

The
MILWAUKEE
MAGAZINE

FEBRUARY, 1931



AN
ORIGINAL
LEE IDEA

No Wonder...

..... when you stop to think of it, that railroad men are proud to wear their railroad's emblem in full official colors on bib or sleeve of genuine Lee Overalls and Jackets. When the "greatest railroad" and the "greatest overalls" get together then you've got something!

If you are a railroad man with the real "all wool and a yard wide" pride in your job and in your road, you too will like this new Lee plan. Remember—only Lee's are genuine railroad emblem overalls and jackets, that the idea is an original Lee idea, that while Lee's are America's largest selling work clothes only genuine railroad men can buy the Lee emblem garments.

Its a great idea, one spreading like wild-fire. That neat little badge is like an emblem of honor! Get yours today!

MAIL THIS COUPON

H. D. LEE MERCANTILE COMPANY Kansas City
Trenton . . Minneapolis . . South Bend . . San Francisco

Write me where I can get your Lee Emblem Overalls.

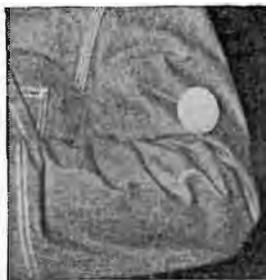
My overall size is _____ Jacket size _____

Name _____

Address _____



"MADE OF GENUINE JELT DENIM"



UNION-MADE
Lee RAILROAD EMBLEM
OVERALLS
THE WORLD'S STANDARD
... with the World's Largest Sale

GUARANTEED... Better in EVERY Way or a New Pair Free!

The Plight of the Railways

Harry G. Williams

President, American Freight Traffic Institute, Graybar Building, New York

Address before Metropolitan Traffic Association of New York, January 8th

TRANSPORTATION is a prime and indispensable necessity. It has been the greatest single factor in the development and progress of the world. With the advance of time new modes of transport have supplemented or displaced the old, or been co-ordinated with them in the interest of greater operating efficiency and economy, and better service at lower costs to the general public; and so it will ever be.

In the past twenty-five years we have witnessed in our country phenomenal progress in the transportation field. Our railway and waterway carriers have made rapid strides in devising new means and methods of increasing efficiency, economy, and dispatch in the handling of freight and passenger traffic; and not only this, but entirely new modes of transport have been developed to such a state of usefulness as to earn for themselves important places in the field of distribution—the bus, the truck, the aeroplane, and the pipe line. These new modes of transport are here, and here to stay; and they must be allowed to develop in their respective spheres as common carriers.

This is an age of speed and keen competition, and anything that saves time or reduces costs, or provides greater conveniences, deserves every consideration and fair and impartial treatment on the part of the public. Nobody wishes to withhold from any mode of transport any normal or natural advantages and opportunities that happen to fall to its lot. On the other hand, everybody wants each mode of transport to find its true economic place in relation to the transportation scheme as a whole, and be amply safeguarded in its right to meet a public need.

Public Interests Affected by All Transportation Units

The public has a right to support and utilize whatever mode of transport that serves it to the greatest advantage; but the public should be concerned with the welfare of the transportation system as a whole, because its interests are affected by all transportation units. The public should understand and deal fairly and justly with the conditions and forces which are conducive to the maintenance of adequate service and low, remunerative rates on the part of every unit that serves a public convenience and necessity. Anything done for one unit that unfairly handicaps another unit in its efforts to render efficient and satisfactory service at reasonable charges is detrimental to the welfare of the transportation system as a whole.

The old axiom that competition is the life of trade has been pronounced so often that many have come to believe that the more competition there is in any branch of business the better for all concerned. But competition may become, not the life of trade, but the death of the traders. In the transportation business competition may result in conditions that are inimical to the public welfare. Because of ruthless and unbridled competition among railways in the days when they were at liberty to do about as they pleased, Federal and State regulation of railways became necessary in the public interest.

February

N. B. D.

SUET swings in the currant bush,
And over the lilacs the snow
drifts deep,
The stiff trees wave their bleak,
bare arms,
At the sparrows that feed where
the tulips sleep.

And I know that I should be
gloomy and sad,
And think of the long, cold month
ahead;
But my dog comes in from the
garden spot
With mud on his nose, so I am not.

The public should know the value and benefits of wholesome and fair competition, and realize that in competition of any kind lurk forces for disastrous results. Every transportation agency looks to the public for its support, and so long as the public has any concern about ample transportation facilities and service at the lowest possible cost, it should not undertake the support of more carriers than are required for its absolute convenience and necessity. But, first of all, the public owes it to each mode of transport to see that it is not shackled with unjust and undue disadvantages, and that each is given a fair opportunity to sustain itself against natural economic forces.

Unfair Advantages and Discriminating Practices Wrong

Unfair and unjust advantages and discriminatory practices in the transportation field are wrong and should be stopped, whether they arise on the side of the common carriers against the public, or on the side of the public against

common carriers. The one is as perilous as the other to the development and progress of our country.

It would seem that political power to regulate the practices of common carriers should connote obligations to surround them with every safeguard against any perils that might arise out of the exercise of that power. But what we actually find is the strange anomaly of our government exercising its power to restrain railways from engaging in practices which are hostile to the interests and welfare of the public, while at the same time displaying only apathy, if not lending encouragement, toward conditions and practices which are greatly injurious to the railways.

It is nothing short of an atrocity for our government to place on one side of the railways regulatory measures that are extremely costly to them, and on the other side condone or maintain instrumentalities and conditions which unfairly and seriously handicap the railways in their efforts to sustain themselves.

On the one side of the railways is the cost of abiding by Federal and State laws and meeting regulations imposed by Federal and State bodies in obedience to those laws, which runs into a staggering sum. Add to this the huge and ever-increasing burdens of high taxes, and we have a very substantial part of the costs of railway operations, costs which can be controlled, not by railway executives, but by the public alone. All the railways can do is to assume these costs and do their utmost to clear them through their charges for transportation, the same as all other costs.

On the other side of the railways are waterways and highways maintained at the expense of the public and used by transportation agencies engaged in competition with the railways, agencies which are not obliged to operate under the restraints and burdens of Government regulation or unreasonably high taxes.

It is no wonder that we are beginning to hear rumblings of revolt on the part of railway executives in the interest of the rights of the millions of employes and stockholders of railways. To quote from a recent statement by one of them:

"We, in the railroads, have made the mistake of over-meekness. We have taken too many vicious and evilly meant blows on the chin with a smile. From this time on, if I correctly interpret the spirit of my colleagues, there is to be a change in the air. The railroads, their stockholders, their employes, and their managements have

rights, and we are going to fight for them with the best that is in us."

This comes as no surprise to those who have been observing the trend of things in the transportation field.

Right of Fittest to Survive

Motor trucks and buses are steadily increasing in number and enlarging their field of service. Their competition is being keenly felt by the railways. The railways, however, recognize the right of the fittest to survive in the transportation business. They complain about the competition of the motor truck and bus only on the ground of its unfair advantages resulting from inequality of treatment on the part of the Federal and State governments.

The railways believe that this country's transportation system should be considered as a whole. They believe that the different modes of transport should all be put upon a basis of equality of treatment in respect to taxation and regulation by the Federal and State governments, and that there should be no favoritism toward one or discrimination against another.

In respect to commercial transportation by bus or truck, the railways ask for legislation to provide for the extension of the jurisdiction of governmental regulatory bodies to include commerce carried by such agencies; to require certificates of public convenience and necessity, after proper showing; to ensure proper protective requirements for financial responsibility in the form of surety bonds or insurance or otherwise; to establish adequate requirements for just and reasonable rates under regularly published tariffs; to prohibit unjust and undue discriminations; to prescribe proper service requirements; to permit railways to operate buses and trucks without discrimination in favor of other transportation agencies in the same sphere of service; and to impose a privilege or license fee on all motor vehicles for hire or profit that use the highways, so that they may duly participate in construction and maintenance costs of highways which constitute their chief instrumentalities for business operations.

Transportation by Water

As regards transportation by water the railways ask for the extension of the jurisdiction of the Interstate Commerce Commission over port to port traffic, to include (a) determination of just and reasonable rates, and prohibition of discriminatory and unduly prejudicial rates; (b) publication of, and adherence to rate schedules; (c) proper service requirements; (d) certificates of public convenience and necessity, after proper showing; (e) an opportunity for the roads to enter this field of transportation under proper supervision, but without handicap as compared with other transportation agencies, with modification of the Panama Canal Act so as to permit railroad operation of waterway service in conjunction with rail service.

Railways the Backbone of Progress of Our Country

Everybody will admit that the railways have been, and probably always will be, the backbone of the security, de-

velopment, and progress of our country, yet nobody would think of abolishing motor or water transportation in any case simply because the railways could not fully compete with it on the basis of normal advantages and opportunities and fair and just conditions. The railways themselves do not desire to have any undue obstacles placed in the way of the proper development of motor or water transportation; but they do seek the removal of inequalities in the treatment of different modes of transport on the part of the Federal and State governments. The railways do not ask the public to favor them in the way of subsidies or special concessions, but they do seek a change in those conditions which result in the equivalent of subsidies and undue concessions in favor of other transportation agencies engaged in competition with them, conditions which the public alone control. The railways point to the national interest in the maintenance of adequate and efficient transportation in every modern form, with equal opportunity for all.

In the interest of eliminating transportation waste that results from needless duplication of service, removing unfair competition and unjust advantages arising from inequality of treatment on the part of the Federal and State governments, co-ordinating the services of the different modes of transport so as to derive from each ample service at the lowest possible cost, and preserving the security and economic welfare, not only of our country at large, but of the carriers themselves, every mode of commercial transport should be brought under fair and equitable regulation.

A Club-Fellow of Admiral Byrd

HERE is an interesting item from a Sioux Falls, S. D., newspaper:

"For the past seven months, Sioux Falls has been the home of a man who is a fellow club-member in three organizations with Admiral Richard E. Byrd. He is William S. Morton, engineer in charge of the large building program of the Milwaukee Railroad here, of which \$235,000 worth has been announced, and \$135,000 completed.

"The three clubs to which both Mr. Morton and Admiral Byrd belong are the Adventurers' Club of Chicago; the Explorers' Club of New York, and the Savage Club of London. These are organizations for men who have 'left the beaten path and made for adventure.'

Co-operative Relations Along Constructive Lines

Regulation of common carriers should not in any case be carried to the point of strangulation, as has almost been done in the case of the railways. At first the purpose of railway regulation was to prevent undue discrimination and unfair charges, rules, and practices on the part of the railways among persons, localities and commodities, leaving to the railways sufficient elasticity in management to enable them to adjust themselves to changes in economic conditions, and this is as it should be; but from this normal state of things regulation of railways has evolved to a stage where railway executives are so shackled by Federal and State laws and by mandates of Federal and State regulatory bodies that they have but little freedom to exercise the ordinary or normal powers of business administrators.

Transportation efficiency and reasonable charges are vital factors in the creation and maintenance of wholesome and satisfactory economic conditions. There is no factor that can contribute more toward transportation efficiency and reasonable charges than wholehearted co-operation between the carriers and the shipping public in a program for just and fair treatment on all sides.

It is in an atmosphere of friendly, co-operative relations that progress toward the solution of vexatious problems can be accomplished with the greatest degree of rapidity and satisfaction. It is when transportation and industry exert their united strength along constructive lines that the problems of distribution are diminished and the best service is rendered for the benefit of the general public.

"Mr. Morton is himself somewhat of an adventurer, mixing this hobby with business, the construction business. He has handled jobs in the Philippines, Alaska, Brazil, Spanish Honduras, and the Hudson Bay country near the Arctic Circle. He has traveled around the world and visited China, Japan, Jerusalem, Egypt, Constantinople and the larger cities of Europe.

"Speaking of the Adventurers' Club in Chicago, he stated that a person could drop into that place for lunch any noon and announce that he was going on any kind of an expedition to the most remote regions of the earth and by 3 o'clock in the afternoon there would be at least 30 volunteers ready to join him."



The Headwaters of the Missouri River

CLAIM PREVENTION

FRIGHT WITH CARE
THIS UP

Think and Practice Claim Prevention

W. L. Ennis, Manager Refrigerator Service and Claim Prevention.

WE have been basing our Claim Prevention activities on the amount of money paid out in damage claims, not giving as much thought to other features that are of most vital importance to this railroad, and to each and every employe upon the railroad.

Claim Prevention is nothing more than rendering 100 per cent service. Where we fail in that, we usually dissatisfy our patrons and have to pay claims. The large amount of money paid out each year in claims should and can be saved if we will think and practice Claim Prevention and avoid any mishandling that will result in damage and delay, then our claim payments will automatically decrease and we will not have to worry much about them.

