always courteous and jolly, and had a large number of friends in the city and all over the state where he was well known. He was generous to a fault. He will be greatly missed by all railroad people and the traveling public whom he served so faithfully for many years.

Bob Berman, son of Harry Berman, train baggageman, is making quite an extensive west-coast trip.

Mrs. Elledge Carter, formerly Miss Vera Price, with her two small daughters, visited in the home of her parents, Conductor and Mrs. Frank Price, during September.

W. J. Dargan of Chicago was in Des Moines to attend the funeral of Conductor W. J. Caskey.

Mrs. C. H. Embick and children have returned from an extended eastern trip having visited in Chicago, Cleveland, and Grand Rapids, Mich.

Another of our oldest conductors in point of service, Mr. W. E. Cramer, passed away September 6th, at the Masonic Home at Bettendorf, Iowa. A few years ago Mr. Cramer suffered a paralytic stroke from which he never recovered, and had been in the above home ever since. Mr. Cramer's service date as conductor was of 1903. He will be greatly missed by his many old-time friends and fellow employees who worked with him for many years. We wish to extend our sympathy to Mrs.

Cramer in her bereavement. Funeral services were held at Dunn's on September 10th with interment at Des Moines.

Conductor Carl Shannon and his crew, consisting of Engineer Griffin, Fireman Anderson, Brakemen Barker and Santee, hold the record for bringing in the biggest train ever brought into Rockwell City with one engine, on August 14th, viz., 45 and 4, 2,866 tons.

Palmer Clark has been working steadily now for some time.

Conductor M. H. Michener is having his usual siege of hay fever.

Conductor J. L. Tidball is laying off account illness and has gone to Excelsior Springs, Mo., for treatment.

Conductor Ziebell was called to Oshkosh, Wis., by the death of a brother, recently.

Conductor H. M. Bellman had an important position with the Spanish War veterans at the Iowa State Fair.

Conductor "Andy" O'Laughlin was one of the judges at the horse races at the state fair.

Conductor P. A. Gifford, who has been vacationing (?) at Spirit Lake, has finished supervision of the summer resort and returned to his old job on Spirit Lake run. (Haven't heard how many fish he caught this year.)

Conductor and Mrs. C. A. Phares and Donald Kanealy motored to Dent, Minn., recently.

Mr. and Mrs. Harry Garland motored to Davenport and Ft. Madison week-end of September 6th.

From the Cross Roads of the World

Roberta Bair

MR. JOHN JOHNSON, a veteran of this division of 40 years, the last 25 years a foreman in the B. & B. Department, passed away at his home at Elnora, Indiana, August 22, 1930. He had been ill about two months. We extend our sympathy to the bereaved family.

Our chief carpenter, V. E. Engman and wife are visiting friends and relatives in Minneapolis.

Mr. Hugh Bragdon, of the superintendent's office, is spending his vacation on a motor trip with his family through southern Indiana and Kentucky.

Miss Marie Miller, of the superintendent's office, has returned from a pleasant motor trip through Colorado and New Mexico.

Mr. Howard Stewart, of the Accounting Department, is visiting his brother and family in Los Angeles, California.

Miss Ruby Currie, of the M. of W. Department, is vacationing with relatives in Berkeley, California.

Store Department—Chargeouts!

For Joey life is just one golf tournament after another. He spends hours after each game autographing oyster crackers, moth balls, fly swatters, cactus-lined bath tubs and what have you, for his many admirers.

Take Freddie, now, he spends his time inventin'. For anyone wanting blue prints on a sliding front seat in a Pontiac coach, Freddie will be glad to supply same upon request. He also holds down one end of the porch swing at Thelma Well's house, and does a good job of it, too. They have a regular parking place at the airport waiting for the midnight air mall. Well, well.

Our Pattie still warbles at the hen parties. (He can't sing so good, but he sings awfully loud.) Mr. Patton requests anyone desiring new crochet patterns to send a stamped envelope. He has some darling ones.

For an all-round sportsman, Bus is in the pink of condition. He plays equally well, golf,

horseshoes, checkers, tiddledy-winks, bowling and victrola. He rides the wildest horses on a merry-go-round. Howard's motto is, "There ain't no flies on me, I use flytox."

Mr. Pearce just returned from a restful vacation, the greater portion of which was spent in beautiful southern Indiana. He frequented the old swimmin' hole, ate gallons of home-made ice cream, coasted down hills (in his car), and lost seven pounds. Despite all that, he had a good time.

We're sorry to have our signal supervisor leave the Terre Haute Division, but we hope you ban havin' yolly time up in Minneapolis, Mr. and Mrs. Bentley.

A. E. Wright: "Say, waiter, there isn't any chicken in this sandwich."

Waiter: "No, and there isn't any horse in horse radish, either."

Aunt Martha played the part of the floor-walker in the new talkie, "THE HOWLING SUCCESS." Her new niece, Martha Ann, starred in the title role. Martha Ann is SOME baby.

As an expression of sympathy to our fair golfess, Catherine Pfeiffer, who was injured in a golf game, we submit the following:

Fore!

The Store Department **BALLed** and almost went **CUCKOO** when heard of the **HOLE-IN-ONE** side of your face. We're glad you got along in the **FAIR-WAY** that you did and are able to **PUTTER** around again. It was a **STROKE** of bad luck and the **DUB** who hit you should have a **MASHIE** in the nose and a **SLICE** of our mind. However, we're **GREEN** with envy at the publicity you received. Please don't give up **GOLF!** Remember, if you ever get hit again, a delegation from the Store Department will take the **BIRDIE** in hand. He shall be **CLUBbed**, **SHOT**, rolled in a **SAND TRAP** and thrown in the **LAKE**. After three days he will be laid on a **BUNKER** that the **EAGLES** might devour him. Hoping you'll soon be up to **PAR**.

P. S. Might we suggest **TOM THUMB GOLF?**

Car Department

Mr. Oscar Kleppin, chief clerk to Mr. Snell, was a visitor on the Terre Haute Division during August. We were very glad to see him and hope it won't be long until he pays us another visit.

Mr. and Mrs. T. J. Lentz have returned from a vacation trip motoring through the New England States.

Mr. and Mrs. C. R. Patton and son Paul spent a very enjoyable vacation fishing and motoring through the southern part of Indiana and Illinois.

Anyone wanting to go on a wiener roast call Martha or Joe—they are right there when it comes to fixing up parties.

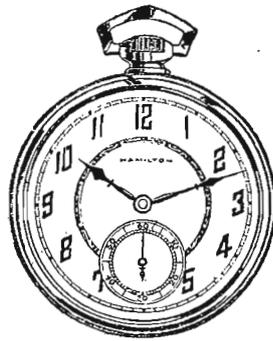
Clarence Schwartz, chief clerk in the Car Department, is taking orders to do all kinds of painting, and anyone wishing to have any done, please call "Fritz." He spent his vacation painting his house and it looks mighty fine.

Fred Stockwell is spending his vacation in Terre Haute. Of course we know there is a reason, as his old girl is back in town again, and we know Freddie won't want to leave. Does she still love you, Freddie?

Anyone wanting to know anything about the moonlight, airports, and the good movies, see Fred Hollis.

Flossie, stenographer in the Car Department, is now learning to drive the Chevrolet. Almost any evening or Saturday afternoon Flossie may be seen motoring up and down College Avenue, with friend husband sitting beside, ready to jump out. Don't give up, Flossie.

Your Local Watch Inspector Deserves Your Patronage!



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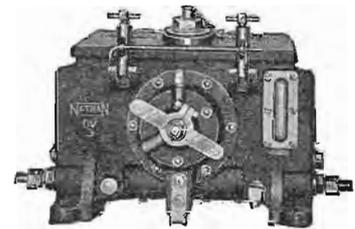
**Notes from the Local Office,
 Tacoma
 R. R. T.**

OUR good friend Mr. Rouse returned to work for a few days recently, helping out at the local office. We sincerely hope that conditions may soon warrant his permanent return. His genial presence has been greatly missed.

Fay Clover, popular assistant cashier at the local office, with Mrs. Clover and her son Kingsley, made good use of Fay's vacation by a visit to friends at Hilt, California. They went down by rail, but they made up for it while there, as their friends drove them around in the auto for at least 700 miles, showing them the scenic wonders of Crater Lake, Mount Lassen and Mount Shasta. The Clovers report a most enjoyable, even if a bit strenuous, vacation, but the Puget Sound country did not seem so bad after all, when they came back.

"Elmer" (it should really be "Hilmar," we believe) Guttormson, our always good-natured and efficient chief yard elerk, has been followed around by a hoodoo of late, one would think. Not long ago he came down to work one morning all flustered and excited, and with good reason, too. Elmer has the good habit of getting up early, and on this particular morning he thought he had time enough to go out into the garden and pick a saucer of nice, fresh blackberries for his breakfast. Warbling merrily, he sallied forth into the berry patch, but he had picked only a minute or so when his merry tune changed to a terrific yell, and in a moment Elmer had dropped the dish and was jumping and thrashing about him like one possessed. He had inadvertently stepped into a nest of yellowjackets of whose existence he had not even dreamt, and the yellowjackets, resenting the early morning disturbance, proceeded with great enthusiasm and vigor to repel the invader. Elmer was stung in a few seconds in more places than one would think possible and his retreat to the house was more hurried than dignified. Well, Elmer's long legs had hardly got back to their normal dimensions when he showed up limping again. This time he had stepped on some torn-down roofing, carelessly left about by workmen, and ran two shingle nails into his foot as far as they would go. Some prompt first aid work probably eliminated any bad effects, but Elmer was quite "flat wheel" for several days, and maybe the car men will still have to put a schedule 5 card on him. However, here's hoping that the jinx will leave him alone for a spell now.

NATHAN



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 on request*

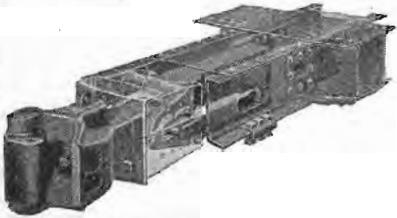
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Lester Prescott, yardmaster's clerk at the yard office, was off a week recently in order to go on an exploring tour of the wild fastnesses of the Olympic Mountains with a mountaineering friend of his. They went to beyond Shelton on the Hood Canal, intending to go in by the Skookumchuck River (or maybe it was the Skykomish), but they were doomed to disappointment, for when they got there they found forest fires raging everywhere, the air so thick with smoke that they could hardly see across the road, and they were warned that they could not go on the proposed hike only at the risk of not getting out again.

Bob Shipley, formerly rotund, but now quite slender, assistant chief yard clerk on the second trick, has taken leave of absence for a month to go east to Cross Plains, Wisconsin, and then as far as Detroit, Michigan. We hope he will have a very enjoyable trip and return in good condition. Recently Bob received a clipping from the local paper at Cross Plains describing

the piscatorial exploits of his father, Mr. Frank Shipley, formerly agent at Cross Plains, but now on the retired list after more than fifty years of service with the Milwaukee Road, without one single black mark on his record. Mr. Shipley spends considerable of his leisure in fishing and has his fellow-townsmen gaping at the big trout he brings in. His record-breaker was one 23 inches long, weighing four pounds twelve ounces, and we learn that Mr. Shipley had to jump on this monster to keep it from flopping back into the creek. Of course these fish do not seem so large to us Puget Sounders who are used to 25-pound salmon and 55-foot whales, but for Wisconsin they are very creditable and we offer our congratulations to Mr. Shipley and hope that he will continue to bring in the big ones for many years to come.

John Dickinson, telegraph operator at the yard office, is away on leave of absence. He was honored by being selected as a member of the Civilian Rifle Team to represent the state of Washington at the great annual competition at Camp Perry, Ohio, and left with the others, going over our line, by the way, as the team has done for several years. At this writing he is busily blazing away at the bull's-eye at Camp Perry. We do not know as yet, of course, what distinctions he will gain, but to judge from "Dick's" past performances he will probably have to buy a trunk back there to bring his medals back. Here's wishing him success and a safe return.

Prent Bement, son of our energetic assistant agent, Ralph Bement, with some of his young friends, went for a holiday at Victoria and thereabouts. We feel sure that he behaved with due discretion while north of the border.

Fred Rehbock, general yardmaster, was off for a few days showing the sights of the Pacific Northwest to his brother William, a conductor on this line in Iowa, who was out here for a holiday trip. We hate to think of all the miles they drove in doing so, but they overlooked very little that was worth seeing and we hope that Mr. William Rehbock carried back a good impression of this vicinity.

While John Dickinson is away the telegraphing at the yard is being done by brother John Snyder, a veteran brass pounder and a very pleasant gentleman to meet. He is no stranger here, having worked here before. We hope that he soon lands a regular assignment again.

Andy Norwood, of the yard office, has sold his city residence and is building a house at his property on the road to Puyallup. This is beautifully located in a wooded gulch with abundant spring water, and Andy has it in mind to develop it into a resort after the manner of certain California places, in fact he has already had offers from Californians to lease the place for the purpose. The first thing you know people will drive for a hundred miles to eat dinner at Andy's forest dining room.