We all know that we cannot satisfy our patrons with damaged or delayed freight, therefore you can very readily visualize the attitude that a shipper or receiver takes when he does receive freight that is damaged or is late, and he has lost a sale. His first thought is: "I will try some other means of transportation or will give my business to another railroad." This, of course, will eventually result in a considerable loss of business to us, if we do not take the necessary steps to avoid damage and avoid delay, therefore I do believe we should all give some very serious thought as to just what part we can play in our different vocations so far as Claim Prevention is concerned, for the simple reason that less business means fewer employes, and that is why I say that we, as employes, have not given enough thought to how our Claim Prevention activities can affect our own jobs.

A Campaign of Inspection

For many years past, we have been paying out over one-half million dollars a year and better than 50 per cent of our total claim payments to three causes: rough handling, unlocated damage and concealed damage. From actual inspection and experience, we have found that approximately 75 per cent of this money can be saved if we immediately start a campaign of inspecting all cars of freight loaded on our railroad, making certain that cars are loaded properly and braced properly, and by that I mean that package freight, such as canned goods, candy, china, glassware, or any other commodity that moves in a standard case, should be loaded tightly, starting at the ends of the car and working to the doorway, and any space remaining in the doorway, whether that be one, two or three inches, tightly packed with some material such as straw, hay, excelsior or old papers, so that there will be no possibility of the load shifting immedi-

ately when an engine couples on to it. Ordinarily, a shipper does not appreciate what happens to a shipment after it leaves his plant, and does not feel that the space of one, two or three inches remaining in the doorway of a car is sufficient to cause any damage, but that is a mistaken idea, more especially when we consider that most of our package goods today are shipped in paper cartons and the one, two or three inches of empty space that is left in the doorway of a car, usually, upon inspection at destination, is from ten to twenty inches, as the constant vibration of the car in transit has taken up any slack in the cartons and explains the difference between the one, two and three inches of space that was present right at the loading station, increasing it from ten to twenty inches at the destination station. Damage usually results where this kind of a load is allowed to go forward, and has been in the past charged to rough handling and unlocated damage, where in reality it was nothing more than improper loading and bracing.

Shippers Interested in Good Inspection

We have attempted this last year to bring home forcibly to all of our employes, the importance of inspecting carload freight, making certain that proper loading and bracing had been accomplished, but I am sorry to say that we have fallen far short of accomplishing what we expected. If there are any thoughts that making carload inspections and suggesting different methods of loading and bracing to shippers, will have a tendency to divert business from our railroad, we should immediately divest ourselves of such thoughts, because shippers and receivers of freight are just as much interested in getting their product on the market in good shape as we are, and we can blame ourselves to a certain extent for not accomplishing that, because the average shipper, as above stated, does not appreciate what a carload of freight has to pass through from the time that it is loaded until the time that it reaches its destination, and he is going to load cars in the same manner that he would place freight in his warehouse, not giving any thought whatever to the ordinary handling of a freight train today, which, of course, is well known to us as railroad men; and that shipper is going to continue to load cars loosely and not provide proper packing or bracing in order to make for a tight load at the origin station just as long as we fail to call his attention to it. I am sure if we do this in the proper manner, the shipper is going to thank us for the information and we will make friends and attract business to our railroad, rather than divert it.

Worked Out a Method of Loading

Shipments of paper boxes (K.D.), moving from a point in the state of Ohio to a candy manufacturer in the Chicago

district, were arriving at destination in a more or less damaged condition. On investigation, we found that this was the result of failure of shippers to properly block and brace the shipments in the car in spite of the fact that they were using plenty of material for this purpose. Representatives of this department made a trip to the shipper's plant, and after a study of the situation, worked out a method of loading which he felt would prevent shifting and damage in transit. This method was adopted by the shipper and has proven entirely satisfactory, the result being a cessation of claims on this particular movement.

Strengthening the Blocking

A manufacturer of automobile truck bodies, located in the Mississippi Valley territory, was having more or less trouble on shipments destined to Chicago. On account of the damage being reported as caused by apparent improper bracing and resulting shift, we had one of our representatives go into the situation at the source and he found that the trouble was the result of toe blocking not being properly secure, this permitting wire bracing to pull loose and lading to shift. He also found that there had been considerable damage to the door handles which was immediately corrected by removing them and placing them inside of the cab. In order to prevent further damage on account of shift, it was decided to strengthen the toe blocking by the installation of an additional two by four (2x4) beneath the toe block and to secure the wiring thereto by the use of a heavy screweye.

Due to the above mentioned changes we are glad to advise that with but few exceptions, these shipments have arrived at destination in 100 per cent condition, and where exceptions did exist, they were apparently the result of extreme rough handling in transit.

Early in the month of March, 1930, we were threatened with the loss of shipments of paper moving from a point in Michigan to a consignee in the Chicago district, it being alleged that shipments routed via our rails were showing excessive damage, apparently as a result of rough handling; and going into the situation, we found that instead of rough handling, the damage was directly the result of failure of the shippers to brace their cars in the best manner possible; that is, while they were installing more or less bracing and blocking, it was not applied in the manner which would best prevent shifting. It was therefore decided to visit the shippers personally, which was done on March 20, at which time we made the following suggestions:

That the six skids loaded in each end of the car be placed as close to one another lengthwise of the car as possible, so that the bracing securing the members of the gate which had been previously spaced so as to strike about the middle

of each skid, be changed to the extent that it would come in contact with the edges of the two front skids, thereby eliminating the possibilities of crushing the edges of the paper in the skids. In addition, bracing members were installed between the two units at either end of the car, and with the adoption of this method of loading our troubles ceased.

An Outstanding Loading Change

Last, but not least, we are citing herewith the most outstanding loading change which was accomplished during the year. One of the largest candy manufacturing concerns in the country was experiencing damage caused by shifting in practically every car which they forwarded, and of course, this was reflected in a very large number of claims. On investigation we found that shippers were endeavoring to secure the lading by use of gates and blocking, but that in spite of their efforts to make for a tight load, they met with but little success. We have pointed out to them that damage could be reduced to a minimum and that their expense of blocking and bracing could also be reduced approximately 50 per cent by the use of buffing, which was first applied in either end of the car, cartons loaded lengthwise and stowed tightly as possible, all empty spaces in doorway being taken up by additional buffing which was tightly packed; the result being that while the opportunities for excessive shifting were defeated, we still had a load which would not be too rigid. The shippers readily agreed that our suggestions were well put and made the necessary arrangements to secure a supply of buffing material, and as soon as this was received started to load all of their cars in accordance with the above mentioned suggestions. The result was practically a cessation of all damage and complaints, and to the contrary, we as well as the shippers have received letters from all portions of the country complimenting us on the wonderful change which has taken place in connection with the particular shipments.

To our mind there is only one proper way to load package commodities, particularly when contained in paper cartons, and that is to stow the packages lengthwise in the car, placing them as tightly as possible against the end of the car and filling up the empty space which remains in the doorway with excelsior, straw, old papers, or in fact any buffing material which can be tightly tamped. This method, if adopted, will prevent damage from shifting.

Accomplish Much in 1931

We feel that during the year of 1931, we are going to accomplish considerable by carrying on an inspection of carload shipments loaded on our rails, and we are going to ask for everyone's co-operation in this drive. It takes more than talk to prevent claims, and if we will give that a thought and put some of our talk in action, we are going to accomplish a lot.

Carload inspection blanks are available in this office outlining the information that we desire. We will from time to time call attention to certain methods of loading that have been successful, so that they can be practiced over the entire railroad, and I hope that we shall receive many requests for carload inspection blanks after this article is printed in the Magazine.

Eliminate L-C-L Damage

The handling of our L.C.L. business is most certainly far from satisfactory, and the number of O. S. & D. reports issued indicates that we are not paying the attention to our business that we should, after giving thought to what has been said above as to the relation of Claim Prevention to our own jobs.

The agents, trainmen and warehousemen are very vitally interested in the proper handling of our L.C.L. business. We must eliminate damage by having our L.C.L. shipments loaded properly, as I am certain that the amount of money being paid out for rough handling and unlocated damage on our L.C.L. shipments is, in a large measure, improper loading and bracing. Stowers can eliminate many errors and many dissatisfied patrons by making certain that shipments are being loaded in proper cars, and this can be done if stowers will watch the

destination marks on packages going into cars rather than watch the marks that are made by checkers and callers. Trainmen can assist materially in eliminating dissatisfied patrons by making certain that they are delivering freight at the station that it is destined to and not carrying it by to be returned the next day or the following day after that, as we have found that where this handling takes place, shipments oftentimes are returned the second day and sometimes never are returned, and you can picture a consignee at a destination station waiting for his shipment that never shows up. Agents at destination should not allow draymen to take out their freight and check freight that is ordinarily handled by them for consignees without knowing that they are taking what is destined to the consignees that they handle. This means that the agent at destination station should check each and every shipment received and forwarded.

the offices of editor and manager of The Railroad Trainman were combined.

Mr. Doak is a student of labor economics and has been connected with most of the movements in wage matters for the trainmen—acted as mediator in several railway labor controversies, and as sole arbitrator in some cases.

During the Railroad Administration throughout the war, he was a member of the Railway Board of Adjustment No. 1, and has taken active part in the various wage proceedings since, before the Railway Labor Board and other tribunals.

Mr. Doak succeeds James J. Davis in the cabinet, Mr. Davis having been elected to the Senate in November, 1930.

Railroad folk had the pleasure of "listening in" a few weeks ago to a talk by Mr. Doak over the radio, when he spoke briefly on the business depression, railroad problems, etc.



William N. Doak

Secretary of Labor William N. Doak

ABOVE is a likeness of the new Secretary of Labor William N. Doak, who previous to his new appointment to the cabinet of President Hoover, has held positions of responsibility and trust in the Brotherhood of Railroad Trainmen. For the past fourteen years he has been legislative representative for the B. of R. T. at Washington.

Mr. Doak is a native of Virginia, is 48 years old, and began his railroad service at eighteen years of age, as a switchman for the Norfolk & Western Railroad. He entered the brotherhood shortly after beginning railroad service and very soon became an outstanding figure in B. of R. T. affairs. He served as local chairman four years and was general chairman of the brotherhood on the N. & W. from 1908 to 1916, when he was elected vice-president of the order. In 1917 he became its assistant president and the following year went to Washington as legislative representative when

Suisun Bay Train Ferry Days Are Over

MANY Milwaukee Road folk will be interested to learn that there is a magnificent new bridge spanning the waters of Suisun Bay from Martinez to Benicia, California, and the historic old train ferry is a thing of the past. The bridge was opened for passenger service in October and is now used by all Union Pacific-Southern Pacific trains moving to and from San Francisco over that route. This is the route of the Pacific Limited and is well known to California travelers. The old train ferry was an interesting bit of journey, for passengers could get out of the coaches and step on deck during the crossing, and by exercising a bit of imagination, have some of boat travel intermingled with the train journey. It was always interesting to watch the switching of the great transcontinental trains on and off the big ferries, but the march of progress decrees newer and more expeditious ways of railroad operation, and so now the long trains of cars move swiftly and without interruption or break across the big bridge that is itself a masterpiece of engineering.

Fire Prevention

L. J. Benson

WOULD a saving of \$121,000.00 to this company interest you as an employe?

To argue that it would not bring about any personal benefit—in security of position or more pleasant environment—would be just as foolish as to argue that a small boy's spirit is not buoyant when he can jingle coins in his pocket.

That amount represents fire losses during the year 1930 and it may astonish you to learn that all but \$7,000.00 of it was sustained in the first nine months of that year. You would perhaps readily assert that to save this entire sum is impossible, but there really could not be very much dissatisfaction if our loss was reduced to only \$30,000.00 and that is what would happen if the average struck in the last three months of 1930 was maintained for twelve months in 1931.

It is difficult to conceive by what master stroke or trick of fate the attitude of all employes was changed from one of alarming indifference to noteworthy concern and constant vigilance on September 1st. One thing is certain—the change shows in the record established. Something else is also quite apparent, and that is the systematic manner of obtaining complete and frequent inspection which has been inaugurated on some divisions. The Chicago Terminals and Iowa Division have done notable work in this respect.

There isn't anyone deserving of credit for the improvement shown except the rank and file of employes and in the future an effort will be made to give creditable mention in this space to those who have acted with courage and promptness in putting out a fire or in preventing one.

When our monthly loss hovers around the \$3,000 figure, as it has during the past three months, it is right to feel distinctly encouraged.

A new year is now upon us and, profiting by experience, we should at least continue the good work if we cannot better it.

There are only a few things that contributed to the nine months' record of which we are so ashamed. Chief among these was the tremendous loss, amounting to \$33,350.00, brought about by communication from fires in adjacent property, privately owned. There were forty-eight such fires, and it is readily discerned that each one proved exceedingly costly. Other principal causes were acetylene torches, engine sparks, spontaneous combustion and cigarettes.

Our greatest property damage involved rolling equipment. Two hundred and thirty-eight of the total four hundred thirty-three fires were to this equipment. The percentage is .55 and in monetary loss it is even greater.

With this in mind it may occur to someone that too much attention has been given to the protection of fixed property and the protection of rolling stock neglected. In denying this, please let me remind you that some one incipient fire that starts as the direct result of poor house-keeping or careless practice may and, in

fact, has a very good chance to grow in proportion until it amounts to a real disaster, destroying a coal shed, a complete shop layout, or some other property, more valuable, doing damage that will exceed the combined total of all the lesser equipment fires.

I do not wish to create the impression that the protection of rolling stock should not be foremost in our minds during the ensuing year. On the contrary, I believe that we should concentrate on that very thing. It is to be expected that after the prolonged relentless campaign that has been put on, the disorder and unclean conditions that prevailed in and around our buildings has been corrected and that they will never again be condoned. Furthermore, the additional fire appliances that have been purchased and distributed increase our protection in structures, and unless some thoughtless employe is grossly careless around volatiles we need not anticipate any one unusually destructive fire.

It is my judgment that we have, in addition to continuing the regular activities begun in 1930, just two big jobs in 1931. One is to cut the fire loss in rolling equipment and the other is to protect all our property, including rolling equipment, against destruction as the result of it being near fire in property adjacent to the railroad.

To accomplish the latter we must carry our campaign to the people who tenant this property. The interest in Fire Prevention work is nation-wide, but it isn't infrequent that someone needs to be reminded that the work has lapsed in the particular property over which he has jurisdiction. Our neighbors will not resent any suggestions which will better protect their property and neither will they be reluctant to making any reasonable correction.

Fire loss is additional operating cost. It must be reduced. On what basis does any one contend that to do so is physically impossible, or that control of unwanted fires is not within our power. Early in 1930 and during previous years many cars were damaged each month because of having been loaded with hot cinders. That type of fire has been virtually eliminated in the simplest way possible, by convincing the people responsible for such loading that cinders had to be wet down and that the fires that had been caused were



Paradise River, Rainier National Park

unnecessary. What has been done with this type of fire can be repeated with others.

We would have the wrong frame of mind if we were to accept our losses as matter of fact on the presumption that they were and future ones will be unavoidable. There is a Division whose record proves the fallacy of this. The Des Moines Division went through the entire year without one fire. The Madison Division had a loss of only \$50.00, the Northern Montana Division \$112.00 and the Kansas City Division \$200.00. What these divisions have done, others can do. Fires are not necessary.

Each edition of the *Employes' Magazine* will contain my ideas of how the 1931 program should be carried out. You have some recommendations that are undoubtedly just as good. They are solicited and will be given the utmost consideration.

Co-operation resulted in great success during the last quarter of 1930. It is sincerely hoped that we will not have less of it during 1931.

PREVENT FIRES — THEY ARE COSTLY

Andrew Olsen, Section Foreman, Retires

SECTION FOREMAN ANDREW OLSEN, of Spirit Lake, Iowa, at eighty years of age, hale and hearty and still interested and devoted to his work, has retired after forty-seven years of service with this company. Mr. Olsen gives as his reason—not advancing years—not physical infirmities—nothing of that kind—but the unselfish wish that younger men may have a chance.

Mr. Olsen is Norwegian by birth, but has lived in this country since a young man; and in 1893 he started work on the section at Spirit Lake, Iowa, during which time he enjoyed but two short vacations from his labors. In telling his own story, he said that during the first ten years he "worked the beat all alone, in winter and summer, having ten miles of track and four stations to look after."

In talking of early days, while he told of the hardships that were then considered indispensable, he still enjoyed his railroad experiences and worked as indefatigably as later, when there were different and perhaps easier methods of arriving at the same ends.

"Winters out there were severe and long, snow deep, and in one of the storms my hand car ran into a drift that threw it off the track, pitching the men into deep drifts at the roadside, out of which they struggled after long fighting. But they went dinnerless to bed, because all the dinner pails were buried deep. In the spring, the pails were all found safely and the food well preserved in its snowy cache."

In his thirty-seven years at Spirit Lake he laid 128,000 ties, and he feels much satisfaction in the fact that in all those years not one life was ever lost from among his men.

Said a patron of The Milwaukee, who has known Mr. Olsen and his work for many years, "We ride in safety on railroads today, because of the faithful and loving service of men like Mr. Olsen."

ACCIDENT SAFETY FIRST PREVENTION

Will Power

L. S. Cunningham

THAT fearless leader of men, the late President Roosevelt, in one of his most inspiring speeches during the height of his career said, "You can if you WILL."

Just what did he mean by this remark? Simply that if you had the Will Power you could accomplish what is seemingly an impossibility. We have people with strong will power and others with a weak will power. What sort of a person could we class as a person with a strong will power, possessed with the determination and the ability to finish what he starts and bring to a successful conclusion? I would say a person of that type, becoming involved in any project or program, will so control his actions so as to accomplish his purpose. If it means changing his environment, he will do that very thing. And if it means he is to prevent accidents to himself or any members of the organization associated with him, he will STOP these things from occurring.

Let us measure a railroad man to determine if he is a strong willed man, or otherwise.

I see a train and enginemen battling the elements in a terrific blizzard across the prairies of the East, or the mountains of the West. I see a heavy box car derailed and those working with a determination to clear up the trouble and GET GOING. I see telegraph and high voltage linemen starting out in very extreme weather conditions, buckling on their climbers or snow shoes to restore the lines of communication or climb a mountainside to put up a high line that has been blown down. Carmen, track and bridgemen, shopmen and every supervisor and employe in all departments of the railroad with one purpose in mind—do our stuff. Why? Because it is the creed of a railroad man not to fail.

Are railroad men strong willed men, I ask? I answer that question myself by stating, "There is no place for the weakling in the railroad game." Having measured you and insisting that you are men of strong will power, I feel I can consistently expect you to accomplish in your safety work the same results that you accomplished in the operation of the railroad in any other direction.

Humans given a problem to solve must first of all use the faculties that nature endowed them with and the greatest of these gifts is the power to think. Having given the matter of Accident Prevention careful study we finally arrive at the conclusion that a program of education would be necessary to correct erroneous ideas and arrive at a safe manner in which to perform our duties.

Leaders are necessary. These leaders must be capable to teach their men properly and must be sincere in their belief of what they are trying to teach their men. Hypocrisy will never endure in any safety program. The preservation of the



Section Foreman Herman Carroll and Crew

An Interesting Safety Record

IN THE above picture we have in the center, or fourth from the right, Section Foreman Herman Carroll of Milton, Wisconsin, who has an interesting safety record.

He entered the service of the company in 1903, at the age of 13, being employed as a section laborer at Milton, and six years later was appointed section foreman at Lima Center, being the youngest foreman on the Madison Division at that time. In 1911 he was transferred as section foreman to Milotn, in 1914 to Sauk City, in 1918 to McFarland and in 1921 back to Milton.

During the summers of 1924 to 1928 he served in the capacity of extra gang foreman, handling from 30 to 80 men, without injury to himself or men under him. He has a long standing safety record, which covers his entire period of service not only for himself, but for the men under him as well.

While Roadmaster J. P. Whalen was handling large surfacing gangs during the summer of 1930, Mr. Carroll took his place, acting as roadmaster, and handled it very satisfactorily up until the time Mr. Whalen returned to the territory on November 3.

life and limb of human beings is too sacred to be other than sincere.

To the supervisor of men we look for results. These responsibilities of a supervisor are heavy I will admit, but if the responsibilities of a supervisor were not of the most important nature we could run this railroad without them. Their most important duty, therefore, is the safety of their men.

What sort of a person shall we define as a weak willed individual? I feel such a person has not a great deal of interest in the consequences of his acts, consequently he cannot have any consideration for others. If his environment is distasteful or a burden, he prefers to accept the consequences in preference to making any effort to correct the faults. He seems to have no concern as to what is going on about him, is easily led in the wrong direction by persons of the same type and, in general, is a failure in life. I could

not even imagine a person of this type employed on a great modern railroad system of this country. I am sure every railroad man in the country today would resent being classed as a person of a weak will power.

With this argument at my command I again say I feel I am justified to expect an elimination of accidents in my district and the management is justified to expect another fine reduction in our casualties for the coming year over the entire system.

After careful study of what we have been trying to put over for the past two years we should be at the point of perfection, which is referred to as Safety-Consciousness. Having reached that pinnacle of perfection in our combat with the human element where we can distinguish safe from unsafe, we must continue to train our minds so that a quick action in the case of an emergency will first bring to our minds the thought of safety. A quick action where no thought of safety was present and where all regard for rules were thrown aside, has usually resulted in disaster.

When we can feel safety is resting snugly, but ever alert, in our minds, we can look any man in the face and say without blushing:

I am the MASTER of my mind,
I am the CAPTAIN of my soul,
I am a safe man,
I will not fail.



C. C. McGee

THIS is a picture of Trans-Missouri Division Passenger Conductor C. C. McGee, who is the senior conductor on Lines West.

Mr. McGee entered the service of the company as a brakeman in July, 1902, working out of Aberdeen on what was known as the Jim River Division. He was promoted to conductor in January, 1907, and shortly afterward joined the construction force building the line west of Mobridge. In February, 1908, he was promoted to passenger conductor and has continued in that capacity without interruption, working between Mobridge and Harlowton. He has one of the best safety records of any conductor on the railroad, as he has never had an accident involving personal injury to himself or any of the men in his crews, nor has a passenger ever been injured on any of his trains.

Mr. McGee is a firm believer of the importance of the safety movement and a strong advocate for it. In case there are other conductors on the railroad that can beat his record, please notify Mr. M. J. Flanigan, Manager Safety Department, Chicago.

SAFETY RECORDS

SUPERINTENDENT DONALD, of the Dubuque and Illinois Division, reports the following safety records:

Department	Head of Department	No. of Days
Locomotive	P. L. Mullen, M. M.	692
Savanna	J. R. Slater	637
Nahant	J. H. Lord	688
Dubuque	T. P. Jones	717
Marquette	J. H. Bell	422
Signal	A. O. Swift	1,271
Car	J. M. Linehan, G. C. F.	1,030
Savanna	C. E. Barrett	338
Marquette	J. H. Fisher	736
Nahant	R. A. Shoulty	698
Dubuque	H. R. Jones	479
Store	C. C. Smola	687
Rail Mill	J. J. Roe	736
Icehouse—Nahant	H. E. Buckingham	698
Stations—Savanna	A. J. Reinehr	479
Yard Enginemen—Savanna		687
Yard Trainmen—Savanna		736
Yard Enginemen—Davenport		526
Yard Trainmen—Davenport		691
Road Enginemen		245
		426

General Car Supervisor H. J. Cameron reports the following record for yard clerks in the Chicago Terminals:

Supervisor	No. of Employees	Last Reportable Injury
Wm. Doyle, Chief Clerk	7	None
W. Franz, Chief Yard Clerk, Mannheim	32	None
J. Dowdle, Chief Yard Clerk, Kinzie Street	7	1-25-28
J. L. Burke, Chief Yard Clerk, Western Ave.	12	None
H. Peters, Chief Yard Clerk, Division Street	7	None

Roadmaster P. McMahon, in charge of the I. & D. Division between Sanborn, Iowa, and Mitchell, S. D., reports the following safety records for section foremen under his jurisdiction:

Foreman	Average No. of Men	Last Reportable Injury
Floyd Merchant	3	
N. P. Hanna	4	
J. Velgersdyke	4	
Paul Frembgun	4	
George Czepull	4	
George Moe	3	
Elmer Hoover	4	
Edwin Smith	2	
C. F. Ogden	3	
A. Boulthouse	2	
A. Bertleson	3	
H. A. Anderson	3	
P. J. Weiland	3	
George Haaf	3	
M. Shoemaker	3	
Henry Hinker	4	Jan., 1928
Otto Meink	8	

Chief Dispatcher H. C. Van Wormer, Marion, Iowa, reports the following safety record for the agents and operators on the east end of the Iowa Division:

"We have 83 agents and operators, including extra men, with an aggregate of 2,132 years of service, during which period there were nine reportable injuries. We have 12 employees who have been in service between 40 and 55 years; included in this group is Agent J. Maloney, in service 53½ years, and in that group there were no reportable or lost time injuries. There are 20 employees in service between 30 and 40 years, with four reportable injuries, having occurred in the years prior to 1930. There are 23 employees in service between 20 and 30 years, with one reportable injury, and 22 employees in service between 10 and 20 years, with two reportable injuries, occurring in the years 1914 and 1922. There are six employees in service less than ten years, who have had no injuries involving loss of time since entering the service."