Ray Fink, of the yard office force, being on the swing job, had his vacation recently but it was pretty well disrupted for him by the fact that his brother-in-law, living at Chehalis, was fatally injured in his work as a lineman

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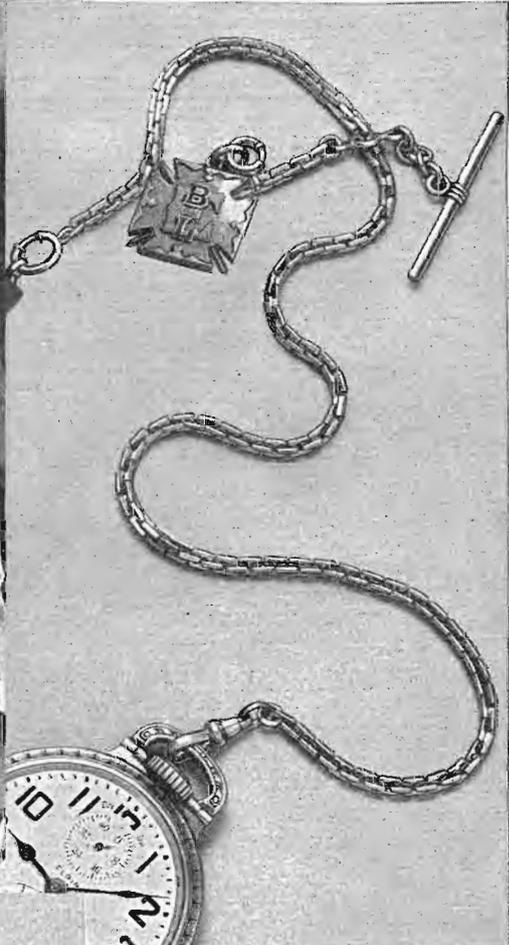
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A GOOD WATCH

deserves a good c h a i n

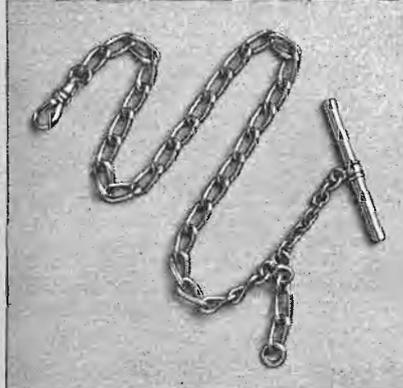


WORKING as you do all hours of the day, taking out your watch countless times, you've got to have a chain that can stand up without whimpering. Dependable as the watch you carry, Simmons Chains are famous all along the line — with everybody from engineer to second trick operator and back again. And if you're proud of your watch — what railroad man isn't? — the chain ought to say so. A Simmons Chain does.

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Simmons vest chain, gold filled, 3371, priced at \$5.25, above.

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SIMMONS CHAINS

Relieved of a Severe Case of Hemorrhoids

R. A. Hemann, a Chesapeake and Ohio Engineer, Urges All Who Are Suffering From Rectal Troubles to Write The McCleary Clinic.

R. A. Hemann of 1313 Lexington Avenue, Ashland, Kentucky, an engineer for the Chesapeake & Ohio Railroad, who was entirely relieved of a severe case of Hemorrhoids (Piles), urges all railroad men or members of their families who are afflicted with rectal trouble of any kind to write The McCleary Clinic, 2551 Elms Blvd., Excelsior Springs, Mo., for a free copy of their book which fully describes the McCleary treatment. Mr. Hemann suffered many years before taking the McCleary treatment, but was completely relieved and is now back on his run. The McCleary treatment is endorsed by thousands of other former patients, including railroad men from every section of the United States and Canada. There is no cost or obligation in writing for this book.—Adv.

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for a power company and died after a few days. We offer our sympathy to the bereaved family. Ray, however, nevertheless visited at Portland, Long Beach (near Ilwaco), and at Morton.

Ralph Bement, our assistant agent, is an all round athlete, not only is he now playing the tournament kind of golf, but he is again mixed up with the bowling teams for this winter, and we look for some great scores in both. Wouldn't it be awful if he forgot some time and turned in his bowling score at the golf links?

At this writing our good friend, Orville Ray Powels, the tallest claim clerk in captivity, is away on leave of absence, traveling with his family in southern California, from where they were intending to go as far as the Grand Canyon. Doubtless they will have some wondrous tales to tell on their return about the marvels of the latter place.

Chicago Terminals Doin's

Guy E. Sampson

WELL, here we are again, and as Nora B. often says: "What shall we say?" Not a single item received by mail and now we've got to rack our brain and see what we really know of interest. Business is beginning to get back to normal after a somewhat dull summer, and everyone is on his toes to see that it keeps moving properly. We venture to say that Chi Terminals holds first place in ON TIME DEPARTURE of trains. That's our business here at the starting point, to see that every train gets away on time, and then the other divisions have a better chance to keep them that way. Every employe feels it is his business to see that all trains depart on time and that the work is done without any accidents. In all our work we never overlook the accident prevention part.

Our caller, George Grobe and a couple of his friends enjoyed a week's vacation in and around Kilbourn City, the fore part of September. A good time? Yes.

Norma Everson, stenographer in Car Supervisor H. J. Cammeron's office, enjoyed a couple of weeks' vacation, and during that time went to Quebec, Canada, where she met her mother, who was returning from a visit which she enjoyed in Norway.

The sympathy of all employes is extended to Dan Norton, who was recently called upon to bury his aged uncle.

We are informed that a certain party who is employed at Galewood, recently went to the La Follette bathing pool and they made such a splash when they entered the pool that the tank overflowed, and the incident almost caused a panic in the neighborhood. And she never went there any more.

That wonderfully equipped medical examination car "The Metz", has been a busy place since the doctor began his work of giving a physical exam to all employes over 40 years of age. It sure is a wonderful opportunity for employes who are beginning to age, to ascertain their exact physical condition.

Roy Hayden and wife enjoyed a two weeks' trip down east last month. They took in the sights at the national capital as well as several other historic places in the east.

The sympathy of all employes is extended to Machinist Albert Shaw and family, over the death of seven-year-old Marion, who passed away at the Franklin Boulevard hospital, following an operation for appendicitis on September 1st. Mr. Shaw having been employed at the Bensenville round house as machinist for several years, the family had made many warm friends, all of whom felt the sorrow that overshadowed the home when the news of Marion's passing away was learned. The be-

reaved family have asked us to thank all who so lovingly remembered them in many ways in their sorrow.

Mrs. Valentine and daughter Marguerite, wife and daughter of Superintendent J. H. V. of Green Bay, visited their friends in Chicago and Bensenville, the first of September. The Valentine family resided at Bensenville during the period that J. H. V. was assistant superintendent of Chicago Terminals, and made many friends here who were glad to have a chance to visit the ladies again.

Mrs. Tom Collins and two daughters enjoyed a two-weeks visit down in old Ohio the latter part of August. Mr. Collins and son Thomas, both railroad employes, kept house for each other during the absence of the ladies of the family.

Car Clerks Carl Sorensen and Edward Bartholmey attended a meeting of the clerks at Savanna, Ill., September 7th. The boys enjoyed their trip, and while at Savanna were treated to an auto ride to Galena, Ill.

Switchman Lyall Sampson went to New York the fore part of September, to return with his wife and daughter, who had been spending a month with relatives there.

Married September 5th, Mr. Gerald Capoot, son of Yardmaster J. O. Capoot and wife, to Miss Gladys Bissel of Chicago. All employes wish for them a long and happy life together.

Mary Jane and Buddie Bartholmey, children of Car Clerk Ed Bartholmey and wife, returned from their splendid vacation trip, September 14th. Almost the whole time since school closed in June they have been spending in Seattle, Portland, and other Pacific Coast cities. And what wonderful stories they have to relate since they came home to get back into school again.

Timekeeper Ben Webb enjoyed the first half of September taking his vacation. We didn't hear where he went, but we can guess that he spent some of his time up in the air, as Ben is a great lover of aviation and has many friends who make a business of flying. Kennet Leahr presided at Ben's desk during his absence.

Yardmaster Wm. Tessoroff, the last yardmaster to take his vacation, enjoyed that annual rest period the first half of September. Robert DiVall took Billie's place and kept the wheels rolling in the west yard, nights.

Switchman Joe Hock is deserving of special commendation for his observations on coach run September 12th. He alighted from the coach run opposite the roundhouse at Bensenville and as coaches were pulling by him on their way up to Bensenville depot, Joe noticed a piece of flange was broken off one of the coach wheels. He quickly phoned the agent at the depot who notified the coach run foreman, Geo. Barnes and the car was set out at Bensenville. As 14 inches of the flange were broken off, no doubt Joe's having his eyes open and his mind on watching passing equipment saved an accident.

Mr. and Mrs. Allen Cooper are the proud parents of a son this month. Being their first born, their many friends are showering the happy young parents with congratulations.

Harold Tolland, who moved to Saint Paul with his mother after the loss of the husband and father, a former Jay Line conductor, last spring, was back to visit his many Bensenville friends the fore part of September. Harold was also employed as an extra caller when he resided here and became well acquainted with all the boys.

A change in agents at Bensenville recently took place. Floyd Sullivan, who has been agent there for several years, bid in the third trick operator's job at Tower B17 and Mr. E. D. McLean bid in the agency at Bensenville.

Chicago Terminals Car Department

H. H.

Hello, folks, best wishes to you all. You know we always like to start our column with a smile, a verse or a paragraph with a moral to it, and below we are quoting one which brings forth a lot of manliness when followed: "Be qualified to criticize before you criticize; offer no criticism which is not in some way constructive, and do not lend yourself to idle gossip."

Chicago Terminal Coach Yard has been very busy with the added passenger business between Chicago and the Curtiss-Reynolds Airport on our line, where the National Air Races were held. Everything worked fine in this respect.

Chicago and Central States are sure getting their share of the dry spell which is sweeping the country. Even we outsiders who did not care so much for rain kind of enjoy working in it when we do have an occasional shower.

Slight pickup in business in Chicago Terminals, grain coming in off the divisions noticeably, as well as getting a good share of fruit business through the terminal off the Illinois Division. Outgoing business is also picking up which is a good sign, and business cannot get too good for us.

During the last few issues we have been reporting terminal Car Department employees entering the field of matrimony. In this issue we report the marriage of Wilber Earl, promising young carman at Mannheim repair track, to Miss Dorothy Wills at Big Rapids, Michigan, August 9, 1930.

Wilber's friends were sure surprised because no one was aware of the impending catastrophe until it was all over. Congratulations from his many friends in the Terminal, and the cigars were good.

Airbrake Foreman Harvey Brandt is now back on the job after making his honeymoon trip through the north and east.

Assistant Foreman C. Kramer of Bensenville repair track is back on the job after spending his vacation up north with his family. He also reports that fishing was not so good in that part of the country this year.

Safety Section

To all shopmen and all repair track men who are not safety conscious and cheat a little in complying with the Safety Goggle Rule —

You can walk on a "cork" leg,
And an artificial "arm" helps,

BUT

Show me the guy
That can see out of a glass eye.

WEAR YOUR GOGGLES.

There was a good attendance at the Car Department Terminal Safety Meeting held at Western Avenue, August 27, 1930. General Car Foreman L. B. Faltinsky was chairman at these meetings.

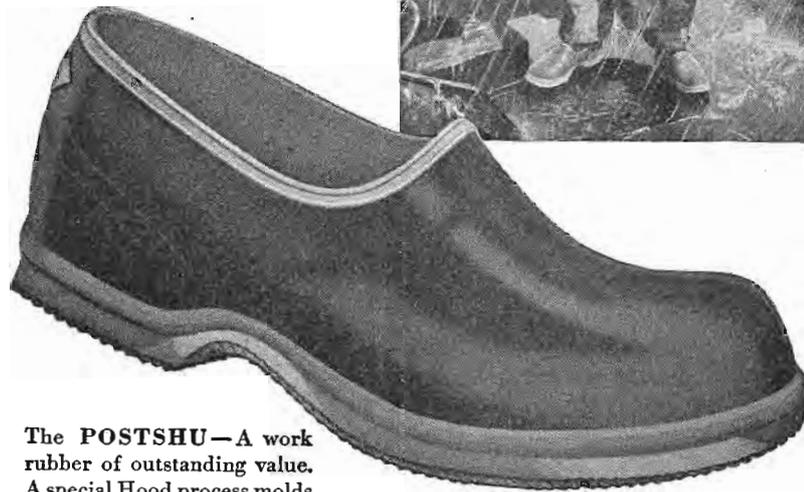
Inspector Frank Neuzil at Mannheim is thanked for forwarding magazines containing safety slogans to the writer. One of the slogans accompanied by an illustration appeared in the magazine and illustrates a saying of Abraham Lincoln:

"It is the duty of every man to protect himself and those associated with him, from accidents which may result in injury or death."

Can anything be truer or indicate more manhood than the saying above. It is our duty, each and everyone of us in the Chicago Terminal Car Department and on our entire railroad for that matter, to follow that saying of Abraham Lincoln. If we memorize that verse and recite it to ourselves each morning or at the starting of each shift throughout our 24 hours of railroad work, what a wonderful improvement would be made in the elimination of injury and death.

HOOD RUBBER FOOTWEAR

*built strongest
where the wear
is hardest*



The **POSTSHU**—A work rubber of outstanding value. A special Hood process molds all parts of the rubber into one complete piece, insuring extra strength and long wear.



The **BRIGHTON**—An extra quality cloth-top arctic which keeps the feet both dry and warm. Specially reinforced at all points. Black cashmerette, one-buckle upper with *fleece-lining* for warmth. Bumper edge on soles for extra wear.

WE'RE building rubber footwear that stands the gaff. Where ordinary rubbers and arctics wear out first—that's where Hood puts the stuff into 'em so that they last longest. *Extra thick soles* that will give you months of hard wear. *Bumper edges on heels and toes. Reinforced tough uppers* that don't crack or check.

Every bit of rubber used has been treated with a special process that makes it tougher — makes it wear better. You'll get your money's worth of honest value if you insist on Hood when buying rubbers, boots and arctics.

We make a complete line of rubber footwear for every member of the family. Look for the Hood Arrow.

HOOD RUBBER COMPANY, INC.
Watertown, Mass.



HOOD MAKES CANVAS SHOES · RUBBER FOOTWEAR
TIRES · RUBBER SOLES AND HEELS · RUBBER FLOOR TILING



It's the powdered Italian pumice in Lava Soap that cuts the dirt without hurting the skin. Makes the dirtiest, greasiest hands spotless in 58 seconds



Takes the dirt, but leaves the skin

Iowa (East) Division and Calmar Line

J. T. Raymond

MR. AND MRS. J. H. FOSTER and daughter, Miss Winnifred, visited with Mr. and Mrs. Karl Kendell at Marion in September. They have many warm friends in Marion who extend them a most hearty welcome on these occasional visits.

Ernest Failor, on the clerical force, superintendent's office, Marion, is away on leave of absence account of ill health.

M. J. Flanigan was at Marion September 13th attending a banquet put on by the Atkins forces, celebrating their fine Safety First record.

Agent H. E. Ramsey of Oxford Jct. was off on a ten-day vacation the latter part of August, W. D. Schesser relieving.

Agent A. J. Gibson of Dixon was off duty for several weeks early in September, F. E. Sorg relieving.

Mr. and Mrs. J. T. Gallavin of Marion were away on a two weeks' vacation visiting relatives at Green Bay and Minneapolis.

Ticket Agent Geo. A. Crabb of Cedar Rapids left September 7th to attend ticket agents' convention at Boston, E. F. Clausen relieving.

A series of meetings beginning the latter part of August was held on the Southern District at various terminal points, presided over by General Superintendent Lollis. The object was to enlist the personal support of each employe in promoting the interests of the Milwaukee Road.

The Marion meeting was held August 19th.

Mr. Lollis said that an employe from among the rank and file had remarked that the employes as a whole were not sufficiently posted on the affairs of the company to know just what was its need, and consequently not equipped to give intelligent and effectual co-operation. This phase was thoroughly gone over and many suggestions made as to how each employe could do "his bit" in increasing the road's income by soliciting business, and by being watchful in the avoiding of waste of any kind.

In a general discussion remarks were made by Superintendent Elder, Superintendent Gibson, W. N. Foster, and others.

Everyone present seemed thoroughly impressed with the necessity of putting into immediate practice in his particular realm of

activity, the suggestions offered. Among those present were Superintendent H. F. Gibson and staff from Ottumwa, and a number of employes from Atkins and Cedar Rapids.

Engineer Will Barber covered the Iowa Division and Calmar Line early in September soliciting members for the Milwaukee Employees' Pension Association, securing 75 new members in a week's time, which made this territory 100 per cent for employes eligible for membership.

Stephen A. Parmenter passed away Tuesday, August 20th, at his home at Marion. He was 79 years of age. At the age of 14 he went to work as a fireman on the Milwaukee Railroad. Later he engaged in business in Marion for several years then returned to the Milwaukee Road as a brakeman and then as conductor, being in the service for a period of forty-five years, retiring from active service about four years ago.

Mr. Parmenter was widely known and his kindly, genial spirit and fine sense of humor made him very popular with his associates. He believed in scattering sunshine all along life's way, and practiced it continuously up to the last.

He was affiliated with the Odd Fellows of Marion for fifty-eight years and was also a member of the Elk's Lodge at Cedar Rapids.

Surviving him are his wife and two daughters, Mrs. Bert Hollenbeck and Mrs. Chas. Rowe of Marion.

The funeral services were held at Marion, Friday afternoon. The pallbearers were L. A. Turner, F. B. Cornelius, John J. Troy, Henry Perrin, J. T. Raymond, and T. J. Davis.

On behalf of all the employes on the division the Employees' Magazine extends deepest sympathy to the surviving members of the family in their bereavement.

Brakeman Chas. N. Goite laid off a week the middle of August to get caught up on his fishing. Brakeman Lee Tucker relieved on the north end way freight.

Conductor R. A. Armstrong and family spent several days visiting relatives and friends in Chicago in August.

Brakeman W. E. Wilbur has the braking job on Nos. 125 and 126 between Milwaukee and Davenport, and has moved his family from Marion to Milwaukee.

Conductor Lee Tolbert, who has been relieving Conductors J. F. Briggie and C. R. Cornelius on Nos. 3 and 4 between Omaha and Marion, is back on the north end passenger. Thos. Costello, who has been running the north end passenger, has gone back to his way freight run on the Middle Division.

Train Baggage man Charlie Betz took a few days off the latter part of August, being relieved by G. E. Fenlon on Nos. 7 and 8 between Chicago and Marion.

Conductor C. W. Rollins took a week's vacation the first of September, being relieved on the north end way freight by Conductor H. L. Mellish.

Passenger Brakeman R. C. Seager spent several days in Chicago the first of September on business connected with the B. of R. T.

Conductor D. G. Hickey spent a week in South Dakota looking after his farm interests there. C. N. Goite relieved him on the north end way freight.

Train Baggage man G. A. Larkin and Brakeman J. G. Larkin were again called to Chicago account the serious illness of their father.

Conductor Wes Pulley is taking his vacation being relieved on Nos. 90 and 97 between Monticello and Oxford Junction by Conductor A. E. Young.

Conductor R. B. Eckhart is piloting a motor car for a Western Union gang which is stringing wire between Delaware and Monticello.

We recently started on the construction of 700 new refrigerator cars, all of which will be in service by fall.

These, added to the large number already in service, assure patrons of C. M. St. P. & P. Railway an adequate supply of modern type refrigerator cars.

Union Refrigerator Transit Company
MILWAUKEE, WISCONSIN

Illinois Division

M. J. S.

Tri-City Terminals

TERMINAL TRAINMASTER J. J. FLANIGAN and Car Foreman Shoultz are sporting new Auburn Straight Eight cars, but what we cannot figure out is why the car with the green trimmings is not being driven by the IRISH.

Engineer Max Buchholtz is a sure enough Cub fan for he went to Chicago and took in the Cubs-Robins series, and believe it or not, Max is sure enthused about those Cubs.

The regular Illinois Division Safety First Meeting was held at Davenport Freight House Monday evening, September 8th. The meeting was well attended and numerous items and suggestions pertaining to Safety First were discussed.

Boiler Inspectors A. W. Novak and H. Wandberg were visitors at Nahant in the early part of September.

The bowling season is drawing near and owing to the generosity of some of the Illinois Division supervisors the Milwaukee team entered in the Manufacturers' League at Davenport and will be furnished with shirts bearing the Milwaukee emblem.

While relief crew foreman, Roy White, was handling the M. N. X on September 1st through Rock Island, Ill., Operator Jim Price discovered the brake rigging down on K. C. S. No. 14878 and notified the crew who stopped and removed the brake rigging before getting to the Mississippi River bridge.

John Pierce, chief clerk to terminal trainmaster, and his family spent a three weeks' vacation in Seattle, Washington, and Vancouver, British Columbia, and reported a wonderful trip.

On the 9th day of the 9th month of this year the Nahant Car Department had gone 909 days without a reportable injury, which is a very good record and something to be proud of.

Mr. Gillick, vice-president, was a visitor in Davenport in the early part of September.

Track Department Items

Gladys Fuller and brother Stanley of Freeport, Ill., made an extended visit with former friends and schoolmates during August at Thomson. Their father, who is now operator at Freeport, formerly held trick at Ebner for a number of years.

Merle Doden, of Thomson, son of Section Laborer Fred Doden, visited at the Fuller home at Freeport recently.

Mrs. O. F. Mudd and daughter Josephine, wife and daughter of Section Foreman Mudd of Thomson, drove to Varna, Ill., to accompany home the two small daughters, Martha and Dorothy, who have been visiting their aunt at that place.

Section Laborer Geo. Mort was off duty for a few days account the extremely warm weather in August.

Mrs. C. M. Beck and son, Cha's, Jr., spent a few days at Freeport, Ill., the middle of August.

Laborer Lenn Carpenter, who has been working for Section Foreman O. F. Mudd during the summer vacation, has returned to his school duties.

Section Foreman C. M. Beck is rejoicing over the arrival of a new granddaughter at the home of his son, George Beck, who lives in Savanna.

Prof. Blodgett and wife, of Thomson, visited at the home of Mr. Blodgett's parents the latter part of August before the opening of school. Mr. Blodgett has been working during the school vacation on section AT-2 at Thomson for Section Foreman O. F. Mudd.

District Accounting Bureau,

Tacoma

R. R.

GILBERT GARRISON, Car Dept. Material Checker, has returned from a 30-day leave of absence which was spent visiting New York, Boston and Nova Scotia. Gil had the good luck of attending the game that Babe Ruth made his 40th home-run.

Ann Johnson took a trip to Victoria, B. C., during her vacation in August.

Mr. and Mrs. A. P. Smith spent their vacation motoring in Oregon visiting various cities and seaside resorts.

Mr. and Mrs. F. C. Mason spent a week-end at the ocean beach returning with a real sunburn and reports of a good time.

The Royal Arch Masons held their convention in Tacoma during August. One of the big treats was a Caravan Trip of 260 cars to Mt. Tacoma. Mr. Hatch donated his car and service and reports having a fine day and wonderful vision of the Mountain.

Cal Snyder with friends spent a week fishing at Lake Hyas and Fish Lake—he reported having caught 85 fish but we didn't see any—are wondering if it isn't the same old "Tale of a Fisherman." Cal likes to fish so we will believe he caught 85.

Millie Anderson with her mother spent August 28th in Seattle.

A. L. Boyd and family spent the week-end and Labor Day at the Ocean-beach.

Geraldine Armitage spent Labor Day in Portland visiting friends.

W. Morton Eshelman and wife left Friday, September 12th for a trip east, and they expect to visit friends and relatives in New York, Boston and Washington.

6% SAVE AND SUCCEED 6%

Federal Building & Loan Association

Under Supervision of the
State of South Dakota

Authorized Capital \$10,000,000

Every dollar invested in this association will not only be returned to the investor upon request but will also be accompanied by 6 per cent dividends compounded semi-annually. It matters not whether you invest 5 cents or \$50, every penny earns the same rate and works for you 24 hours per day.

1. Payments can be made in the amount most suitable to your income.

2. You can make your investment at the time most convenient to you.

3. Withdrawal is permitted at any time without loss of any dividends except that which has accrued since the last dividend date.

Member South Dakota State League
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Home Office: Rapid City, S.D.

To Milwaukee Patrons

While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

Three Forks Creamery Co.
THREE FORKS, MONT.

"My pipe has been my partner for many years"

ENGINEMAN Laughlin runs the new electric locomotive in and out of the Chicago Terminal. "Nothing like the old pipe," he says, "to make the job go smoother and easier. We've been partners for a good many years, the three of us—the pipe, Edgeworth and me. We've always got along fine together, and I guess we always will."

Only Edgeworth has the real Edgeworth flavor. Not every pipe smoker likes it—but if this brand just hits you right, you are going to wonder why you have not smoked it always.

Buy it anywhere. Edgeworth "Ready-Rubbed" or Edgeworth "Plug Slice" 15¢ and up—according to size. Or, if you don't know Edgeworth, mail the coupon for a generous free packet to try. Let Edgeworth show you how good it is—you be the judge. Larus & Bro. Co., Richmond, Virginia.



EDGEWORTH

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Larus & Bro. Co., 100 S. 22d St., Richmond, Va.

I'll try your Edgeworth. And
I'll try it in a good pipe.

My name _____

My street address _____

And the

town and state _____

Now let the Edgeworth come!

T-35

FALK Castings

The Falk Foundries specialize in acid open hearth steel castings from 1 to 100,000 pounds for railroad, marine, mining and hydraulic machinery.

Falk castings are made in a modern and completely equipped plant, under the supervision of a skilled and experienced personnel. The central location of the Falk Foundries insures prompt service on all work.

Let us furnish an estimate before you place your next order for castings.

The Falk Corporation
MILWAUKEE :: WISCONSIN

"Out Where the West Begins" East End of the Trans-Missouri Division D. H. A.

MR. AND MRS. R. S. LOWIS have returned from a three weeks' vacation spent on the west coast. Their itinerary included Spokane, Wash., Bozeman, Mont., and Glen Ullin, N. D. While at Bozeman they were the guests of Mr. and Mrs. Horace Cook. Mrs. Ann Anderson assisted in the freight depot during Mr. Lewis' absence.

Mr. and Mrs. Frank Schneider spent Labor Day at Miles City visiting in the home of Mr. Schneider's parents.

Mr. and Mrs. Jake Dixon and son Robert, of Chippewa Falls, Wis., were guests in the homes of James and Clyde Caldwell and Emil Johnson. On their return trip they were accompanied by Mrs. Clyde Caldwell and daughter Mary Ann, who will spend some time visiting relatives in Chippewa Falls.

Mr. and Mrs. H. A. Mosher and daughter Betty have returned from their vacation spent at Chicago and Buffalo, N. Y.

Mrs. Mildred Richardson, who has been seriously ill for the past three weeks, was operated on at the Moberge Hospital this week. Mildred's many friends are glad to know that she is greatly improved at this writing. Her position is being filled by Mrs. Ann Anderson.

Miss Louise Swanton has returned home after spending the summer with her sister, Mrs. A. Schmitt of Billings, Mont. Mrs. Schmitt will be remembered as Bess Swanton, formerly clerk in the freight depot.

Engineer Robert Scott has been enjoying a visit from his mother. Mrs. Scott's home is in Wisconsin Rapids, Wis.

Mr. and Mrs. Ralph Wright are the proud parents of a baby girl, born August 14th. Congratulations!

Mrs. H. E. Byram passed through Moberge on August 24th on Train No. 16 and was met at the train by a group of ladies, members of the Milwaukee Women's Club, who visited with her while the train stopped here. Mrs. Byram's Moberge friends are always glad of an opportunity to greet her. Mrs. Paul Nylen presented Mrs. Byram with a bouquet of gladiolas from her garden.