We will have to admit that Mr. Van Wormer has some very nice safety records for the agents and operators in his territory, and while there have been a few reportable injuries to these employees, practically all of them took place in their earlier years of service. Limited space does not permit listing the names of all the men involved in this nice showing.

The Store Department at Aberdeen, S. D., operates the lumber yards which is the distributing point for all rough bridge lumber, creosoted piling, etc., hardware required for use with the lumber, etc., for all divisions on Lines East. During the past 12 months, 1,112 cars were loaded at this point and 1,024 unloaded. In the early spring the incoming loads are frequently covered with ice and snow, at a time when it is necessary to put on additional men, who are in-

experienced and must be schooled in accident prevention. Mr. Jay Gove, division storekeeper, is principally responsible for the safety record at this point, which is now on its thirty-second consecutive month without a reportable injury.

Traveling Engineer E. R. Stevens at Deer Lodge, Montana, reports a total of 151 enginemen on the Rocky Mountain Division, between Avery, Three Forks and Bozeman, that went through the entire year 1930 without a reportable or lost time injury. This is a nice record. Limited space prevents listing the names of the men involved.

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

Name and Title	Division
E. A. Meyer, Superintendent	Superior
E. W. Hopp, Master Mechanic	H. & D.
F. D. Campbell, Assistant Superintendent, Car Dept.	Lines West

(Classed with D. M. C. B.)

M. M. Harrington, Trainmaster	Wisconsin Valley
W. H. Hart, Traveling Engineer	Superior
W. H. Blanchard, Division Engineer	Superior
J. A. Cherwinkler, Roadmaster	Iowa
L. J. Denz, Chief Carpenter	Chicago Terminals
J. J. Flanigan, General Yardmaster	D. & I.
C. H. Crouse, Agent, Minneapolis	Twin City Terminals
F. S. Pock, District Storekeeper	Middle District
A. O. Swift, Signal Supervisor	D. & I., Iowa, K. C., S. C. & D., and Des Moines
J. G. Wetherell, Asst. Engr. (Grade Separation)	Milwaukee Terminals
G. Lamberg, Locomotive Shop Superintendent	Twin City Terminals
L. B. Jensen, Car Shop Superintendent	Milwaukee Terminals
J. J. Roe, Store Shop Superintendent	D. & I.

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

Lines	November, 1930			November, 1929			Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
East	1	14	15	2	64	31	1	50	16
West	—	4	1	—	13	5	—	9	4
System	1	18	16	2	77	36	1	59	20

A decrease of 76 per cent in reportable cases.

Lines	1930			1929			Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
East	17	258	169	30	1,052	569	13	794	400
West	6	73	44	6	203	95	—	130	51
System	23	331	213	36	1,255	664	13	924	451

A decrease of 73 per cent in reportable cases.

During the month of December there were 13 divisions that had clear reportable injury records and those with the star prefix also went through without a lost time injury, as follows:

*Iowa	I. & M.
*Kansas City	I. & D.
*S. C. & D.	*South Minneapolis
*Des Moines	*Trans-Missouri
*Milwaukee	*Rocky Mountain
*Wisconsin Valley	*Coast
*River	

"A special effort should be put forth during the year 1931," says Mr. Flanigan, manager, Safety Department, "to preserve the lives and limbs of employes by preventing personal injuries. A good safety record can only be accomplished by sincere and constant co-operation between all employes and supervisors, a keen sense of responsibility for the welfare of fellow-workers, due consideration for those at home, and a habit of being cautious and alert at all times. For the year 1930 there was a total of 23 employes fatally injured while on duty, the last one having occurred on November 3. At the time of going to press we have a total of 75 days without one of these sad accidents and I know that all of the employes are going to work hard to continue this record indefinitely. There was a total of 368 reportable injuries for the year 1930, and it is expected that there will be a 'Fifty Percent Reduction for 1931.' It will be necessary to have the assistance of each employe in order to bring this about and I confidently believe that YOU will do your part."

A Safety Man

Paul Russell

Car Foreman, Blue Island, Illinois

I COUNT that man a safety man	I count that man a safety man
Who does the very best he can	Who'll show a man the risk he ran;
To keep his premises and tools	With safety of all men at heart,
According to the Safety Rules;	Nips careless practice at the start,
Who thinks and acts the safety plan,	Who guards the jobs with watchful care,
Then, I count him a safety man.	He is a safe man anywhere.

THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

Published monthly, devoted to the interests of
and for free distribution among the 65,000
employees of the Chicago, Milwaukee, St. Paul
& Pacific Railroad.

CARPENTER KENDALL, Editor
Libertyville, Illinois

ALBERT G. DUPUIS, Assistant Editor
790 Union Station, Chicago, Illinois
In Charge of Advertising

Single Copies, 10 Cents Each
Outside Circulation, \$1 per Year

U. S. Postage on This Magazine Is
Three Cents

The Relief Fund

AS midwinter comes, the reports of the Relief Committees on the divisions and terminals show that they are all "on the job," and that a great deal of assistance and comfort is being rendered those of the Milwaukee family who are of the unemployed because of prevailing business conditions, and through no fault of their own. Happily the fund is sufficient to take care of all applicants, and the only anxiety manifested by the committee chairmen is as to whether all who really need aid are making themselves known. It is hoped that no one is being overlooked, and certainly no one will be, if their wants are brought to the attention of those in charge of relief work.

Again let us stress the statement made by President Scandrett in his holiday greeting in the December number of the Magazine, that "those who are responding to this need do not regard themselves as dispensers of charity, but as merely recognizing that a part of what they are receiving is a trust fund for others"; and let us hope that those whom we are able to help and whom we want to help, will have the same feeling, and accept the aid of which they are in need, in the spirit that if the situation were reversed and they were among those who are contributing, the giving would be as gladly done as it now is by those who are able to give.

For the information of all concerned, the following data is submitted: The amounts pledged and cash received up to and including January 17, is as follows: Total subscriptions, \$179,925.80; cash payment, \$28,523; payroll deductions, \$151,402.25. The number of subscribers totals 23,281. The cash received as of the above date is: by cash payment, \$23,924.60; by payroll deduction, \$43,861.74, total, \$67,786.34.

Expenditures for the entire period ending January 10, were as follows:

Number of families aided—613.

Number of individuals in those families—2,591.

There was disbursed for food—\$11,246.47.

For rent—\$5,093.30.

For coal and drayage—\$4,756.12.

For clothing—\$2,578.07.

For light, gas, phone and water—\$630.77.

For doctors, medicines and hospital—\$585.05.

For insurance, taxes, dues—\$151.95.

For miscellaneous items—\$312.14.

Total disbursements—\$25,353.87.

The committees are making every effort possible to have all aid extended, done as expeditiously as possible, in order that there may be no cases of suffering; and, if in cases of sickness, company doctors are not promptly available, the instructions from the executive committee of the Employees' Relief Fund are to get the nearest doctor, if the case is urgent, and follow the best plan thereafter for the good of the recipients.

CHARLES N. NOURSE

ON January 18, in Milwaukee, occurred the death of Charles N. Nourse, veteran Milwaukee Division conductor. Mr. Nourse was 83 years of age and had been in the service of this company sixty-one years.

To patrons of Milwaukee-Chicago trains, Mr. Nourse had been, for forty-five years the familiar figure in the blue cap and brass buttons of passenger conductor, and up to December 3, when he made his last run, he had appeared staunch and able for his work. On that date he laid off "for a little rest over the holidays," as he expressed it, and said he would be back in a few days, but he failed gradually, and a week before he died he was taken to the hospital, but did not respond to treatment.

It had always been the wish of "Charlie" Nourse to die in harness, and so he passed, still in the ranks as "Preference Conductor" of the Milwaukee Division, and his thousands of friends going back and forth between Milwaukee and Chicago will miss his kindly smile and cheery greetings.

Mr. Nourse was a native of New York State, but came, at an early age, with his parents to Hartland, Wisconsin, where he grew up, and from where he set forth on his long railroad career. He had always been in train service, first as brakeman, then freight conductor and passenger conductor, and few, in passing, have left a finer record of faithful, loyal service. He was greatly beloved by all of his associates and numbered among his warmest friends, all of the executive and official staff of the railroad, from the earliest days to the present, and in his going, he leaves behind a memory of a true and honorable gentleman, a faith-

ful employe and a loyal friend to whom all unite in rendering tribute.

He is survived by two daughters, M. E. C. Gilmore and Mrs. W. C. Claus of Wauwatosa. The funeral occurred from the Clausen home and was largely attended by associates and officials of the railroad. Burial took place at Hartland.

What the Railroads Ask For—and Why

IN announcing the policy recently unanimously adopted by the railroads in this country, and published in the January issue of this Magazine, the railroad according to a statement authorized by the president of the American Railroad Association, "seek only an equal opportunity to compete with other forms of transportation, operating as common carriers, when it comes to handling the commerce of the nation. They are not asking for any special privileges. They simply want all forms of common transportation to be treated alike.

"The policy of the railroads asks for (a) a respite from rate reductions or suspension by regulating bodies, both intrastate and interstate, and from a tax that will increase the expenses of the carriers; (b) a respite from legislative efforts of either the national or the state legislatures that would adversely affect rates or increase the expenses of the carriers; (c) a withdrawal of governmental competition both through direct operation of transportation facilities as well as indirectly through subsidies; and (d) a fairly comparable system of regulation for competing transportation service.

"The railroads have found it necessary to take this action largely because of the marked slackening that has taken place in the growth of traffic since 1920, contrasted with the average annual increase for the preceding thirty years. This diminution in the growth of both freight and passenger traffic has come largely from a number of reasons. Among them are the increases in the use of private automobiles, motor trucks and buses; the increase in trans-continental tonnage handled through the Panama Canal, and the increase in traffic handled over inland waterways.

"The situation that prompted the formulation and adoption of the policy by the railroads does not take into consideration the situation they have faced in 1930, when, due to the business depression, traffic and net earnings of the road-

Milwaukee Employees Pension Association

Members Entered on Pension Roll, December, 1930

THE following members of the Milwaukee Employees Pension Association have been placed on the pension roll during the month of December, 1930:

Name	Occupation	Division or Department
Charles A. Birr	Carpenter	Store Department
Mathias Bleichner	Section Laborer	H. & D. Division
Edward Collings	Chief Carpenter	Iowa Division
Edward A. Conlin	Boilermaker	Minneapolis Shop
William L. Eldridge	Pump Engineer	Trans-Missouri Division
Frederick W. Fisher	Carpenter	Madison Division
Andrew From	Section Foreman	H. & D. Division
Charles A. Hanchett	Carpenter	Store Department
Chris Johnson	Section Laborer	I. & D. Division
Edward Johnson	Carpenter	Rocky Mountain Division
James J. Leahy	Conductor	Madison Division
John W. Marble	Carpenter	Kansas City Division
Harvey G. Maxwell	Blacksmith	Tacoma Shop
John C. McCurdy	Foreman	Iowa Division
Alfred Rendahl	Carman	Minneapolis Shop
Edward E. Roberts	Locomotive Engineer	Chicago Terminal
Charles Swenson	Roofer Foreman	Milwaukee Terminal
Joseph Taylor	Laborer	Milwaukee Division

C. W. MITCHELL, Secretary-Treasurer.

were greatly reduced. The situation that existed during the current year is, in the opinion of rail managements, more or less of a temporary nature and will eventually right itself. The situation that has been gradually developing over a period of years, however, is more serious and gives the railroads great concern, especially if they are to continue to give the public the adequate, efficient and dependable rail transportation which the nation has been receiving for the past eight years.

"Preliminary reports, which will not become complete for three weeks, indicate that loading of revenue freight in 1930 will total 45,851,000 cars, a reduction of 6,969,000 cars or thirteen per cent under that for 1929, and 5,738,000 cars or eleven per cent under 1928.

"Measured in net ton miles, the volume of freight handled in 1930 will be, complete reports are expected to show, approximately 424 billion net ton miles, a reduction of fourteen per cent under 1929, the highest previous year, and a reduction of eleven per cent under 1928.

"Capital expenditures in 1930 totaled \$875,000,000, an increase of approximately \$21,000,000 over such expenditures in 1929 and \$198,000,000 above those in 1928.

"Preliminary reports for the year show that the Class I railroads as a whole had a net railway operating income in 1930 of \$898,000,000 or a return of 3.41 per cent on their property investment. Class I railroads in 1929 had a net railway operating income of \$1,275,000,000, which was a return of 4.95 per cent on their property investment. Gross operating revenues in 1930 amounted to approximately \$5,365,000,000, a decrease of 15.5 per cent under those for 1929, while operating expenses amounted to \$3,985,000,000, or a decrease of 12.5 per cent under the preceding year.

"Passenger traffic in 1930 was less than for any year within the last twenty, amounting to 27 billion passenger miles. This was a reduction of forty-two per cent under the record year of 1920.

"The railroads in 1930 installed in service 77,400 new freight cars and 770 locomotives compared with 84,894 freight cars and 762 locomotives in 1929. Ownership of freight cars by Class I railroads on December 1, 1930, was approximately 2,270,809 cars or 1.4 per cent less than on December 1, 1923, while the average carrying capacity per car owned increased 3.1 tons per car. This was also a decrease of 93,863 cars under the high ownership period, September, 1925. The number of locomotives owned by Class I railroads on December 1 was 55,985, a decrease of 8,894 locomotives or 15.9 per cent, compared with the same date in 1923, but the average tractive power increased 6,305 pounds per locomotive, or 16.2 per cent.

"The railroads in 1930 established a new high record in the average speed per hour of freight trains, an average of 13.7 miles having been attained. This average, which was an increase of one-half of one mile over the highest previous average established in 1929, represents the average per hour for all freight trains between terminals, including yard and road delays, no matter from what cause.

"The railroads in 1930 also obtained the greatest efficiency on record in the

use of fuel by road locomotives. An average of 120 pounds of fuel was required during the past year to haul 1,000 tons of freight and equipment, including locomotive and tender, a distance of one mile. This average was the lowest ever attained by the railroads since the compilation of these reports began in 1918, being a reduction of five pounds under the best previous record established in 1929.

When Is A Man A Man?

Cliff Oesger

Chief Clerk to Division Storekeeper

WHEN he can look out over the rivers, the hills, and the far horizon with a profound sense of his own littleness in the vast scheme of things, and yet have faith, hope and courage—which is the root of every virtue. When he knows that down in his heart every man is as noble, as vile, as divine, as diabolic, and as lonely as himself, and seeks to know, to forgive and to love his fellow man.

When he knows how to sympathize with men in their sorrows, yea, even in their sins—knowing that each man fights a hard fight against many odds. When he has learned how to make friends, and to keep them, and above all how to keep friends with himself.

When he loves flowers, can hunt birds without a gun, and feels the thrill of an old forgotten joy when he hears the laughter of a little child. When he can be happy and high-minded amid the meaner drudgeries of life. When the star-crowned trees, and the glint of sunlight on flowing waters, subdue him like the thought of one much loved and gone home. When no voice of distress reaches his ear in vain, and no hand seeks his aid without response. When he finds good in every faith that helps man to lay hold of divine things and see majestic meanings in life, whatever the name of that faith may be.

When he can look into a wayside puddle and see something beyond mud, and into the face of the most forlorn fellow mortal and see something beyond sin. When he knows how to pray, how to love, how to hope. When he has kept faith with himself, with his fellow man, with his God, in his hand a sword for evil, in his heart a bit of song—glad to live, but not afraid to die.

From the Ticket Window

FROM the square of the ticket window, life may be seen on parade. Humanity pauses, then moves on,—each individual eager to go somewhere. . . . Here is joy, anticipation, sorrow and disappointment. A timid old couple on their way to visit a successful son in New York,—faces aglow . . . a foreigner who doesn't understand, and is stubborn . . . to one side a grandfather to meet his first grandchild from California, so eager he was to tell those who loiter to listen; a smile brings understanding . . . Here is a new citizen patiently waiting, meeting all trains until he finds his "Rose Marie", fearful that she has become confused in making train changes, and anxiously questioning the ticket agent every ten minutes . . . a swaggering youth buys a ticket to Milwaukee . . . a parlor car reservation,—yes of course, for she's

scintillating in a seal skin coat and hat of gold . . . A salesman, in a blustering hurry, who almost forgot his change . . . A second-hand dealer who wants to argue about it, and a bleary-eyed woodsman with his turkey-pack, going north again after a spree . . . Then a short-skirted miss with one arm supporting lurid-covered magazines of the snappy order, followed by an elderly matron a bit confused, nervous over the prospect of the trip . . . the fifth vice-president of some utility or a bank, protesting at not having the pick of the reservations. And so the throng passes on, a few in ugly mood, others plainly indifferent and still others with that genuine goodness of courtesy. "Courtesy costs nothing and it pays," explains the ticket clerk, who when he has time, smiles. Seldom does he fail to pacify some grieved patron, "Don't you ever get tired serving people?" "No—why should I—it's life."



Yardmaster S. S. Mayo and Force,
Miles City

A Real Safety First Crew

THIS is a picture of Yardmaster S. A. Mayo at the extreme left and his yard force at Miles City, Montana—a real Safety First crew. While they had one reportable injury during the year 1930, they have resolved to go through this year without any injuries. Such a spirit should prevail over the entire railroad so as to accomplish a "Fifty Percent Reduction for 1931" in the number of reportable injuries. This crew is going to do their bit and you should do likewise.

A Safety-Conscious Foreman



Henry Shortell

HERE is a picture of Section Foreman Henry Shortell of Eagle, Wisconsin—one of the many safety-conscious foremen on our railroad.

Mr. Shortell entered the service on March 28th, 1881, and after working eight years as a section laborer was promoted to foreman at Eagle, Wis., which position he still holds. During his entire period of service he has never sustained an injury, nor have the men placed in his charge been injured. It has always been his practice to caution the men relative to the importance of doing work in a safe manner and he is always alert, continually talking to the men when handling ties or rails to see that no one is injured.

Mr. Shortell has a very good record, and it is his intention to continue it indefinitely.

The Agricultural and Colonization Department

Grays Harbor Girl Knows Meat Washington 4-H Club Girl Wins Meat Contest at 1930 Stock Show in Chicago

SYBIL EDWARDS, living up to the standard set by other members of her club, brought home the bacon in the form of a beautiful silver trophy cup given to the high individual winner in the meat identification contest.

Grays Harbor was one of the lucky counties possessing a Chicago, Milwaukee, St. Paul and Pacific Railroad line running through its territory and, as a consequence, its most outstanding girl and boy 4-H Club member, Sybil Edwards and Ora Tinnerstet, with thirty-six other boys and girls from Washington, were given a trip to the National 4-H Club Congress in Chicago as the guests of this railroad.

Sybil has done outstanding work in canning, sewing, room improvement, meal preparation and leadership. During the past few years, she has won approximately \$500.00 in prizes at the different fairs. She has given 14 demonstrations before outside groups, has been a member of six county judging teams, she has been county health winner, placing fifth in the State, county style show winner and county bread baking winner. She has also won specials in the Ball Brothers and Kerr Company canning contests.

When questioned about her trip to Chicago, Sybil said: "I've had a marvelous time—something was going on every minute of the day and sometimes almost half the night. We were entertained at breakfasts, luncheons and dinner banquets. One that I will always remember as being outstanding will be the Railroad Banquet held on the 19th floor of the LaSalle Hotel, because at this meeting I was presented with this beautiful silver trophy cup.

"The rides on the elevated trains were also plenty thrilling on the way out to the Livestock Show.

"This trip has meant a wonderful education to me, and I certainly feel indebted to The Milwaukee for making the trip possible."

Future Farmers of America Farm Boys from Agricultural High Schools on Milwaukee Road to Visit Kansas City in 1931

THE MILWAUKEE ROAD, as an encouragement and aid to work in Vocational Agriculture, has offered a cash contribution to State Supervisors of Agricultural Education in states served which will enable four students and one instructor from each state to attend the American Royal Livestock Show and annual meeting of the Future Farmers of America at Kansas City, in November, 1931.

The students and instructor are to be chosen from high schools offering Agricultural Education located on our line. These schools are carrying on valuable livestock and crops projects in which the boys raise and feed stock or produce crops under the supervision of the agricultural teacher. Many valuable new farm

practices are, in this way, established in the communities served by these schools. The farm boys, so enrolled, have organized as The Future Farmers of America and are a big force all over the United States for a profitable agriculture.

Live Stock Feeding

Aberdeen Evening News Comments Editorially on Feeder Live Stock Program in Brown County, S. D.

"J. K. FORD, livestock development agent for The Milwaukee Road and W. E. Dittmer, county agent, in addresses to the Lions Club this week told of the impetus that had been given to the livestock feeding industry in Brown County during the past year.

"Probably the greatest factor in the increase of feeding sheep and cattle here was the drought throughout the western range sections of Montana, which led many farmers to believe that sheep and cattle could be purchased there at remarkably low prices.

"While it turned out that the western stockmen were not obliged to sacrifice their stock, the very fact that many from this section got the stock feeding idea from the belief that Montana was in a frame of mind to practically give their stock away, made them 'stock minded.'

"Another important factor is the systematic education that has been spread during the past year through the efforts of the county agent, the economic farm conference and the new department of The Milwaukee Road.

"While Brown County is still numbered among the wheat raising counties of the Dakotas, it nevertheless is fast developing its corn crop, and raises considerable alfalfa and other roughage. In short, it is well equipped to handle a vast amount of feeder stock.

"The sheep industry especially had been neglected in this county until this fall, when large numbers were shipped in and placed on farms for finishing for the market.

"In a large number of cases, it has been necessary for livestock companies and the

banks to finance these enterprises, but is said to have worked out to the profit of all concerned.

"Many changes in farming method however, must be brought about before we will be thoroughly equipped here to develop the livestock feeding enterprise as it should, since fall crops of green stuff are necessary for finishing sheep.

"As the industry grows, however, the matters will take care of themselves.

"The fact that Russia bids fair to monopolize the world wheat market, thus limiting the United States to a domestic basis, will naturally do much towards encouraging an increase, not only in livestock production, but in livestock feeding.

"The American-News is frank to admit that it believes that the Economic Conference of Brown County farmers, in co-operation with the other agencies mentioned in this article, will ultimately bring about a revolution of farming methods in Brown County and lay the foundations for an enduring, safe and satisfactory farm prosperity.

"Let the good work go on."

"The Farmer Knows Best"

One of the Outstanding Farm Papers
of the United States Comments
Favorably on Our Policy

WALLACE'S FARMER, published in Des Moines, Iowa, recently printed the following editorial under the heading "The Farmer Knows Best":

"At different times, we have reported with some skepticism on the efforts of well meaning groups, railroads, chambers of commerce and others, to make the wheat grower into a dairy farmer and the dairy farmer into a ginseng grower, and the ginseng grower into something else. The idea in many cases has been to take some crop which was profitable last season and then urge everybody in the territory to produce it, without regard to equipment, soil, experience or market possibilities.

"Having discussed at such length the idiocies of some of these folks, it is only fair to quote from a statement put out by R. W. Reynolds, Agricultural Commissioner of The Milwaukee, as to note that some railroads are getting more sense:



Winter in Rainier National Park

"The Agricultural Department of The Milwaukee Road is not in favor of encouraging crops and livestock production, which have been profitable in one locality, in every county. Just because dairying has been profitable in one territory served by the railroad does not mean that it will be profitable all along the line. Some of our territory in the Northern Great Plains is proving to be better adapted to beef and sheep than to dairying. Some of our overproduction in dairying is due to forcing this business into territory not really adapted to the industry. This is true with pork, fruit and wheat. If wheat can be grown at low cost to meet competition, grow wheat. . . It is not sound to clear good timber land when white pine and other valuable trees are the best crops to grow or to break up grass land that is best adapted to grazing. Legislation, which makes it possible for the farmer to use land for what nature intended, is one of the greatest agricultural needs. . . This Department will not tell the farmer how to run his business, but will help him do the things that he believes and knows to be best for his own territory."

This is a sound policy for both the farmers and the railroad. How much better it is than the old trick of bringing in a few carloads of Holsteins that Wisconsin didn't want and trying to make dairymen out of dry-landers over night.

Business Goes Forward

Encouraging News from Our Rapid City Line Gives Real Promise for the Future

WEST River conditions in South Dakota are reported to be better than last year, despite the drouth, lack of free-spending tourists, lower farm prices. Holiday trade was as good or better than last year, according to The Dakota Farmer.