Mrs. Wm. F. Rose and daughter Lorene have returned from Sedalia, Mo., where they visited in the home of Mrs. Rose's parents during the summer. We are glad to report that Mrs. Rose has recovered nicely from her illness.

Mrs. H. R. Winship spent several weeks in New York City, the guest of her parents.

Mr. and Mrs. Ralph Knott and children were summer guests in the home of Mr. Knott's parents, Mr. and Mrs. C. J. Knott of Seattle. While guests of their parents, a family reunion was held for the Knott families in Tacoma. Mr. and Mrs. Knott called on the Lupien family in Everett. The Lupiens sent greetings to all of their Moberge friends. The fishing on Whidby Island was greatly enjoyed also. You may think you have heard "fish stories and fish stories" but you ain't heard nothin' until you hear "Whitey's." Upon their return to Moberge, the Knott home was found to have been broken into and a number of valuable articles stolen. The guilty party has not been apprehended as yet. And this isn't a "fish story."

Superintendent of Motive Power R. W. Anderson of Milwaukee, Assistant Superintendent of Motive Power H. B. Williams of Tacoma, C. E. Marshall of Lines East, and Master Mechanic H. E. Riccius of Miles City spent a day here on official business.

Congratulations to Mr. and Mrs. Jack Charles, whose wedding was solemnized in Seattle on August 13th. Mrs. Charles, who before her marriage was Miss Zora Gann of this city, is the daughter of Mrs. Frank Schirber. She is one of the most popular and charming members of the younger set. Mr. Charles has a host of friends in Moberge, he having been secretary to Superintendent H. M. Gillick. Recently he was transferred to Seattle, where he now holds the position of chief clerk in Mr. Webb's office. Mr. and Mrs. Charles will be at home to their friends in Seattle after November 1st.

On Tuesday afternoon, September 9th, Superintendent H. M. Gillick conducted a claim prevention meeting in the Milwaukee club rooms. Division Engineer W. E. Ring and Claim Adjuster J. A. Slavin from Miles City were also present.

THE BINKLEY COAL COMPANY

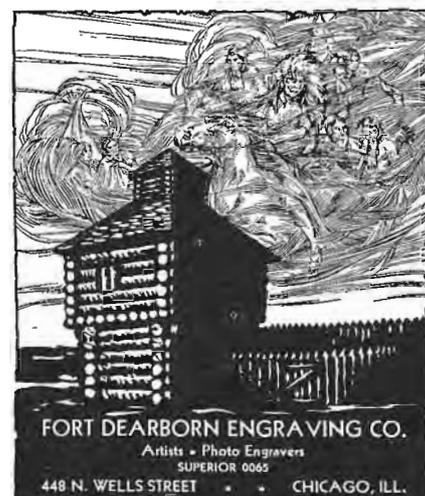
are Miners and Distributors of the Best Grade Coals for All Purposes



WRITE US FOR PRICES

230 N. Michigan Ave.

CHICAGO



S. M. East
V. J. W.

THE many friends of Walter F. Smith were shocked to hear of his sudden death, which occurred at his home in Austin, at 9:30 a. m. August 25th, from a heart attack. Mr. Smith was born October 11, 1879, in Oakland Township of this county, and had spent his entire lifetime here. He entered the service as a fireman in August, 1898, and was promoted to engineer in October, 1902, and became one of the most popular employes on the S. M. Division, known to all for his happy and jovial nature. He will be greatly missed by a host of friends. Funeral services were held at Austin, August 28th. Deepest sympathy is extended to Mrs. Smith.

Sympathy is extended to Mrs. W. H. Cook in the loss of her husband, Engineer Wm. Cook, who passed away at his home in Austin, September 9th. Mr. Cook was 62 years of age, and had spent more than 30 years in the service of the company. Funeral services were held at Austin, September 11th.

Edward Conlin, trucksmith helper, underwent a major operation at St. Olaf's Hospital recently and is reported as improving nicely.

George Campbell, 71 years old, a veteran passenger conductor on the I. & M. Division, passed away at St. Olaf's Hospital, Austin, September 8th after an illness of several years. Mr. Campbell was born at Blue Mounds, Wis., in 1859. He came to Austin 52 years ago at which time he entered the service of the company as a trainman. Deepest sympathy is extended to his wife and daughter.

We are very pleased to hear that Mrs. H. A. Wunderlich is showing much improvement. She has been confined at St. Olaf's Hospital the past month with plural pneumonia.

Engineer Wm. Anderson is reported as confined to his home but is improving rapidly.

O. S. & D. Clerk Flannigan and family spent their vacation in August, with relatives in Portland, Oregon.

Gweneth Hinkley, daughter of Switchman H. B. Hinkley, left September 13th for Tucson, Arizona, where she will continue with her teaching.

Mrs. Lena Nordine, who underwent an operation for appendicitis at St. Olaf's Hospital, Austin, returned to her home at the Depot Hotel September 14th.

Yardmaster J. M. Plum and Mrs. Plum have returned from a delightful motor trip through the Ozark Mountains.

Ticket Agent John Schultz is spending his vacation on the west coast.

Agent Charles W. Stephenson, of Ramsey, announced the marriage of his daughter Leota to Adelbert Uzlik, of Austin, September 11th. Express messenger E. J. Vollmar, popular radio entertainer, furnished the entertainment for the wedding guests, with many well received selections on his harmonica.

Trucker Chris Hagelund and family have returned from a three weeks' visit with friends and relatives in North Dakota.

Chief Dispatcher F. M. Valentine and family spent his vacation with friends and relatives in Wisconsin.

This is to notify all of the supporters of the Kitten Ball Team that the season is over and no more contributions will be asked for.

We hope to have more news for you next month, but just at present we are going out to look for another refig.

La Crosse Division Items

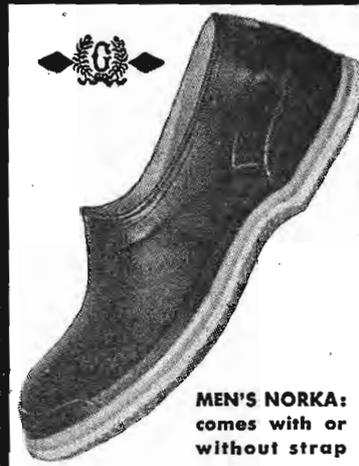
Eileen

THE bachelor society is fast losing its pillars. One of its founders, and also one of the last to desert its ranks, is Brakeman Charles Williams, who, by the time this reaches the press, will be touring the west with his bride.

**THE RIGHT WAY TO
USE A BRAKING CLUB**



**AND THE
RIGHT
WORK-RUBBER
FOR
RAILROAD
MEN**



**MEN'S NORKA:
comes with or
without strap**

**The Goodrich
Railroad Rubber
Another B. F. Goodrich Product**

Wm. F. McEvoy, for 45 years employed on the Northern Division, passed away at his home in Winneconne, recently. Three sons are also railroad men, working on the same division. He will be missed by his many friends and fellow workers.

Conductor Bill Allen has returned from a trip through the north where the forest fires have been raging. He went fishing several days but returned empty-handed. He claims the fish were all blinded by the smoke so they couldn't see his bait. Couldn't you have given them an eye-opener?

**THE
NATIONAL BANK
OF TACOMA**

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TACOMA, WASHINGTON

*For Heating Comfort
this WINTER*

BURN MILWAUKEE SOLVAY COKE

There is a size for every
Home Heating Plant

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NO SMOKE NO SOOT
FEW ASHES

◆
*Your Fuel Dealer
Recommends It*

LUMBER for Every Purpose

We can fill your lumber
requirements, no matter
what they may be.

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HARDWOOD FLOORING
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RAILROAD CROSS TIES
PINE FIR MAPLE
WHITE OAK RED OAK
HEMLOCK

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*No Order Too Small
--None Too Big
Write Us for Information*

**The Webster Lumber
Company**

2522 Como Avenue, West
ST. PAUL, MINN.

Mrs. P. J. McBride, wife of Engineer McBride, is attending the National Council of Catholic Women at Denver. She is planning also to make a trip to Salt Lake before returning.

In order to facilitate the movement of trains and improve our operation, it has been arranged so that the L-3 engines are running through from Milwaukee to Minneapolis. The bridge dispatchers at La Crosse, who have been located at the West Wye switch for a great many years, have now been moved to the old depot at Copeland Avenue.

Ask Ducky McMahan about Canada Dry—he knows.

Conductor Geo. Kerwin and Mrs. Kerwin announce the birth of a daughter on August 31st.

Walter Ambrose, son of Engineer Herman Ambrose, has left Portage to enter the field of professional football. During his college course he was prominent in athletics and last year won honors as captain of the Carroll College football team.

Wickey Lueck, up at Cashton, says, "GOSH ALL HEMLOCKS, in these days of frenzied finance, a man just will get all covered up, but if I had levers in this joint there'd be nothing to it."

Conductor John Pate is looking for a few empty lots in Portage and plans to build a few small, one and two-room apartments. Figures he won't have any trouble keeping them filled up. Mike Keaveny went down to Glenview, Mike wanted some PLANE to do, It was tough on the eyes and the neck, and some how,

Mike hopes they will never put wings on a cow. 'Twould be tough (if they did) on a feller, And surely would ruin Mike's FAMOUS UMBRELLER.

Conductor Joe Wiselus attended a wedding at the Antlers Hotel recently and was much interested in the fact that the best man came via airplane from Racine to Milwaukee to take his part in the wedding. Joe says a good time was had by all.

Conductor L. Wieland in discussing baseball says he is ready to bet two to one that the Milwaukee Brewers will finish in the second division. Emil Publitz thinks his betting is safe enough.

We are wishing Agent J. P. Gibson of New Lisbon a speedy recovery from the operation he underwent in Mauston Hospital recently.

What Ho! Can anyone tell us where Signal Supervisor Shoemaker obtained the twin goitres he is sporting fore and aft these days?

Miss Esther Hughson, bill and voucher clerk in the superintendent's office, has left her position to become the bride of Harold Meyer of Chicago. Their many friends wish them a life of happiness and success together.

Dewey Brown, distpatcher's clerk, has returned from a week's vacation spent in South Bend, Indiana.

Assistant Accountant Clair Capron and family have also returned from a week's outing at Spirit Lake, Iowa.

Another vacationer is Bill Stegman. He was giving the girls up around Sheboygan a break.

Yardmaster Tom Bloomfield has gone north for his hay fever. Ducky McMahan is acting in his place during his absence.

Dubuque Division E. L. S.

MR. H. A. WICKE, Asst. Supt. Claim Prevention was a Dubuque visitor on Aug. 11th. Also, Mr. E. P. Willey and Mr. G. Tornes were in Dubuque on business the fore part of September.

Our Division employes feel quite elated over our Safety First showing of the past several months, having gone 98 days up to this writing without having had a reportable injury. If everyone takes heed of the daily slogans on Safety First, we can make it a good many more hundred days.

There have been a great many changes in station forces on our Division during the past several months as noted in the following:

E. L. Ferris, Extra Operator, who was loaned to the Supervisor Division in June has returned to Dubuque Division. C. E. McCloskey, who was on leave of absence since June 10th for 90 days has had his leave extended and will probably be absent an additional 90 days. J. W. Hilliker, Extra Opr. is relieving him at Marquette on 3rd trick

Peter Ott, Agent, Preston, is taking his annual 90 day leave of absence and is sojourning on his farm in South Dakota. During his absence W. Ott is acting as Agent, and J. H. Robertson as 2nd trick operator.

Due to reduction in service, the three operators were taken off at Marquette Yard. J. C. Freyhage, who held first trick at that point

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took the Agency at Bernard. G. W. Lowe, formerly second trick operator is now working 3rd trick at Bellevue. T. E. Marshall, formerly 3rd trick Opr. Marquette Yard is now 3rd trick operator at Gordons Ferry.

J. E. Kretz, formerly on 2nd trick at Spechts Ferry, is now on 2nd trick at Gordons Ferry.

The following operators lost their position on this Division due to reductions and have found employment elsewhere: M. F. Sokol is now Manager at Ford Agency and Garage at Vining, Iowa. R. R. Saeugling is selling insurance, and N. A. Irons and J. T. Gerkey are working temporarily on the I&D Division.

Dispatchers' vacations are almost over, Dispr. Wright will return from his vacation Sept. 17th. E. W. Olson will then take his two weeks and when he resumes work Extra Dispatcher H. M. Wilkinson will relieve Yardmaster E. G. Kiesel for two weeks before he returns to his position as Night Yardmaster, Dubuque Shops.

Due to large amount of Iowa paving, gravel pits at Bellevue and Harpers Ferry are working large forces of men, also the crushed stone plant at Marquette. Paving Contractor is working on this Division at Millville paving Route 55.

S. C. & D. Notes

M. F. Kasak

W. G. HINTZ wishes to thank the Sioux Falls Chapter of the Milwaukee Women's Club for the carton of cigarettes which he received while in the hospital recently.

Bob Tierney was on the Egan Line for a few days this month and said that he could learn to like the country if they would let him stay on the job long enough.

Jack Clemmons bohs into Sioux Falls quite regularly lately some time in the capacity of a passenger, brakeman and others. We believe that Jack looks better in the blue suit with the brass buttons than the regulation denim.

The picnics on the Division at Sioux City and Sioux Falls were very well attended. We have been unable up to this writing to get a report on the Sioux City picnic and the outcome of the golf game. We do not like to admit it, but it is a fact that Sioux Falls took a first class trimming from the Sioux City

"mountain climbers." This does not, however, close the battle as I am informed that there is to be a return match played at Sioux Falls soon to determine if the Sioux outfit just had the Sioux Falls boys in camp due to stage fright or superior playing.

We have at hand a note from G. H. Nance, Operator at Tripp, who informs us that we made a slight omission in recording the news about the bombardment of the Tripp Station by a hobo some time ago. Mr. Nance says that due to objection on the part of the City Marshall the hobo landed in jail instead of the hospital. It seems that Mr. Nance wanted to take "Willie" to the hospital and the marshall insisted on the jail. Law and order triumphed.

B. & B. Carpenter Joe H. Barger is recovering from an operation performed at McKennon Hospital, Sioux Falls. We are sorry to hear it was necessary but hope for a speedy recovery.

Aleck Porter sent out a rush call at stations along the line for a dog. Aleck got results. He always does. On the morning of the scheduled interview with the canine world, Aleck was greeted at every stop by five to twenty-five dealers in dog flesh who displayed dogs of every description from grasshopper hounds to Great Danes. Aleck landed in Sioux City without a pup and we believe that either Aleck is too particular or the price of dogs at this time is not favorable and Aleck is looking forward to more favorable market conditions.

"Baldy" Koontz, formerly assistant yardmaster at West Yard, has been on the rock train, Sioux Falls to Harrisburg, with Conductor Stewart for some time. "Baldy" feels that he is an authority on paving work—especially the rock end of it.

We note that Harland Stivers, son of Agent Stivers at Colton, is learning the business of railroading from the pick and shovel up, with Ole Solomonson on Section 57.

Bill Hintz has been pretty busy on the north end for the past two weeks. Bill says that the pheasants don't look so good now but after another few weeks of grasshoppers and new grain they should be big enough to use something else besides a fly swatter to hag them.

During the recent visit of the Barnum & Bailey-Ringling Bros. Combined Circus we observed W. S. Morton in the managerie tent

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feeding what appeared to us to be peanuts to the elephants. (This is his pet indoor sport.) One of the elephants became rather talkative and began telling "W. S." what he thought of anyone who would feed a poor defenseless elephant peanuts with the nuts extracted from them. It seems that the Scotch ancestry became uppermost in his mind and he thought that he might as well eat the nuts and feed the hulls to the elephant.

Miss Maybelle Stivers was the successful applicant for the position of bill and expense clerk in the freight house at Sioux Falls.

Mr. W. K. Griffiths, son of General Agent Griffiths of Sioux Falls, has drawn the position of part time clerk at Vermillion, S. D.

Jim Johnson, formerly a section foreman on Roadmaster Ealy's territory, has returned to work on Section 39 at Sioux Falls, account of force reduction.

The Sioux Falls Line spent a busy day August 21st handling four trains of the Barnum & Bailey-Ringling Bros. Circus. Trains were received from the Rock Island and unloaded at Sixth Street, and after the performance were reloaded and handled to Sioux City via the Milwaukee. Trainmaster Doud was master of ceremonies that day.

The following was contributed by L. A. Quine, train baggageman. "Believe It or Not" Ripley hasn't a thing on us.

Some time about the first of June a robin built a nest on the circle of the front pair of wheels of a platform truck at Manilla, Iowa. In due time four eggs were laid in the nest and she settled down to the business of raising her family, unconcerned about the presence of the station employes about the platform. She left the nest only when trains were at the station. This truck was used as little as possible and during the time that the "Nursery" was in use she would be keeping watch from a near-by field, returning when the truck was put away. The eggs never hatched and the reason they did not was perhaps due to too many enforced absences from the nest.

Hot Shots from the West T. M. Division

Helen Kirwan

"DANGER LIGHTS" is the final title selected for the sound-motion picture which was filmed at Miles City and other points on the Milwaukee Road during the summer. "The Record Run," the name under which we expected to see it shown, was evidently dropped in favor of the new title, which no doubt has more advertising merit. We are all anxiously awaiting its arrival at our theaters and by the time this line is in print I presume we will have realized our ambition. S. W. Nelson, our genial yardmaster, recently took a trip to Coast cities, hied his family down to Hollywood, and out to the RKO location, and whom should he meet first thing but Rudquist from the T. M. Division who has steady work in pictures for the RKO and is evidently making good as an actor. Rudquist played the role of guide on this particular day and the Nelsons called on a lot of the RKO folk who were in the special train working at Miles City this summer, all of whom greeted them very cordially indeed. Mr. Nelson said they were invited to the projection room and saw the "Danger Lights" picture run and he admits that we will be surprised the way the Miles City people who took part in the picture are recorded both in sound and picture, says they are great. Swan says it is a great picture, one of the best pictures made this year, according to the RKO, and it will be an epic in railroad history. He also brought back greetings from the RKO gang to the Milwaukee folk in Miles City, they asked to be remembered to Supt. and Mrs. Gillick (he said: "Especially Mrs. Gillick").

I suppose when Custer Greer, Jack Foley, Arnold Running and Barry Glen and the Train and Enginemen who are in the picture see themselves and hear their own voices—they will either get a pass to Warm Springs or Hollywood. This will be a great test. Why, I believe if I even had as much as a millionth part of an inch of mob space in a night scene, a rain storm at that, I'd have passed away long ago, not being able to bear the suspense.

Mr. and Mrs. S. W. Nelson, daughter Lois and son Robert spent their vacation on the coast, visiting the family of the Gen. Agent of the B-M out of Seattle, went from there to Los Angeles and visited with Mrs. Nelson's sister, Mrs. Dorothy P. Flegler, and also with Mr. Nelson's sister, Mrs. Davis, and from there the trip to Hollywood was made. (There, I think I've given 'Swan' quite enough space to make up for the neglect in leaving him out of the RKO write-up, when he was one of the local figureheads in the production here—right, Swan?)

Glen Ramsey also spent his vacation in California, and we don't know just which movie star is his particular weakness, but he says Hollywood is a great place.

Geo. W. Knowles, Chief Clerk to the Supt., and Jack Price, Divn. Accountant, recently took a motor car trip over the division, lining up the force on the new material distribution which is taking effect Sept. 1st.

Miss Marie Blake has accepted a position in the sheriff's office at Spokane. One ought to be able to have a real time in Spokane now.

Mrs. Amyleigh Essex, husband and sons, spent their vacation in a cabin with relatives on the lakes in Minnesota and for a quiet, unassuming person like 'Emily'—those were pretty big fish stories that she told.

Arnold Running and family, spent their vacation in Minnesota—that state seems to be the popular one for TM folks to visit on vacations. Arnold came back with his smile, if possible, broader than usual and looking as fit as a fiddle.

Mrs. Nummerdor and son Charles returned from Wisconsin recently and Chief Dispatcher Noomie' is a 'golf-widow' no longer.

You know the Miles City women folk can leave on vacations now with absolute assurance that their hubbies won't get very far astray if they first get inoculated with that little 'miniature bug' they will pursue it—golf, not the bug exactly, until they return.

Noticed a little poem in the last issue of the Magazine by our old friend, Mr. Murray, who was former Division Engineer on this division, and who is now located at Madison. It was titled 'Try Again'—and that's just what I'm going to do. If you like this column, say so and we'll try again. We can always spot those initials, Mr. Murray—E. M.—they might not mean so much to the average person, but to me—they do, after having written the signature EM/hk so many times, 'way back when'—I was your steno. Best regards.

Div. W. E. Ring and family spent their vacation in Los Angeles and other coast cities.

Oh, yes, almost forgot this—Jack Price and Mrs. Price spent their vacation in the east and Jack drove home a 'spankin' new' Plymouth Car from Duluth—a red one. And 'no foolin' it would make a Plymouth Rock look about the size of an Easter egg.

Vacationing is about over: Ben Shields and son John fished and swam at one of the lakes near Minneapolis; Edith Peterson and daughters tripped away to Minneapolis and Chicago, as did Ruth Dunnigan. We intended to send a special reporter along with Ruth and get the real dope on that brown-eyed young lady, but we just don't and as a result we have to tell you just what she told us and absolutely not another word: "I had a wonderful time." We knew she would before she started.



Richard, Four Years Old, Son of Traction Crane Operator E. J. Sholts, Miles City. Richard Won the Health Cup at the American Legion Auxiliary Baby Show.

Bob Humphreys is Mr. Gillick's new secretary, succeeding Willard Hauser who returned to his home at Sleepy-Eye, Minnesota, to work in his father's law office. Bob spent Labor Day week end with friends in Butte and Great Falls.

Geo. Hilton and Edwin Carlson spent the Labor Day holidays with relatives in Moberge. Harold Fuller looked in on Billings and the Fair, says he shook hands with "Bill Hart" (you know that bronze one of Bill up on the rim rocks?) I don't know whether he had a visit with that Indian Scout "resting" up there or not.

Dave Haggerty spent his vacation driving to Spokane and back and found the roads worse than he expected—plenty of mud and this is a dry year in Montana.

Wonder in the good old days of B. P. (before prohibition, for some of you who wouldn't understand) if one ever saw grown men down on the lawn at high noon on their hands and knees looking for four-leaf clovers. My, my, what IS this world coming to?

And—Joe Peschal spent his vacation in Wisconsin with his immediate family—SO he said.

Tom Corbett is the proud father of a new daughter who is liable to be old enough for school if I don't get this news in pretty soon. The charming young lady's name is Mary Alice. Congratulations to Mr. and Mrs. Corbett.

Jas. Corbett spent a few days on this division, transferred here as a trick dispatcher, but was almost immediately called to Spokane and Riley Joiner came home from Lewistown to take Corbett's trick here.

Harold Oliver is recuperating from a recent operation which he underwent at the Miles City Hospital.

Jim Brady left this week for Scranton where he is taking the position of station helper. Yes, Jim has "interests" in North Dakota.

Kansas City Division C. M. G.

AFTER a short visit in Amarillo, visiting in the home of his son Raymond, Chief Carpenter Evans returned to Ottumwa and was taken to the Ottumwa Hospital where he was a patient for about two weeks. Later he is planning to go to Rochester to enter the Mayo Hospital for treatments.

Mrs. W. W. Bates, wife of Traveling Engineer Bates, and daughter Carolyn, Terre Haute, Ind., were recent guests in the home of Chief Timekeeper C. H. Baker.

Two weeks of swimming, fishing and other outdoor sports were enjoyed by Mr. and Mrs. R. R. Lowe and daughters Arline and Joyce Mae at Shawano Lake, Wis., during the month of August.

Keith Lowe, Rodman in local Division Engineer's office, son of Roadmaster R. R. Lowe, leaving on September 18 for Ames, Iowa, to take up a course in engineering.

Storekeeper G. C. Sheridan and Mrs. Sheridan visited with relatives and friends in Min-

neapolis during Mr. Sheridan's two weeks of vacation in August.

Supt. H. F. Gibson and Mrs. Gibson journeyed to the old home of Mr. Gibson at Read's Landing, Minn., also visited in Wabasha and other points in Minnesota during the latter part of August and had a very fine time

Several employes of the superintendent's office were visitors out of town over Labor Day. Josephine VanderMeulen went to Des Moines to spend the few days vacation with her parents; Hazel Jones visited in Chicago, Illinois with friends. Roberta Sidebottom motored to Brookfield, Missouri to visit with relatives; Mr. and Mrs. J. H. Bowen and Mr. and Mrs. D. C. Smith motored, with a group of friends to Mt. Pleasant, Keokuk, Ft. Madison and Burlington. Hubert L. Webber went to Iowa City to spend a few days with his brother, A. F. Webber.

At the same time his nephew Aaron F. Webber, of New York City, was also a guest in the home of his father, A. F. Webber. Mrs. A. F. Webber, Jr., is Director of Religious Education, West End Presbyterian Church, New York; Mr. and Mrs. C. L. Ward went overland to Burlington and New London, Iowa.

Mrs. Glenn Allen of Cedar Rapids spent ten days during August visiting in the home of her parents, Mr. and Mrs. J. W. Sowder.

Engineer Accountant, C. A. Albright, from Mr. Lodge's office, Chicago, was in Ottumwa for three days during the month of August checking rail job covered by A. F. E. He demonstrated his ability as a real golfer during the several evenings he spent here by outplaying his Ottumwa opponents.

It is reported that Agent T. H. Toumey, Parnell, who has been critically ill for several weeks is improving. We wish him a speedy recovery and hope that he will soon be able to resume his duties. His son Don, who has been located in California returned to Parnell. Also, his daughter and family of Minneapolis were guests in the Tuomey home at Parnell during August.

Margaret Evans, daughter of Chief Carpenter, spent the summer motoring through the West with friends; en route home she visited in Amarillo, Texas, in the home of her brother, Raymond and family.

Mrs. Hugh Evans departed from Ottumwa on September 1 to join her husband, who accepted a position in Tulsa, Okla., recently. She had been a guest in the home of her parents, Mr. and Mrs. G. Kissinger for a greater part of the summer.

Engineer Vern Lawson and Mrs. Lawson motored through the East visiting points of interest in Canada, New York, Pennsylvania and other Eastern states.

Statistical Clerk John A. Mooney was operated on on August 20 and remained as a patient in the Ottumwa Hospital until Sept. 1. His condition is greatly improved.

Road and Material Clerk, Mildred Kissinger, returned to her position on August 25, after a two months' leave of absence. A. L. Love transferred to West Yard as a caller, which position he will retain until during the latter part of September, when he will leave for New York to enter Columbia University.

On Sept. 5 Mrs. Leo Van Dyke underwent an operation at St. Joseph's Hospital. She was returned to her home on September 8 and is reported improving.

Geoffrey Stickler and Iver Carlson hold the honors as champion golfers on the miniature golf courses. For a short period had numerous enthusiasts among the office employes and several contests were scheduled to take place, but none have actually materialized.

Mrs. Tom Farnsworth of Seattle, was a visitor in Ottumwa, on August 27 and 28, had been in Sewal, Iowa, for several weeks pre-

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vious to coming to Ottumwa, visiting with her mother and other relatives and friends.