This publication also informs us that the First National Bank of Rapid City, S. D., in addition to the regular quarterly dividend, expects to pay an extra dividend for 1930. As no extra dividend was paid in 1929, this is an indication of improved conditions in that territory. More than \$800,000 was spent in construction work in Rapid City during 1930. With December figures not included, 505 building permits had been issued, of which 96 were for new houses. The cost of the fine new Milwaukee Road freight house is one of the large items included in this expenditure for building. This new building is a credit to our company and in keeping with the growth and progress of this fast-growing city. The post office reports 30,000 letters handled by cancelling machine on the Monday before Christmas, an increase of 7,000 over their best day in previous history.

Fifteen carloads of fat steers were shipped from Presho, S. D., early in December by Arthur Gifford, and Gus McDaniels loaded three cars. The Milwaukee Road furnished special service to give a good run to this train of fat stock.

Farmers in the Belvidere, S. D., trade territory are planning the construction of

a grain elevator at this point, demonstrating their faith in the future of the territory. A large territory adaptable to grain production in the vicinity of Norris, S. D., is tributary to this station and has been developing rapidly during the past few years, making greater grain handling facilities at Belvidere necessary. The farmers around Farmingdale, S. D., have subscribed the money necessary for an elevator at that point and expect to build for the 1931 crop.



Betty Swen

Some Moses Lake Potatoes and a Girl

FIVE-YEAR-OLD BETTY SWEN experiencing considerable difficulty in holding up five potatoes from the Penrod Ranch in the Moses Lake country, Washington. The yield of 250 sacks per acre was sold at \$32.00 and \$35.00 per ton. The five potatoes weighed one-fourth as much as the girl holding them, or each potato weighed two pounds.

The Colonization Department of The Milwaukee Road has been featuring the Moses Lake country in its advertising as this country, tributary to our station, Neppel, is a fine fruit and vegetable country.

Farm Boy Visits Chicago

4-H Club Member from South Dakota Tells About His Trip to International Live Stock Show

LEONARD EVEN, Thunderhawk, Corson County, South Dakota, wrote this letter to H. M. Jones, State Club Leader, South Dakota State College, about his prize trip to Chicago in December, which was made possible by The Milwaukee Road:

"I want you to know that I greatly appreciate the privilege of being a member of the 4-H Club.

"I am thankful and grateful that I have been chosen as the lucky one from Corson County to make the trip to Chicago.

"I left for Chicago Saturday morning, about four o'clock, and arrived

there the following morning, Sunday, about nine-thirty.

"I surely appreciated this trip, because of the good time I had and the many sights which I was fortunate enough to see. In the first place, the trip on The Milwaukee Railroad, with its different scenery in the various states, and the comfort of the train accommodations, not to mention the service and kindness of the train employes, were all enjoyable things.

"For myself, I am quite sure that this trip has given me a broader view and educated me more in this one week than years at home. For instance, the various places in Chicago to which I was taken, were an education in themselves. There were many points of interest in the visit to the two museums which I shall never forget. The Live-stock Show, with its wonderful exhibition of cattle, horses, etc., has taught me lessons which will hold me in good stead later on in my work about the farm. The bigness of the one moving picture show which I was privileged to visit was a revelation to me. One of the most interesting things was to see the real working of two large and powerful broadcasting stations, and now that I am back home to the quiet and peace of the farm, when I turn on my radio, it holds more for me than it ever held in the past. I must not forget the modern farm which we visited. When one sees how science has improved the farm and its working conditions for the farmer, it is a help to enable one to better one's self at home. . . The visit to the packing house was indeed very interesting, and very beneficial. When one sees the rapidity with which the work is done here, it proves beyond a doubt how much can be accomplished in any line, when there is system and business methods applied by skilled and well paid workers.

"I could write much more, but in a word, I shall never forget what I have seen and learned in this week, which was a week of good fortune, happiness and real schooling for me.

"Let me thank, from the bottom of my heart, everyone who was in the least responsible for my visit to Chicago. If every member of the 4-H Club could have been as lucky as I was, I am sure that we would be much better members for our experience."

Carload of Honey

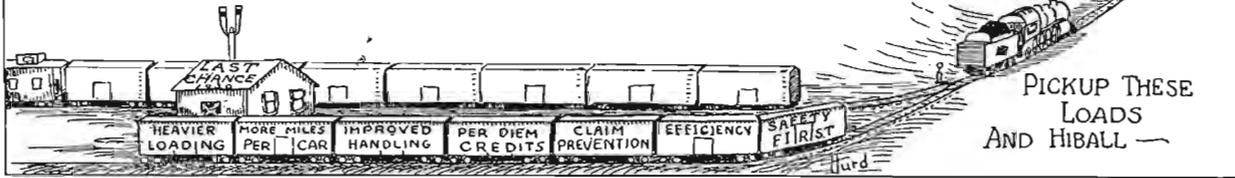
Shipment of Comb Honey from Madison, S. D., to Kansas City, Mo.

THE Evergreen Apiaries, Madison, S. D., owned by Hoffman Brothers, shipped a solid carload of comb honey to Kansas City this fall. Their crop will approximate 25,000 pounds. South Dakota produces over two and a quarter million pounds of honey per year from approximately fifteen thousand colonies. Alfalfa blossoms furnish a great deal of this honey, making this wonderful crop of triple value to the state—feed, seed and honey. "Alfalfa feeds the cows and supplies the bees. South Dakota is the land of alfalfa, and truly, then, the land of milk and honey."

(Continued on page 15)

HELP WANTED!

1931



The Handling of Merchandise Schedules

DURING the year 1929, there were loaded on the Milwaukee Railroad and received from connections for road haul, 2,113,925 cars of revenue freight. Of this total, 484,485 cars represent merchandise. If we visualize a 100-car train of revenue freight loaded in different classes of equipment, such as box, stock, gondolas, tank, refrigerators, etc., and consider that approximately 22 cars of the 100 are loaded with merchandise, we can grasp the magnitude of the L. C. L. merchandise business moving over the railroad each day.

There may be an impression that L. C. L. freight is loaded in a haphazard manner as the tonnage may be offered for movement. This, however, is not a fact. Each station loading an average of two or more cars per day, is provided with a loading schedule, showing the proper loading for all merchandise destined to points on our line, or connecting lines.

The loading schedule arranged for each car is given first, a schedule number; second, a clear statement showing just what stations, or territory shall be loaded in the car; third, day car loads; fourth, train or trains handling from originating station to destination; and fifth, day of arrival at destination. Copies of merchandise schedules are furnished to all Traffic Department offices, on and off line, principal operating offices and the shipping public.

We endeavor to have all schedules so made up that there can be no question as to the correct schedule loading of each station on the railroad, and also, by consulting same, give accurate and detailed information regarding the movement of a shipment and time in transit from any originating station to any destination on our line. As an example, a shipment from Green Bay for Spokane, would transfer at Milwaukee the first day after shipment, transfer at Aberdeen between the arrival of No. 63 and departure of No. 263 on third day after shipment, arriving Spokane in a straight Spokane car evening of the seventh day for eighth morning delivery from Green Bay; or a

shipment originating at Rockford, Illinois, destined Dubuque, Iowa, would load on Savanna, transferring first day to a straight Dubuque car for second morning delivery; or a shipment originating at Elgin, Illinois, destined Glencoe, Minnesota, would transfer at Galewood first day, Twin City Transfer third, reaching Glencoe fourth morning; or a shipment originating at Kansas City destined Bozeman, Montana, would load on Savanna, Illinois, for transfer second day, Savanna to Aberdeen, S. D., for transfer fourth day after departure from Kansas City, Aberdeen in turn, loading in the straight Three Forks-Bozeman car, reaching Bozeman fourth afternoon from Aberdeen or eighth day from Kansas City.

In building up a loading schedule for the larger stations in particular, the L. C. L. tonnage for each destination must be very carefully studied so that the freight will get to destination with the minimum number of transfers or no transfer, always keeping in mind that it must reach its proper destination as quickly as possible. Schedules are arranged at the larger terminals so as to break bulk at the principal destinations having the most tonnage on each division or district, when there is not sufficient tonnage for one destination only. We find, as an example, there is not sufficient tonnage at LaCrosse, Wisconsin, to load a straight car to Kansas City, therefore, the Kansas City merchandise from La Crosse is forwarded to Savanna and consolidated with the Kansas City tonnage from other points, enabling the making of a straight Savanna-Kansas City car.

We had, at one time, some complaint about slow time and an excessive number of cars used in handling merchandise for the Elkader Line, also expense of transferring at Marquette. A loading schedule for this branch was worked out as follows:

All tonnage Froelich to Elkader from the west and north was concentrated at Calmar, Iowa.

All tonnage from the Twin Cities and Wisconsin points was concentrated on LaCrosse, Wisconsin.

All tonnage from the east and south was concentrated on Dubuque, Iowa.

By this method of loading we are in a position to load direct cars to this branch from Calmar, LaCrosse and Dubuque, avoiding delay and expense in transferring at Marquette and giving more satisfactory service.

All branch lines are handled in this manner and in this way, and the expense and delay of transferring by station forces and train crews has been very much reduced. Many of the smaller transfer points have been eliminated, or the force cut down to a very low minimum, by the loading to the larger stations with the view of getting the freight in straight cars from those stations to destination without further transfer.

We endeavor, as far as possible, where a peddler car is scheduled for handling by a wayfreight crew, to have no freight in the car for stations beyond the destination terminal of the run. In this way, when a car is opened, the wayfreight crew unloading know they will have to unload all the freight in the car or up to the set-out point. A careful study is always made of peddler cars, and they are usually loaded so as to set out at the heavy tonnage station, or car is moved by time freight to the heavy station, and moved forward on the wayfreight later in the day, thus giving the heavy station expedited service and avoiding delay to the wayfreight unloading a large amount of merchandise. By this arrangement a wayfreight leaving the home terminal seldom has over three or four way cars from which freight must be unloaded, as compared to ten or twenty way cars a few years ago.



Winter Sports, Rainier National Park

Much has been done and more can be done, in the conservation of equipment in this service as some very lightly loaded cars are still being operated. Our principal trouble is at the smaller stations, who instead of loading small lots of merchandise or miscellaneous company freight in the passing wayfreight, load in a car at the station which then travels many miles with a small amount of freight to destination or a transfer point. We are making headway, however, and hope in the near future to entirely eliminate this expensive handling.

A short time ago we were operating four cars daily from Galewood and four cars from Union St. for a branch line. There were also operated from the main line terminal of this branch, six cars daily, thus the wayfreight had a minimum of fourteen cars. A loading schedule was worked out to open the freight house at the terminal for transferring freight at 5:30 a.m. The freight from Galewood and Union St. was loaded into one car from each station and transferred into the six cars regularly operated from the terminal for forwarding the same morning. Thus the wayfreight now has six instead of fourteen cars and the six cars are so arranged that four set out at the principal destination stations and only two cars peddle at the small stations.

Some time ago, new loading schedules were worked at Aberdeen, S. D., which have been very successful. Straight cars containing merchandise at points on the Lines West are loaded at Savanna, Portage, Milwaukee, Gibson Transfer, Chicago, Galewood and Twin City Transfer for Aberdeen, moving to that point on No. 63, also cars from Sioux City, Sioux Falls, Mitchell, Council Bluffs, Omaha reach Aberdeen on No. 61. A night force is employed at Aberdeen and cars arriving on No. 63 and No. 61 are at once placed to the house for transfer, which is accomplished before the departure of Coast time freight No. 263. Aberdeen loads fourteen cars daily to break bulk at all principal stations, Baker, Montana, to the Coast.

Handling this merchandise at Aberdeen between the arrival of No. 63 and No. 61 and departure of No. 263 gives Milwaukee, as an example, the same delivery to these principal western stations as if they loaded fourteen straight cars daily to the various destination stations. This re-arrangement of our service from many principal loading centers has improved delivery from 24 to 72 hours. At some of the larger stations, where we have sufficient tonnage, we also operate some direct cars to Lines West destinations, and do not transfer at Aberdeen.

Our scheduled loading to points east of Chicago via the Terre Haute Division is quite complete and covers many large stations and transfer platforms. We load six scheduled cars daily via Delmar, four via Webster, two via West Dana, six via Cheneyville, one via Newell, six via Terre Haute, two via Linton, one via Bedford and one via Chicago Heights. Each of these cars are loaded daily except Sunday, according to a set schedule covering certain territory, which is served by cars loading at the break bulk station, in this manner giving the most expedited service with the least number of transfers. Considerable time is saved in the Chicago District, by loading through cars to points East as terminal delays incident to switching to the freight houses of the

various lines at Chicago and transferring is avoided.