P. J. Weiland and family spent a vacation of two weeks in Bridgewater, S. D., during the first half of August.

A visit with relatives in Kingsville, Ohio and Mauch Chunk, Pa., with a trip through the Allegheny Mountains, constituted the vacation of Mr. and Mrs. Vosburg and son Charles.

Mr. John Gavin was called to Montevideo in August on account of the death of Mrs. Gavin's brother. His death was accidental, caused by breaking his neck while out swimming. Mrs. Gavin had been a guest in the home of her parents for several days previous to the death of her brother.

Due to wearing his hat past the straw hat season, Chief Timekeeper Baker discovered it one evening, at the hour of four, converted into a porter's cap. Some of the better dressed men employes decided that since he did not seem to understand that summer hats are for summer wear only, they better interfere and force him to discard the out-of-date head gear and invest in the proper head apparel. However, the porter's cap serves its purpose well, for they say that in the privacy of his home, Bake often plays at pretendin'; stands erect with the new creation on his head, brush in hand and inquiring of an imaginary traveler, "Brush, sir?"

Perishable Freight Inspector Bert Brandt, returned from his eight days' vacation on Sept. 9. Motored to Minneapolis, Minn., with a stopover at Des Moines enroute home. He was accompanied by his wife. L. More from Dubuque relieved Mr. Brandt.

Mr. J. O. Parker and wife, also Condr. George Parker, made a tour through the west, including a visit in Seattle, Portland, Billings, Mont., Salt Lake City and Denver. Mr. and Mrs. J. O. Parker also took in the Iowa State Fair this year.

First Trick Operator Martha Brown returned to work about August 28, after a leave of absence on account of illness.

Second Trick Operator W. D. Wright at West Yard, and Mrs. Wright, will leave on Friday, Sept. 12 for Seattle.

Yardmaster C. W. Jordan, Ottumwa, returned to his duties on Sept. 1 after a two weeks' vacation.

Humphrey Green, veteran switch foreman at West Yard, took a two days' vacation during the month of August.

Tacoma Shop Notes
"Andy"

THEY say that we get out of life just exactly what we put into it, in other words, we reap just what we sow—such being the case, the harvest will surely be abundant for Tom Scanlon and Bill Bailey, hospital committee representatives for the Tacoma Car Department. These two gentlemen deserve a lot of credit, for their life's ambition seems to be passing out sunshine and happiness to those who are ill and suffering, for they spend their Saturday afternoons and several evenings a week making the rounds of the hospitals, sanitariums, or any place where the sick are, and see that they are not in want of anything, passing out books, magazines, cigars, cigarettes, tobacco, candy, and whatever tends to bring a little joy to those who so need encouragement. They have a box made in the woodmill that they keep filled and carry around with them, so we take off our hat to Tom and Bill. They are what we all should be to make this a better world.

Bill Strinsky, our boiler foreman, has been off sick for a couple of weeks, and we hope that it is not serious, and that he will soon be back on the job.

C. C. Collins, fluewelder, and ace-high bowler, is sporting around in Chicago. The gangsters, however, better leave him alone, and they will,

if they ever see how he can swing one of those bowling balls.

F. Butts, electrician, is visiting in Los Angeles.

Wm. Luebbe is relieving H. Thomas, R. H. foreman at Cedar Falls, who is on his vacation.

Geo. Cessford is now pushing the gas from the front seat of a brand new Oakland sedan, and she's a beauty, too. By the way, Geo. recently had an operation on his eye, which rendered it somewhat discolored. However, Mike Grummel had a lot of fun differing in his opinion as to what caused the discoloration.

Wallace Bates, machinist, has gone to Buffalo for a visit.

Geo. Gookstetter (Gook), formerly storekeeper at Bellingham, has been transferred to Tacoma due to discontinuance of storekeeper at that point.

Mr. J. T. Kelley was one of our visitors at Tacoma last month. Call again, Jim, we are always glad to see you.

F. Amidon, P. R. Horr, and Geo. Lovett have summer homes on Horsehead Bay, and that is where they are spending their weekends.

H. Stewart, night roundhouse foreman at Tacoma, has been transferred to Deer Lodge, and F. Amidon is holding down the N. R. H. F. job.

Glen Hogan, well known sportman in the woodmill, is getting his heavy artillery in shape for the big battle on October 1st, when the bird season opens in Pierce County. Glen is a hunter and marksman of national reputation, being associated with men such as Frank Troeh.

Herb Stark, during the working hours is a metal worker in the Car Department, but during the other hours is a baseball pitcher, and how. Herb, aside from being a star pitcher on the Milwaukee team, is on the Tacoma Leopards, who are at the present time playing the Aberdeen Black Cats for the Timber League championship. Understand that he is being looked over by the Coast League scouts for a possible tryout next spring.

Speaking of baseball, we must mention Al Sommerville, who played with the Milwaukee team and with the Tacoma Tigers. He has been batting 400 all season. Local sports writers have him listed with the Timber League all-stars, but Al is just one of those unfortunates who had to be on a losing team where his ability is not appreciated.

For the sake of Gill Garrison it would be better if there were no prize fights or political elections, because he always seems to pick the wrong guy to bet on. We understand in the last election he lost \$3.78 to Jack Dorsey.

Gus Hagen, who was operated on for stomach ulcers, is doing nicely, and expects to soon be on the job.

Melvin Guy seems to be an artist in the chicken business. He has a swell place, he claims, and is just a short distance from town, but others, in trying to locate his place, spent three hours and used 10 gallons of gas. Mel has raised a set of ducks under a hen and they are doing fine, but the hen is puzzled when the ducks take to water.

Speaking of cars, Geo. Girard has a new Chevrolet.

Miss Smith, in Doc Willard's office, is a Miss no longer, for she spent her vacation getting married—a nice way to spend a vacation. Well, anyway, we all extend our best wishes and congratulations to the lucky man.

Miss Moegard has been on her vacation too, but we did not get the info as to where she went.

Joe Cregan spent Labor Day at Victoria. That's about as good a place as we can think of to go.

Elmer, our mail disturber, trimmed his mustache all the way off, now there is nothing to sneeze at.

I. & D. Items

M. G. B.

GENERAL CHARLES P. SUMMERALL, Washington, D. C., chief of staff, Seventh Corps Area, Omaha, made a trip over the I. & D. Division September 2. Mr. W. F. Ingraham accompanied him to Rapid City. There he was met by an official car from Ft. Meade, occupied by Lieut. Loren D. Pegg, representing Col. William L. Luhn, fort commander. General Summerall was accompanied by his aide-de-camp, Capt. George Foster, D. O. L., also of Washington.

General Summerall went to Fort Meade from Rapid City and was met at the western limit of the reservation by the First Squadron Fourth Cavalry mounted, with arms, under the command of Major Jay K. Colwell. The regimental band attended. Activities in the post included a review of the regiment. General Summerall is on a tour of military stations throughout the country.

A luncheon was given for the general at Fort Meade by Colonel Luhn, fort commander, which was attended by the general's staff and a few friends.

From Fort Meade the general went to Deadwood, S. D., to take the train for Fort Robinson, Nebr., on his way to the coast, returning via Seattle, stopping at Fort Snelling and Fort Sheridan on our Olympian.

General Summerall will be recalled as one of the outstanding commanding generals of the American Expeditionary Forces in France during the World War. He was appointed chief of staff in 1927 and promoted to general, the highest American military rank, last year, as the result of congressional legislation which authorized the chief of staff of the army to that rank.

Mrs. Benj. Olson just returned from a trip to Seattle, Wash., and Portland, Ore. She visited a brother in Portland whom she had not seen in thirty years, and whom she did not recognize on account of their long separation. On the way back they motored through Yellowstone Park. Mrs. Olson was accompanied by her small grandson from Chicago. She also called on Clarence Algyer, a former I. & D. conductor.

Mrs. Hans Benson and son Harold, family of carman at Mason City, just returned from a visit to Sutton, S. D.

Miss Jessie Jackson and Mrs. Myer, from Los Angeles, Calif., visited the home of Mr. Olaf Olson at Mason City during the latter part of August.

Mr. Oscar Larson, car foreman at Mason City, and family spent two weeks at Spirit Lake, Chicago, and Milwaukee during the latter part of August.

Our sympathy is extended to the family of Mrs. A. J. Edmonds, wife of machinist at Mason City, who died August 26th.

We wish to extend our best wishes to Beatrice Davis, daughter of Conductor Guy Davis, Mason City, who was married August 31st at Mason City to Mr. R. Smith, Norfolk, Va. They will make their home in Norfolk.

Our sympathy is extended to the family on the death of Mrs. Fromm, mother of Mrs. Robert McClintock, Mason City.

Mr and Mrs. Fred Howard were called to Kansas City September 2nd on account of death. Mr. Howard is a building carpenter at Mason City.

J. F. Gerkey of the Dubuque Division is relieving Lucille E. Hopkins at Hutchins for about three weeks, during the first part of September.

Relief Agent Kellar is relieving Ben Hopkins at Wesley, Ia. Mr. and Mrs. Hopkins are attending a ticket agents' convention at Cincinnati.

STORIES OF RAILROADERS WHO BELIEVE IN REAL FOOT PROTECTION



C. F. Hanson prepares for bad weather



Here's the kind of boot a man can wear in comfort, all day long! "U. S." Blue Ribbon Boots are made on special lasts, right to the shape of your feet. Rubber Ribs over the instep prevent pressure. Special gum reinforcements at the ankle prevent chafing. In knee and hip lengths.



Mr. Hanson is a switchman in the Chicago Terminal District. His work keeps him outdoors most of the time.

He knows the value of keeping warm, dry and comfortable during bad weather. He can't afford to run the risk of colds or chills or foot troubles. For, like all real railroaders, he is on the job day in and day out.

Here you see Mr. Hanson pulling on his "U. S." Blue Ribbon overshoes. They are soft and light for comfort—yet, they are built to wear like iron. They keep his feet warm and dry: Corrugated soles prevent slips.

WHAT are your needs in rubber footwear? Maybe you need boots or rubbers or maybe you need overshoes just like Mr. Hanson's. You'll find the same protection and comfort in every style of "U. S." Blue Ribbon Footwear.

There is a "U. S." dealer near you. Ask him to show you the styles of Blue Ribbon Footwear that will best serve you on your job.

"U.S." BLUE RIBBON heavy footwear

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K. S. Lambert, third trick operator at Calmar, was visiting in Sioux Falls the early part of September.

Pem Bernhart, second trick operator at Calmar made a trip in to Chicago the first part of September.

So far the superintendent's office has manfully resisted the call of the miniature golf links, but had to show its individuality in some manner. This was expressed by carving out wooden boards in the shape of tennis rackets and tying a string up in the yard for a tennis net. They may be observed any noon supplemented by some of the other departments working away at home-made tennis. We suggest a requisition for a playground.

The yard office at Mason City is full of duck feathers again, now that the season is open and F. H. Dickhoff, yardmaster, is out hunting.

You should see our passenger depot. W. P. Woodhouse, ticket clerk, has golfitis. The ticket office has the appearance of a Tom Thumb golf course when Bill appears in his full golf regalia. He sure looks cute in knickers. Please pass the hat, boys.

Julius Wiele attended a Lutheran convention at Burlington, Ia., the first week in September. He made the trip in the trusty little Essex.

Carrie Bradbury, from the freight office, Mason City, visited friends in Rock Falls the first week in September. Carrie says she doesn't like those larger cities.

Grace Moran, stenographer in the D. F. & P. A. office at Mason City, is spending her vacation in Canada again this year. Evidently the climate agrees with her.

Any employes wishing turkeys for Thanksgiving please order early from Tom Dugan, switchman, Mason City. Tom sure raises a fine bunch of turkeys every year.

Herman Quandahl, yard clerk, spent Labor Day in Chicago.

We have heard it whispered around that Don Bolton, P. F. I. at Mason City, is so busy nowadays he forgets to go home to lunch.

Mr. and Mrs. Henry Stark visited at the home of Mr. Stark's parents in Red Wing, Minn., the latter part of August.

Congratulations are extended Mr. and Mrs. W. G. Powrie on the birth of a baby girl, September 5th.

Mrs. C. E. Mutschler, wife of chief clerk in the superintendent's office, returned home to Mason City after an extended visit with her mother in Dubuque.

F. O. Hohn, agent at Whittemore, took a few days' vacation the first week in September. Relief Agent Hamilton took his place.

General Offices, Chicago

Vila

CONGRATULATIONS are extended to Miss H. Mae Wheeler and Mr. Rudolph Johnson, assistant engineer, on their engagement. Both are employed in the bridge drafting room and their many friends in the Engineering Department offer their best wishes to them. It is rumored the wedding will take place this fall.

On Sunday, September 14th, Mrs. Mabel Costello entertained the Misses Baldwin, Doyle, Olson, Kuhn and Snapp at her summer home at Druce Lake. It being an ideal day, swimming was in progress, which greatly increased their appetites. One straggler reached there late in the day but, however, not too late to get a job wished on her. You know when you spend a day in the country you must put all your energy forth and do everything in that one day, and when all is accomplished you end the day by going thru a course of "setting up" exercises, of which I understand "J. H." is a very adept teacher (guess he thought he was still in the Army training soldiers).

We wish to extend our condolence to Miss Gertrude Schoyer and family in their recent bereavement. Mrs. E. A. Schoyer passed away in the afternoon of September 9th, after a short illness. The loss of one's mother is indeed most sad but when that mother was so charming and lovable a personality as Mrs. Schoyer, as many of us who knew or had met her can testify, her passing is felt all the more keenly by those who mourn. Her children will find comfort in the memory of their devotion to her through the years of her long life. Interment was at Milwaukee, Wisconsin.