In figuring the arrival at destination of our scheduled cars, we avoid, as far as possible, the loading of cars that would reach destination on Sunday. A car, as an example, due at destination on the second morning is not loaded on Fridays, but held over and utilized for Saturday's loading. In this way, the destination station will have one car to handle on Monday instead of two. This scheme saves about 75 to 100 cars per week and reduces congestion at destinations on Mondays.

Constant supervision is necessary to determine if changes in loading schedules are necessary. The tonnage carried in each scheduled car is reported by the loading station, and record kept in the Transportation Department. If the tonnage in a certain car is very light, it may be necessary to find a different schedule loading that will maintain the same arrival at destination, or the tonnage may be too heavy to load in one car, it then becoming necessary to place an additional car in the schedule to possibly a different destination, thereby expediting delivery.

Changes in train schedules and wayfreight operation also require changes in the merchandise loading.

When new service is requested to any point, in order to place us in position to secure new or additional business, it is

the practice to place such new scheduled cars in operation for a period of thirty, sixty or ninety days and to determine whether or not car shall be made permanent.

Two important factors enter into the successful operation of merchandise schedules. First, the proper loading of each shipment in the proper car as outlined in the schedule. Second, handling the car on the train on which it is scheduled to move from originating point to destination. To determine the on time movement of merchandise, a weekly report is made from all stations receiving break bulk cars, showing in detail all cars that have not maintained schedule, also cars that have been delayed at destination in placement to the freight house or cars which were only partly unloaded on day of arrival. These reports are carefully examined, each delay being followed up to determine the cause, and handled for correction.

There are a number of merchandise cars in operation scheduled for through movement on time freights to a terminal or station beyond the break bulk point for return movement on the wayfreight to give better deliveries. This handling is quite extensive on divisions where wayfreights are on a tri-weekly basis or doing all unloading from wayfreights operating in one direction only.

The Agricultural and Colonization Department

(Continued from page 13)

Livestock Feeding in Montana

Fairfield Community Fattening Forty Cars of Lambs and Cattle for Eastern Markets

LIVESTOCK finishing began in the Fairfield community on the Greenfields division of the Sun River Irrigation project, three years ago, when Robert Clarkson, County Agricultural Agent for Teton County, planned a 4-H Club livestock feeding project. A carload of lambs was divided up among the members of the club, fed for the necessary feeding period and then assembled for shipment. This winter forty cars of lambs and cattle are on feed. Thousands of head are available on the ranges tributary to the Greenfields division, and with the completion of the Gibson dam, abundant water is available to grow fattening feeds in the vicinity of our Fairfield station. The Milwaukee Road provides direct service to eastern and western cities so that ready markets are available for fat stock. Many carloads of finished beef and lamb will be shipped from this station in the years to come. The greater percentage will probably be lambs, as the conditions are better adapted to lamb feeding than beef finishing.

This territory will receive special attention from our agricultural and colonization department. Close co-operation is being given to Dan Thurber, assistant county agent, and the farm organizations with the carrying out of their plans for this community.

4-H Club Members to College

South Dakota State College Reports One Hundred and Sixty-Seven Former Club Members Enrolled

FOUR-H CLUB work is attracting students to the agriculture and home economics courses at South Dakota State

College. At present 167 former club members are enrolled at the college. Forty-two per cent of the freshman home economics class were club members and 30 per cent of the freshman agricultural class. Of the 208 enrolled in the secondary school of agriculture, 32 per cent of the girls and 42 per cent of the boys have had some 4-H Club experience.

These boys and girls will be a large factor in the maintaining and developing of a sound agricultural program for South Dakota. A prosperous agriculture is essential to the success of the Milwaukee Road, and that is why this company is so much interested in county agricultural agents and 4-H Club work.

Land Sales in South Dakota

Farmers Take Advantage of Present Values to Buy Homes

W. J. HOLAHAN, Mason City, Iowa, two years ago traded Canadian lands for the old Elm Springs Hutterian Colony land, buildings and grist mill and sold it all out to farmers in small tracts from \$40 to \$65 per acre, using the Hanson County Abstract Co., at Alexandria, S. D., as headquarters. Last spring he traded Canadian land for over 5,000 acres of Wolf Creek Colony land, getting all of the buildings and a grist mill. Land in the Clayton, S. D., neighborhood he has been selling for \$65 per acre. A week ago 600 acres with the grist mill were sold to Ewald Pedde, Dolton, who sold his Dolton farm to get the land and mill at Wolf Creek, for which he paid \$25,000, or a little over \$40 per acre. Mr. Pedde plans to operate the mill. Mr. Holahan sold some of the rougher land for \$35 an acre and the balance up to \$65. C. B. Grim, of Olivet, bought 320 acres at \$50 per acre. Only 300 acres remain to be sold of the 5,000-acre tract.

Three thousand one hundred and twenty acres of deeded land south of Draper, S. D., known as the Bartholomew ranch, sold recently to Andrew Ronback, who will take possession March 1. This is one of the best improved ranches west of the Missouri river.

Lamb Feeding Pays in Iowa Farmer at Huxley Profitably Markets His Feed Crops Through Montana Lambs

VAL RACEK, a young farmer at Huxley, Iowa, purchased 340 Montana lambs this fall for his first venture. The lambs were selected by our Livestock Development Agent J. K. Ford, and purchased through a reliable lamb dealer at Miles City, Montana. The carload arrived on September 23, costing him at the farm \$6.42 per cwt. Two hundred and twenty-six head were sold on the Chicago market on January 5, at \$8.65, with six out at \$7.00. The death loss to date is five, with 109 still on feed and doing well. The lambs weighed fifty-nine pounds in Montana and the shipment, sold January 5 at Chicago, averaged approximately eighty pounds. Mr. Racek has taken in more than enough money to pay the original cost of all the lambs and this balance, with the 109 head on feed, is the amount received for his feed and labor.

Our Agricultural Development Agent W. R. Hauser encouraged Mr. Racek to buy the lambs and assisted him in working out his feeding rations. The lambs were in a dry lot for all but the first ten days and received farm produced feeds, corn-fodder, shelled corn and soy-bean hay. This farmer is very appreciative of the practical assistance given him, as a beginner, by our department. It will doubtless mean the beginning of lamb feeding as a big business in this area, which will profitably market feed crops and make more tonnage for The Milwaukee Road.

Black Hills Gold

Largest Mine in United States Brings Business Stability to Rapid City Territory

OUR Rapid City line taps a rich agricultural section, but farm products are not the only source of revenue. Large amounts of lumber are still coming out of the Black Hills and reforestation is making rapid strides. Trees make fast growth in this area and lumbering will be a permanent business. The Homestake Gold Mine at Lead, S. D., in the past 33 years has produced \$165,000,000 worth of gold. The mine employs 1,600 men and women, 650 of whom are miners, 400 of whom work underground. This mine has been worked continuously for more than 54 years, and is surpassed in size only by the South African mines and the recently discovered Canadian field. South Dakota is the largest contributor of gold to the United States Mint at Denver. Total gold received at the mint during 1930 was \$13,402,307 and the amount from South Dakota was \$8,311,357, most of it from the Homestake mine. Steady revenue from this mine is felt through all the Hills country and as Rapid City is the central point for the business of this section, this city profits from this gold production. Many

other minerals are found in this rich section and the mining industry will be an increasing factor in bringing about the growth of this city and its trade territory.



Section Foreman M. E. Nicksic

A Nice Record

WE have here a picture of Section Foreman M. E. Nicksic and his curly-haired little daughter.

Mr. Nicksic entered the service in 1910 and has been the section foreman at McLaughlin, S. D., on the Trans-Missouri Division a good portion of the time. For the past six or seven years he has been assigned to the handling of large extra gangs during the track laying season, and in the remaining months performed duties as section foreman, having supervision over an average force of four men. During his entire period of service he has not had a reportable injury to himself or any of the men placed in his charge. This is a nice record, particularly so for a foreman who has had supervision over a great many extra gang laborers. Mr. Nicksic intends to add the year 1931 to his accomplishments along the lines of Accident Prevention.



B. & B. Foreman E. M. Erickson and Crew, Terry, Montana

Expects a Clear Record This Year

The above picture is that of the B. & B. crew under Foreman E. M. Erickson, of Terry, Montana. Mr. Erickson is on the extreme right in the picture. He entered the service of the Milwaukee Road in 1911, and while he had two reportable injuries in the early years of his service, he has to date carried his crew, averaging eight to ten men, through a period of four years and two months without an injury of any kind. It is his intention to add the year 1931 to this clear record.

MILWAUKEE BOWLING BULLETIN Last Call

COME on you Milwaukee Road Bowlers, and do not forget to support your Tenth Annual Tournament at Milwaukee, Wisconsin.

Entries close February 10, and tournament should start Saturday, February 28, and end March 29.

Now, boys, please put your shoulder to the wheel and let's see your entries roll in to our Secretary-Treasurer, Wm. J. Cary, 534—56th Avenue, West Allis, Wis.

E. A. BROCK, President, Signing off.

Bowling League

WITH the season at the half-way mark, keen competition is felt by all teams. With a difference of only five games between the leaders and the cellar team, there is bound to be quite a few shakeups in the standings from now on. Every one is fighting for that coveted first place, and the battle now goes into the second and final lap. May the best team win.

The Kansas City team, under the careful guidance of Captain Christ, leads the league after a hard but steady climb from last place only a few weeks ago. Captain Christ has great influence over his teammates, and is always behind his team to work hard. Captain Woelffer of the Omaha team is also plugging away at his team and expects to get on top soon.

The league will have several teams in the Milwaukee Tournament at Milwaukee, and we all look forward to meeting our many out-of-town friends at that time.

FREIGHT AUDITORS' BOWLING LEAGUE

STANDING JANUARY 8, 1931

	Won	Lost	Percent
Kansas City	25	20	.770
Milwaukee	24	21	.777
Omaha	23	22	.778
Twin Cities	22	23	.764
Seattle	21	24	.758
Chicago	20	25	.760

INDIVIDUAL AVERAGES

Player and Club	Average
Malczynski, Chicago	175
Gentz, Milwaukee	174
Peterson, Twin Cities	174
Becker, Omaha	171
Reinert, Twin Cities	170
Haidys, Seattle	164
Woelffer, Omaha	162
Larson, Milwaukee	161
Kemnitz, Kansas City	161
Christ, Kansas City	161
High team series—Omaha	2,666
High team game—Omaha	958
High individual game—Reinert	255
High individual series—Christ	603

C. M. ST. P. & P. WOMEN'S JIG TIME BOWLING LEAGUE

	Won	Lost	Percent
Big Time	20	10	.667
Small Time	19	11	.633
Low Time	12	18	.400
On Time	9	21	.300

INDIVIDUAL AVERAGES

Player and Club	Games	Average
E. Albright, Small Time	30	135
E. Collins, Big Time	30	128
J. McDonald, On Time	30	123
M. Porten, Low Time	30	122
A. Byrne, Big Time	24	109
C. Barber, On Time	27	103
M. Steffen, Low Time	27	103
H. Henning, Small Time	30	99
I. McDonald, Small Time	30	95
M. Edwards, Big Time	30	87
R. Wennerberg, Low Time	27	82
A. Gaynor, On Time	30	79
High team average, three games—Small Time		1,144
High team single game—Small Time		420
High individual average, three games—E. Albright		453
High single game		192

News from the Minneapolis Bowlers' Training Camp

THEY train every night at the Minneapolis recreation alleys from seven-thirty p.m. until the three required games have been rolled. S. Jones of the Pioneer Limited has injected some new power into the lineup, so we expect to see the team climb up the hill and get into first place.

The Sioux, under the able leadership of E. Rackner, have proven themselves to be far better bowlers than they are diamond ball players.

J. J. Johnson and Lee Nelson are fighting for the league's leadership for individual standings.

Someone please tell us why Lee Nelson always kisses his ball before he delivers it. It has been a mystery to us for a long time.

W. Kane of the Raggers says that they would make a better showing if they had their old pal Lyle King back in their lineup.

Otto Neuwirth of the Fast Mail sure had his bowling spirit with him when he crashed more than six hundred pins to take the week's high honor.

E. Rachner says if the secretary would keep a better record he would have a higher average.

Carl Holmgren believes in breaking in bowlers young, so he has started to groom Art Gerber for the position as anchor. Well, Art might hold them from getting anywhere.

The league's president, C. Behr, has been A. W. O. L. for a long time. Does anybody know where he is?

The Milwaukee Road League is enjoy-

ing a good season with the teams on a hot fight for top honors. The Sioux team representatives of the local freight office are in the thick of the fight.