The employes of A. E. Lodge's Office held their long awaited blind bogie golf tournament at Bonnie Dundee in the Fox River Valley of Illinois, September 13th, the winners being as follows:

First prize, Leo Walch; second prize, Joe Shemroske; third prize, Ed Klug; fourth prize, Johnnie Shemroske; first low gross, Red Theis; second low gross, Chuck Albright.

Among the "Also Rans" receiving honorable mention were: Uncle Yowell, John Jannssen, Bill Rooney, Joe Shemroske, W. Broberg, Guy Macina and Otto Lamberg.

We understand Uncle still entertains doubts as to the veracity of the winners as he claims to have been the first in his party to reach each and everyone of the greens and that he took not less than seven strokes to get there, whereas the tardy ones recited scores of 4, 5 and 6 per hole.

Johnnie Shemroske evidently has a grasshopper complex. He was observed partially disrobed removing a fine specimen that jumped down his neck.

All agreed the afternoon was a rip snorting success.

Our sincerest sympathy is offered to Mrs. Erma Oberg of the General Adjuster's Office in the loss of her beloved mother who passed away September 16th.

River Division News

M. M.

MR. PAUL MOORE, who has been in the service of the company for many years, has decided to retire and take his pension. Mr. Moore has worked at Wabasha in the B. & B. Department for the last 25 years, and has been most faithful in his duties. His retirement comes after a long, successful career. Mr. Moore still resides at Wabasha, but after disposing of his residence, will make his home with his only daughter.

Second Trick Operator Mr. Geo. Poeschel, wife and family, have enjoyed a vacation visiting at Minneapolis, Milwaukee and other Wisconsin points. Part of the territory was covered by auto and George reports a most enjoyable trip.

For some time everyone acquainted with Mr. W. W. Binnels, was familiar with the fact that he was adept in various lines of work, but to receive prizes or special mention was not generally known. However, Dinny received honorable mention in a local golf game in which the participants were playing for the cup. Congratulations to Dinny on his efficient playing.

The news of the death of Conductor W. Jones was received on the Division with surprise. Mr. Jones had not been ill very long and his death came as a shock to the employes. He had been in the employ of the company since July 15, 1905, and has spent all of it on the River Division. Funeral was held at Minneapolis and largely attended. Sympathy is extended to members of the family.

Roadmaster C. Carlson has been very busy recently having an extra gang employed, laying steel, ballasting, graveling, etc.

Mr. Sharp Brown and wife spent September 6th in Milwaukee, where they went to attend the wedding of their daughter Miss Melba, to

Mr. Henry Shea. Sharp states he had a wonderful time and that the bride looked very charming.

Congratulations are certainly in line for Mr. John Turney, district master mechanic, in his place in the Safety First campaign. Mr. Turney has worked hard to maintain this place but he surely has had ample co-operation. His position in the contest has been secured through carefulness on the part of all the employes. It is worth trying to secure this position in the Safety First movement, but still more necessary to retain.

Improvement in all lines of invention has progressed rapidly and the railroad has kept pace with the trend of times. They have given to the country the greatest means of transportation and in doing so have built and maintained their own highways. Indications of the rapid progress they have made is the wonderful power that is on the River Division and is going through from Minneapolis to Milwaukee. The L-3 engines are wonderful power and can handle a great amount of tonnage.

Traveling Engineer Mr. F. G. Hemsey has been very busy since the L-3 engines have been going through to Milwaukee, and with excursion trains, and carnival trains, he has been kept extremely busy.

Section Foreman Nels Nelson of Wabasha returned from Goldfield, Iowa, where he went to attend the funeral of his aunt. There have been two funerals in Mr. Nelson's family in Iowa, his mother having passed away several months ago. Sympathy is extended.

Optimism vs. Pessimism

Lucille Millar

An Optimist and a Pessimist

Met on a busy street—
Said the former to the latter
"Well, what a friend to meet!
Why aren't you looking joyful
This wonderful autumn day?
Say, brother, smile a wee bit
Be happy, bright and gay."

The Pessimist just hung his head
And mumbled for a while—
Then finally produced a dry,
But rather sickly smile.
And with his fists all doubled up
His head cocked on one side—
Produced a flow of eloquence
To be heard both far and wide.

"This Country's gone to Fido-Land,
The crops are all burned up;
This Winter we'll eat snow-balls—
These times sure take the cup!
Then I should talk prosperity,
Should smile like a chessy cat;
Oh no! They cannot fool ME
For I'm NOT as dumb as that."

Mr. Optimist then dashed forward—
And cornered that boy in style—
Got him by the skinny neck,
Throttling him all the while.
"Brother, you're just a sample
Of the enemy we must beat—
Your old destructive chatter
Is filling up the street."

"Instead of preaching panic—
In your pessimistic way—
Try building up a little,
Be constructive and I'll say
You'll see how times will be changing
Why they're already on the mend—
Now Forward March into the Ranks
And worth-while thoughts please send."

White Coal from Harlowton

"Madam Queen"

OH, I say—did you miss me last month?
I knew you would.

There isn't any use of taking up a great deal of valuable space in the Magazine to write about "Who's Who" and where they went last month. We ought to know about that, by now.

Mrs. J. J. Martin spent a few days visiting the Ira Caine family in Roundup.

Mr. and Mrs. J. P. Retallick returned last week from a five-day fishing trip on the Madison. A successful catch was reported.

Mrs. Scott Lewis has returned from Evans-ton, Ill., where she visited her son Franklin and family.

Esther Steinhauer and Elizabeth Waters left Sunday, September 7th, for Mt. Carroll, Ill., where they will enter a college for girls.

Mrs. Jack O'Neil has left for Miles City where she will undergo an operation at the clinic.

A little late to ask, but did any of you notice the amount of ice cream Elmer Nissen "stored away" at the Milwaukee Women's picnic? My, my!

Did you know Engineer Geo. Eaton was building a home? When a bachelor gets that ambitious it looks bad, doesn't it?

Say, has Margaret Fuchs driven that new "Baby Lincoln" yet? Her daddy said she couldn't and I'm just a-wondering.

I've been asked to write up the behavior of one of our engineers on the T. M. Division. It seems this said engineer, who is a "Sergeant" in Company "D," couldn't pick any fights with his cook at home, so while the Company was encamped at Helena last June he endeavored to make the camp cook walk a chalk mark.

Scientific Water Correction

OVERCOMING scale formation, foaming, pitting and corrosion, economically, in steam production has been the principal work of the Dearborn Chemical Company during the past forty-three years. The service offered combines the most modern scientific practice and the mature experience of a group of specialized engineers and chemists whose success in this work is outstanding. A large percentage of the railroads of the world use Dearborn service as the most effective means of overcoming troublesome water conditions.

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F. S. MARTIN & CO. — OMAHA

The camp cook was not so inclined, with the dire result of the sergeant taking the count of ten.

(Your turn to laugh now, Pat.)

Well, folks, Madam Queen will now "sign off." Please stand by for further announcements.

Fullerton Avenue Building A. M. D.

IT has been some time since we enjoyed writing about new babies. Wow! Look what we have to write about—seven of them!

I. Steger, of the Car Accountant's office, passed around the cigars again. Yes, it was another boy. The date was August 24 and the gang expressed their praises as they lit up and smoked. It would appear from this the authorities are in error when they reported a decrease in the birth rate for surely Irwin is helping to maintain the record.

A second son, William Patrick, was born to Mr. and Mrs. James T. Harvey, August 12. Mrs. Harvey was the former Marie Seipp of the Central Typing Bureau. Their first son, Jimmy, Jr., is now two years of age.

Paul Jacobson of the Auditor of Station Accounts, is the proud papa of another baby boy. Nice going, Paul.

We are pleased to advise that on September 11 a baby boy arrived at the home of Elsie Morrison who was Elsie Schroeder of the Car Accountant's office.

We are also happy to announce the arrival of a baby girl at the home of Ed Suhrbier of the Freight Claims office.

We just received news that a baby boy has arrived at the home of Julia Novitski and a baby girl at the home of Emily Novitski. These young ladies formerly worked in the Central Computing Bureau.

A. Jacobs in the Car Accountant's office was recently relieved of a considerable portion of

his masticating apparatus and is conducting various experiments with soups, bouillons and other soft foods. Everyone he meets tells him how "fine" he looks and "You would hardly notice it if you did not speak." That's just it—he has to say something occasionally anyway. His wife tells him of the terrible experiences of others to comfort him but he calls this the home variety of "Hooley."

He eats baby food and hopes to have his new ones soon and if he gets a little more hair he will stage a christening. Oh yes, we forgot to state that there were 16 and but 2 are left.

Mr. A. Batcheller of the Statistical Bureau Freight Auditor's Office, celebrated his seventy-fifth birthday on August 6, 1930. Mr. and Mrs. Batcheller hope to celebrate their fifty-third wedding anniversary in October, 1930.

Pete Meyer of the Ticket Auditor's office was lucky to escape injury when his car, forced into a post by a reckless driver, was practically demolished. Others in the car were not so fortunate. Pete's dad's upper lip was badly lacerated and a friend who went through the windshield, sustained a severe cut on the forehead.

Miss Viola Mueller of the Statistical Bureau Freight Auditor's office and Charles Monske, a former clerk in the same bureau, were married September 6, 1930. They are honeymooning in Wisconsin.

It is understood that Hanna Rocco and Helen Stegmann of the Freight Auditor's office are contemplating an adventure in marriage. We wish you the best of luck girls.

Elizabeth Siebert and Ethel Brown of the Central Typing Bureau are recovering nicely from appendicitis operations.

This madness called love, which ends in marriage, is really the greatest thing in the world. You cannot catch it like you would a butterfly and it can't be mixed in a cup with

a little of this and some of that and then cooked or baked or iced to make it what you want. You have to go completely daft over someone without any reason and in spite of everything and if you can't do that, all hope is gone and you are ready for the Old Folks Home.

But listen: There are a number for whom life has not lost all its beautiful mystery. They have been playing solitaire long enough and now they hope their dreams of a husband, a smelly pipe perhaps, and an open fire with a favorite book and the illimitable peace of mutual contentment.

May luck be with you—

Valeria Shepherd was married August 23rd.

Dorothy Paschke was married August 27th.

Harriet Schroeder was married August 30th.

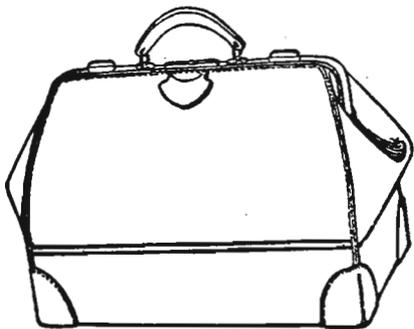
Helen Brown, not to be outdone, arrived at the office August 19th with a beautiful diamond ring and made the open announcement of her engagement.

Mr. W. H. Nickels has just returned from his vacation at Hatchet City. Bill, did you locate the 1000 frogs?

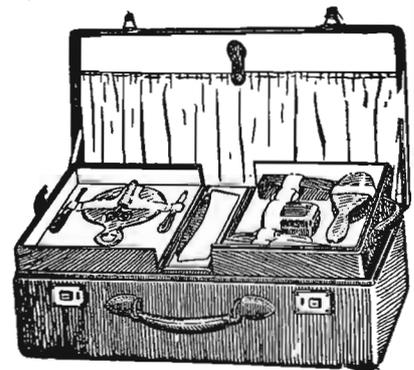
Thursday, September 4, a team composed of All-Stars from the Fullerton Avenue Building, played what was supposed to be the rubber game against the Union Depot General Freight Department. The game went to 10 innings a 3 to 3 tie and was called on account of darkness. Krumrei and Tabor pitched wonderful Indoor Ball but the feature playing of the game goes to Ralph Klotz of the Ticket Auditor's office.

Radio dispatches from Northhome, Minn., indicate a nice catch of pan fish by our old-time buddy, Mr. G. K. Christ of the Freight Auditor's office.

Recent catches made in northern Wisconsin by Switching Bureau consisted of an 18-pound Northern Pike and a 36-pound Muskie. Can you compete with this, George?



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OMAHA PRINTING CO.
LUGGAGE DEPARTMENT

Farnam at Thirteenth
OMAHA, NEBRASKA

Thursday, Sept. 11, 1930, two All-Star teams of the Fullerton Ave. Building clashed in an Indoor Baseball game, the opposing pitchers being Krumrei and Tabor. No use of publishing the score for Tabor has not beaten Krumrei in the past four years.

Gertrude Schreiner of the Freight Auditor's office certainly kept her marriage of June 5th a secret. She will be known as Mrs. Peter O'Higgins. Good luck, Gertie. How about the corn beef and cabbage dinner?

Miss Catherine Buster has been enjoying herself at Plymouth, Wis. What is the attraction, Catherine?

From reports of the Norwood Park Canning Co., Incorporated, a record crop of tomatoes is ready to be canned. A specimen in which the company takes great pride. A tomato 12 inches in diameter grown by O. W. Reinert, President.

Luke Lindly has taken the old scotch game seriously. To save expense he has constructed a miniature golf course in his back yard.

The Freight Auditor's Bowling League began its season on Sept. 11 with six teams rolling on the Crystal Alleys. Much interest is shown this year and two teams have been added to the league, and the present season promises to be its best. The teams have been named: Chicago - Milwaukee - Twin Cities - Seattle - Omaha and Kansas City. The officers are:

- A. F. Stevens.....President
- G. K. Christ.....Vice-President
- E. A. Ludwig.....Sec'y-Treasurer
- G. Maleynski, A. Peterson, R. Gentz, G. Christ, C. Woelffer and A. Duffy, being the captains, form the governing body.

Bowling will continue for thirty weeks, at the end of which there will be a banquet and theater party for the bowlers. Prizes aggregating over \$400.00 will be distributed.

Motoring on the Milwaukee

Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

WELL, of all the luck! Here it is duck season, everyone laying off, who has been working, to shoot ducks, and plenty of ducks, or should be, as there always has been—and the sky as clear as blue, as full of good old Indian Summer sunshine as you would ever see in a lifetime of Septembers out our way. Can you beat it?—and when we didn't want it to storm, well, that was all it could think of, still the duck season lasts some time and we hope for the best—and some ducks, too.

Nels Rabben, second trick operator at Butte yard, has been on the sick list this month. He was relieved by Operator Ferguson, from the west end, and is now back to work again. There will soon be a changing around of operators when the park is closed and they move in on their own jobs here and there.

From what we can find out, and as Will Rogers says, "All we know is what we see in the papers," the longest freight train so far—was handled west out of here August 12, from Three Forks to Deer Lodge. Conductor Spayde and Engineer Flynn were in charge, motor 10209, 37 loads, 138 empties, 5,065 tons. They made three stops, did local work, headed a passenger train through a siding and got there all together, or so I have been told. What we are coming to no one knows, but understand Flynn sent a telegram at Sappington to Spayde, which was delivered to him at Piedmont, because he thought he would save time by not waiting to tell him what it was all about. Seems a good idea and I wonder why this method is not used oftener.

Per-fex-ion

400

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Made in 10 Attractive Colors**

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of helpful service...*

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**Spokane and Eastern
Trust Company**
Founded 1890
Affiliated with Northwest
Bancorporation
SPOKANE, WASHINGTON

Mrs. Charles Rader has returned home after several weeks at Livingston, and a visit with her sisters in Gardiner. She is very much improved in health and her husband built the whole house over while she was gone.

Well, as I said, all I know is what I read in the papers, but I know now why the fish out here start climbing the trees when Mr. J. T. Gillick comes out this way on a visit. Quote. Mose, the tame muskie at Squirrel Lake, failed to come up for a feed for a few days and folks thereabouts feared some hook had caught him. Mr. P. C. Hart and Mr. J. T. Gillick went out that way to see about it and found there was no truth to the story. Seems they fed him some strawberry shortcake and patted him on the back. Well, all I could possibly say regarding such an item in any paper (this was from Indiana), is that any self-respecting fish that would let anyone pat him on the back out here would be begging for

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H. H. Bright.....President
Oscar Ball.....Vice-President
T. O. Hammond.....Vice-President
J. C. Laughlin.....Cashier
W. C. Henderson.....Ass't Cashier
A. E. Schnad.....Ass't Cashier

a banquet and he would be "it." Nuf said—but next time Mr. Gillick comes out this way I am going to try and find out what kind of "bait" he uses, if I can.

127

One hundred twenty-seven banks, trust companies and security companies located throughout the middlewest and northwest, are affiliated with the Northwest Bancorporation.

This great banking group serves the same territory as the Milwaukee Road... Look for the emblem of the covered wagon.

Northwest Bancorporation
MINNEAPOLIS
Resources Over \$483,000,000



First National Bank of Everett, Washington

on the Chicago, Milwaukee, St. Paul and Pacific Railroad, on Puget Sound, has resources of \$12,000,000.00. Pays liberal interest on deposits.

Established Since 1892

Mrs. Lucy Veitch of Seattle was a Three Forks visitor first of September. Mr. Veitch is well known here also, as he was at one time our Rocky Mountain trainmaster located here. Mrs. T. J. Young, wife of brakeman Tom Young, has been on the sick list the past month and has been a patient at the local hospital.

Mr. and Mrs. Owen Gosnell made a trip through the western part of the state last of August, taking in Missoula and a nice camping trip on the Flathead as well as Glacier Park.

Mrs. John Lane is visiting relatives in Spokane for a few weeks, while Johnnie batches at home.

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—Ten acres near Orlando, Florida. Four acres in three-year-old Valencia oranges. Three-quarters acre cleared for house and garden and driven well with pump in. Reasonably priced for quick sale. For further particulars address A. R. Harris, 703½ Pacific Ave., Tacoma, Wash.

Free to My Fellow Employees—I am offering you my services free—12 years as an insurance advisor give me the experience to advise you on any kind of insurance. Your name and address on a postal card will bring me to your home. Address W. A. Johnson, 3719 Ridgeland Ave., Berwyn, Ill.

For Sale—Sixteen-weeks-old Kerlin Quality Super X Mating Single Comb White Leghorns. This stock is bred from males and females tracing three to five times from 300 to 332-egg record stock. Males, \$3.50; females, \$3.00. Address Paul Riegel, 1770 Burns Avenue, St. Paul, Minnesota.

For Sale—Pedigreed Boston Terrier puppies. Sired by "Velvet Touch" (the dog with the perfect head), his weight 13½ pounds. The dam is sired by "Intruder's Tiny Toy," he by the famous "Intruder." These puppies are rich seal brindle with even white markings, cobby bodies and short screw tails. They all have heads which are a credit to their famous father. In short, I am offering five Boston puppies possessing the finest of breeding and type—priced reasonably. Full particulars furnished on request. Address Ford Conlin, 106 44th St., Milwaukee, Wis.

For Sale—To my fellow employees I am offering eight choice peony plants and eight choice iris, all labeled, for \$5.00. One package of hybrid delphinium seeds will be given with the first 200 orders received. Will give very reasonable prices on choice novelty peonies which I have been collecting for the past fifteen years from all over the world. Send check or money order to A. L. Murawska, River Grove, Ill., Box 284. Eng. C. T.

For Sale—Ten-week-old White Leghorn Cockerels bred for egg production. Wyck-off strain. \$1.00 each or \$10.00 per dozen. W. E. Brown, Davenport, Iowa, Rural Route No. 2.

For Sale—One large electric Victrola. Original price of machine \$350.00, will sell for \$35.00. Also one smaller Victrola, price \$10.00. Both Victrolas have mahogany cabinets in very good condition. A number of records with each machine. For information write M. G. Conklin, c/o Supt's. office, C. M. St. P. & P. R. R., Wausau, Wis.

Cemetery Lot For Sale—Five-grave lot in Memorial Park Cemetery, Evanston, Ill. Well located and under perpetual care. Lots in vicinity selling for \$275 to \$300, but will sacrifice for 225. Address C. B. Rogers, 2621 38th Ave., S., Minneapolis, Minn.

For Sale—Pretty Police pups, 6-weeks-old. Males, \$5.00. Females, \$3.00. Paul Riegel, 1770 Burns Ave., St. Paul, Minn.

For Sale—Brown Fox Fur in very good condition, \$5.00. M. G. Conklin, c/o Supt's. office, C. M. St. P. & P. R. R., Wausau, Wis.

For Sale—Stahl's gold certificate Chinchilla rabbits; all ages; also pedigreed New Zealand whites. Write your wants. Van-Gilder's Rabbitry, Tomahawk, Wis.

For Sale—Mudge motor car, good condition, with extra motor and four extra wheels. Four horsepower. \$60.00. F. C. Kuhn, Agent, Prairie du Chien, Wis.

For Sale—Poultry farm of 57 acres. Thirty acres under cultivation and balance in good pasture with creek running through. Good 8-room house with hot water furnace, and a 55-barrel cistern under house. Three good wells on place. Good 16x56 foot hen house; 18x24 feed house; 18x24 brooder house. Good barn for 16 head of stock, with hay loft. Two-car garage, and good root cellar. Half mile from good little town with good school and church. An ideal place. Anyone interested will be given a bargain. Write to Box 112, Raleigh, N. D.

Lot for Sale—Cedar Rapids, Iowa. On 22nd Avenue, West, near 10th Street. Lenox Addition, lot No. 176. Make me an offer. Carl Holmgren, 4027 Pleasant Ave., South Minneapolis.

C. & M. News C. F. A.

Agent H. L. Honeman has returned to his work at Round Lake after an illness of several months duration. His place was held by Relief Agent C. S. Reynolds.

Signal Supervisor J. F. McConahay attended the annual convention of the Signal Section of the American Railway Association, held at Hot Springs, Ark., Sept. 8th to 12th. Mr. McConahay is a very active member of the association, and takes a leading part in the conventions.

First Trick Dispatcher W. H. Hammond spent his vacation with his family at Silver Lake.

Rudy Newyear has returned to his old place as agent at Russell, after being absent for a year.

Conductor J. E. Heagney spent his vacation with relatives at Stone Lake. Mr Heagney says "it is the swellest lake in northern Wisconsin" His place as conductor on 193 and 194 on the Janesville Line was filled by Conductor Carl Tranter.

Signal Department forces are installing automatic interlocking at Rock River crossing, on the Janesville Line at Janesville. This much needed improvement will speed up train movements very materially, when completed.

Mr. C. H. Councilman has been appointed 2nd trick operator at Tower A.

Roadmaster Kelsey has removed the track- and cross-overs installed at the Curtis-Reynolds Flying Field, one mile north of Glenview, to accommodate the Air Meet held there Aug-

ust 23rd to Sept. 1st. Over 450,000 people watched the airplane exhibition inside the enclosures at the field and perhaps more than that number witnessed the races and exhibition flying from the outside. Four deaths resulted from accidents during the air meet, due in every case, to careless or reckless flying. Our officers are proud of the fact that there were no accidents chargeable to the Milwaukee Road at the meet, although there was a tremendously heavy automobile traffic over crossings in the vicinity of Glenview, and our regular and special trains carried many thousands of passengers to and from the field. Over 40,000 people took passenger rides in airplanes during the meet.

Mr. George Gish has been appointed 2nd trick operator at Fox Lake, Ill.

The Harbaugh Lumber Company has arranged to put in a new spur track to accommodate their lumber and coal yard at Fox Lake. Materials will be purchased from the railway company and the labor for constructing the spur will be furnished by the Boesel Construction Co., of Ingleside, Ill.

Assistant Signal Maintainer Hady, of Round-out, is relieving the maintainer at Plymouth, on the Superior Division. C. & M. Division Brakeman O'Shea is acting as Asst. Maintainer in his place.

Dispatcher B. C. Babcock spent his vacation taking short trips out of Milwaukee.

The old dynamometer car, formerly in service in the Test Dept., has been reconstructed and turned over to the Stores Dept. for use as an office-car in the Supply Car outfit that operates

on the C. & M. Division. Supply Car Storekeeper T. A. Richards and his assistant, Tom Brennan, occupy the car.

Foreman Andrew Thorson, of Grays Lake, has resigned and his section is in charge of Foreman Gus Larson, pending bulletin.

Foreman Chas. Ferrio, of the west Walworth section, took a vacation of one week early in September, his place being filled by Relief Foreman Harry Krause, of Zenda.

Mrs. Lois Phillips, of the Roadmaster's office, spent part of her annual vacation, at Casa Bonita, Kilbourn, Wis.

Miss Eleanor Bennett, of Supt. Hill's office, has returned to her work after an absence of two months.

Foreman Frank Allen has been assigned as permanent foreman of the Libertyville section.

Chief Carpenter H. A. Cameron, of the Madison Division, has had his territory extended to include the Janesville Line of the C. & M. Division and the R. & S. W. Division. Mr. F. S. Smoot, formerly in charge of the B. & B. work on the Janesville Line, has been assigned to the Northern and Superior Divisions as chief carpenter.

Former Bridge Foreman Harry Clappison, of the C. & M. Division, has been quite seriously ill at his home in Walworth. Last reports are that he is able to sit up in bed.

Manager: "I'm afraid you are ignoring our efficiency system, Smith."

Smith: "Perhaps so, sir, but someone has got to get the work done."

The S-H-R-I-N-K Has Gone From Overalls

A NEW PAIR FREE IF THEY SHRINK!

Great news for overall wearers!
A new type of denim, perfected
by The Crown Overall Mfg. Co., largest in the
world, protects you against shrinking, backed by
the guarantee—"a new pair free if they shrink!"

Crown-Shrunk Denim

*Amazing Discovery Revolutionizes
Overall Wear, Fit and Comfort*

CROWN textile experts have developed an amazing improvement
in denim with such resistance against shrinking that Crown can
confidently offer it in Crown-Shrunk Overalls with this unprecedented
guarantee—"a new pair free if they shrink."

To develop Crown-Shrunk Denim, The Crown Overall Mfg. Co.
bought two complete textile mills and an entire town where these
experts labored for years. Finally they developed Crown-Shrunk Denim
which showed no shrinkage—as per sworn affidavit of United States
Testing Company.

Think of the longer wear there must be in a shrink-resisting denim!
For Crown-Shrunk Denim is a close-woven, extra heavy, quadruple-
dyed cloth of incredible strength and toughness. And this amazing
shrink-resisting feature costs you nothing, due to the longer wearing qualities
of Crown-Shrunk Denim.

Crown-Shrunk Denim is produced by a secret process. No other overall
maker can buy it. The dealer who sells you Crown-Shrunk Overalls is offer-
ing you an exclusive product, the best that money can buy.

All you need do is try one pair of Crown-Shrunk Overalls. Not only are
they made of Crown-Shrunk Denim—they are the most comfortable, durable,
economical and best ap-
pearing overalls ever pro-
duced... more pockets and
morespecial features than
any other overall. Go to
your dealer today. Look
at the Crown ticket your-
self to see this revolution-
ary guarantee—"a new
pair free if they shrink."

DEALERS

The development of Crown-Shrunk
Denim has revolutionized overalls. Over-
all buyers are naturally asking for this
new garment that wears longer and is
sold with the guarantee—"a new pair
free if they shrink." And Crown-
Shrunk Overalls offer your customers
more for their money than they can
secure elsewhere. Write or wire for
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