The averages of the Sioux are as follows:

H. Rachner	175.27
C. Holmgren	173.10
J. Ritter	172.34
E. Peterson	164.25
H. Nee	160.9

The team standings are as follows:

Fast Mail	.880
The Sioux	.864
Olympians	.873
Harley Davidson	.859
Pioneer Limited	.865
The Arrow	.839
The Ragger	.836
The Columbian	.827

Shootin' on the Square

Submitted by William Suckow, Clerk, General Baggage Department, Milwaukee, Wisconsin.

Reprinted from the November issue of the "Railroad Man's Magazine."

WHEN your train's all switched together,
And you're called to make life's run,
Don't forget your share of labor,
As you take your share of fun.
Hit the ball and watch for signals,
And you'll make a run that's fair,
If you show yourself and others
That you're shootin' on the square.

Check your manifest and orders,
See there's bills for every load,
And be sure to handle tonnage
As you ramble down life's road;
And remember as you travel,
There is nothing can compare
To the man who shows a record
That he's shootin' on the square.

If you overtake a brother,
Who has stalled upon a hill,
Cut right off and be a helper,
Boost him out, and with a will.
And you'll feel the good of knowing
You're an answer to his prayer,
That in trouble he'd be meeting
One who's shootin' on the square.

When the semaphore before you
Shows your terminal is reached,
If square shootin's been your motto,
And you've practiced what you preached,
You will surely get a highball,
A clear track for over there,
If the tower man has the message:
"He's been shootin' on the square."

FRED BURLOCK

H. & D. DIVISION ENGINEER FRED BURLOCK met death while on duty, as his engine struck a cow on the tracks about two miles east of Hosmer. Mr. Burlock reversed his engine to remove the carcass from the track and was later found by the train crew, in the cab, unconscious, and died while being rushed to the nearest hospital. Concussion of the brain was given as the cause of death.

Mr. Burlock was born at Madison, Wisconsin, in 1880, and had been in the service of The Milwaukee Road for twenty-six years. He is survived by his widow, two daughters and a step-son and daughter, to whom the sympathy of Milwaukee Railroad friends is extended in their bereavement.

CHARLES H. MILES

VETERANS of Milwaukee service will be pained to learn of the death of Charles H. Miles, for many years general agent, Passenger Department of this company at San Francisco, on January 2. Mr. Miles had retired from active service several years ago, but the memory of his helpful service to all patrons of the Milwaukee Railroad, and to the many employees of the company on tour in his territory, will keep him in grateful remembrance. Mr. Miles was ever a resourceful and efficient passenger man and the San Francisco agency suffered a real loss when he retired. Mrs. Miles died twelve years ago.

Madison Division Items

Engineer Wm. Dee and wife have taken their annual sojourn to the California country.

Another traveler returned from Canada, after spending Christmas there—Miss Marie Ducket of the Freight Department.

If we only knew before hand that she was going up there, I wonder what our request would be?

The many friends of Wm. Steinberg, "Bill" as he was known around Janesville, were stunned to hear of his untimely death December 27. "Bill" had been running into Janesville for some time, and made a host of friends both on the railroad and off. Many he made through his great love for flowers. Others, just through his pleasant personality and kindness. As Engineer Ruble said, "He was continually

doing favors for somebody with never a thought of reimbursement—he just did it through kindness. To the ones left behind, we extend our deepest sympathy.

A little fairy whispered in my ear that Machinist Helper Joe Roach still believes in Santa Claus. Yes, he did hang up his stocking at the Roundhouse, and let's see, what was it he received. Oh, oh.

Blacksmith George Colvin, wife and daughter Ruth, spent the holidays at their old home, Sanborn, Iowa.

Who said we didn't celebrate New Year's. Ask Engineer Otto Schicker.

That Charley Peck was raised at Genesee and played ball on the Village Team?

Also the first Essex car owned and operated by Rudy Tegan was driven from Brodhead to Albany with emergency brakes applied?

That Jim Pratt still fishes? Walter "Sandy" Wilson is wintering in Florida?

That Thos. Gaby really shot a deer?
That Thos. Kennaugh visited his old home on the "Isle O' Man" off the British Isles?

That Zebine Willson is the oldest agent in service on The Milwaukee Road?

That Berleigh Allen is a cartoonist?
That Monroe is the largest Swiss Cheese producing territory in this country?

That the 1931 almanac is interesting?
That Trukey Predeaux can still turn a hand spring? Roy Allen Vaughan is a great great grand-nephew of General Ethan Allen?

That Harry Lathrop sold his toll bridge and the State is completing a new bridge in its place?



Tacoma, Washington, the City With a Great Mountain In Its Front Yard

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Marion Chapter

Mrs. J. B. Fosdick, Historian

MRS. ROBERT CESSFORD, president, wishes to express her sincere thanks and appreciation to all committees and members who assisted in making the Christmas party of Marion Chapter an outstanding success; to Superintendent A. J. Elder for his aid and splendid co-operation with the club; to Mr. Frank Higgins for his assistance in wiring the tree; to Mr. Shuman Fontaine, who enacted the role of Santa Claus, and to Mrs. W. E. Cooper, chairman of the Mutual Benefit committee.

Mrs. Cooper and committee have been especially busy this month, having sent 17 baskets of provisions to needy families, besides coal and other supplies, with a total expenditure of one hundred dollars.

The Christmas party held Sunday afternoon, December 21, at the Milwaukee station, was the largest affair of its kind ever sponsored by Marion Chapter.

About 450 children and grown-ups gathered around the beautifully decorated and lighted tree on the depot platform. The Camp Fire Girls of the city sang Christmas carols and furnished entertainment until the arrival of Santa Claus, who, to the delight of all, came into view, perched on the running board of the engine of the afternoon service train. He took charge and with assistance of chapter members, distributed gifts of candy, nuts and fruit to all children present.

Mrs. A. J. Elder was hostess to the members of Marion Chapter at her home Thursday afternoon, January 8. Each member contributed a pound or more of provisions to be distributed among those in need.

The usual business meeting took place and Mrs. Cessford gave a resume of the year's work, thanking all who contributed in any way toward its success.

Reports showed the club to be in excellent condition, with plenty of funds for local relief work, and a large, loyal and enthusiastic membership. All committees have functioned efficiently, doing all possible to aid and comfort those whom unemployment or misfortune had overtaken.

Mrs. Cooper said that 48 articles, mostly food, and valued at \$40.36, had been sent out recently to needy families.

The annual charity ball is being planned for April 6, and is expected to be a successful affair.

Tea was served by Mrs. George Hennessey, Mrs. John Reardon and Mrs. Margaret Leming.

Terre Haute Chapter

Alice M. Church, Historian

TERRE HAUTE CHAPTER held its last 1930 meeting Thursday, December 18. A short business meeting was held and the various committee chairmen gave their reports. Our club is still called upon to give assistance to a large number of needy families and about forty baskets of fruit, nuts and candy were distributed by the club to all families who were being taken care of at that time by the Employes' Relief Fund. Following the business meeting the ladies wrapped two hundred toys to be used for our Employes' Children's Christmas Party, which was held at the Trianon, Monday night, December 22.

Page Eighteen

Tacoma Chapter

Mrs. M. A. Seivert, Historian

THE Milwaukee Women's Club sponsored the Christmas party and tree for the families of the Milwaukee employes. About 200 had gathered at the station at 7 P. M., December 20, to greet the "special" Santa Claus train. The delight of the many children when Santa Claus stepped off was a sight never to be forgotten. He led the way to a big Christmas tree in a nearby building where a very fine program was given by the children. Santa praised the Milwaukee on which he always travels because he could arrive on time and did not get cinders in his eyes. He distributed in gay red tarleton stockings the bountiful treats of candy, nuts and fruit which had been provided by club members.

About a dozen women gathered at relief headquarters on December 23 to assist in packing 35 boxes which were distributed to needy families. 19 boxes were given by the Employes Relief Committee and 16 by the Women's Club. These large boxes had most generous gifts of groceries, Christmas dinners and toys for children. Appreciation was expressed to the following companies for donations: The Continental Bakery, for 100 loaves of bread; The Commercial Importing Co., for 10 pounds of coffee, and The Pacific Produce Co., for two sacks of potatoes.

The regular club meeting was held on December 29. A luncheon was arranged by the following hostesses: Mesdames R. E. Bement, Chas. Aumann, B. Richmond, Roy Tidd, J. T. Lytle, Frank Buchanan, T. J. Malloy, C. A. Weller, W. A. Monroe, and Miss Margaret Glover. Routine business was conducted by Mrs. F. E. Devlin, president. Committee reports were interesting and the outlook for the new year was most encouraging.

Mrs. George Loomis, chairman of the benevolent committee, reported \$88.97 cash expended during December, which included supplies for Christmas boxes and a small loan given to a mother and baby to help them reach their destination after an enforced stopover in Tacoma. Donations of food and clothing valued at \$78.50 were also distributed, 66 personal calls were made and 74 telephone calls. The Milwaukee Employes' Relief Committee reimbursed the Tacoma Chapter for funds used for unemployed during November and December in the amount of \$234.15.

Delightful musical numbers were given by Mrs. F. E. Kirkland and her daughters Misses



In Montana Canyon

Jane and Betty, which included vocal solos by Miss Jane and group songs by all three with Mrs. Kirkland at the piano.

Mrs. E. L. Cleveland, a popular former member, was welcomed back to the Tacoma Chapter after several years' absence. Mrs. A. E. Kirkland, one of our loved charter members, sent by Mrs. Schmidt her message of appreciation of the many courtesies and sympathy extended to her and her family at the time of Mr. Kirkland's death.

Mobridge Chapter

Dora Anderson, Historian

A SHORT business session was held on Monday evening, December 22, and plans were made for the filling of the Christmas baskets and the distribution of same. Mrs. Schneider, chairman of the mutual benefit committee, reports thirty-five lovely baskets given out, each basket containing a chicken, flour, vegetables, fruit, nuts and candy. This helped a lot to spread Christmas cheer among our unfortunate members who are out of employment at this time.

Our community Christmas tree was beautiful with its many colored lights, which were donated by the Northern Power & Light Company of our city, and its beautiful decorations. The tree was left up on Main Street and lit up every evening until after New Year's. Quite a crowd gathered around the tree on Christmas Eve. A Christmas carol was sung and a short talk was given by Rev. Frank O'Connor. Our doll, "Betty Co-ed," was given away at this time, the lucky winner being Mrs. Florence Worsick, who in turn presented it to her granddaughter, Valessa Schamber. We do not know who was the most pleased, the grandmother or the granddaughter, over winning this beautiful doll and cedar chest filled with lovely clothes for it. The sale of numbers on this doll enriched our treasury \$175.00.

Mrs. Beaver, chairman of the Sunshine committee, reports that Red Owl store number one donated a Christmas tree which was decorated and taken up to the Milwaukee Hospital for two of our little patients there—Shirley Moxness of Marmarth, and Helen Zlatkoff of Walker. Another little patient although not a member of the Milwaukee family was also wheeled into their room and the three enjoyed their tree and gifts together. Needless to say, this helped to brighten their Christmas and spread happiness among the little sufferers.

We are grateful to the apple growers around Spokane for sending our superintendent, Mr. G. H. Hill, several bushels of lovely apples, which he distributed among the different chapters on his division.

Des Moines Chapter

J. McG., Historian

THE first regular meeting of the new year was held at 8:30 P. M. Friday evening January 2 in the club rooms at 6th and Cherry Streets. The meeting was opened before a goodly number of interested members. Reports from acting committees show the club active in relief and good cheer work, anxious and willing to help those less fortunate than themselves.

A number of calls, personal and telephone, were reported, also cards of cheer sent to those confined to their homes account illness.

The Welfare committee reported two families who, due to unemployment, are in need of help.

Our president has asked that all who might have clothes, shoes or woolen pieces that they do not need and that could be converted into comforts or clothing for little folks, please for-

ward them to the superintendent's office and the club will see that they are distributed among the needy. It is hoped that all cases of need or illness will be reported promptly either to the superintendent or the club.

A card party held Saturday evening in the club rooms was indeed a success. All tables were taken and everyone reported an enjoyable evening. Refreshments were served by the Social committee. The committee chairman, Mrs. W. L. Finnicum, announced another party to be held Saturday evening, January 24. Nice prizes and delicious refreshments should be some inducement to attend. Come and bring your friends.

Well, folks, the "FEET" are growing. We have to our credit 65 feet of pennies in the march to the MILE we hope to reach. Is everyone saving their pennies? Don't forget 16 pennies make a foot. Anyone who wishes to help out the good cause and who cannot attend the next meeting send your pennies to the superintendent's office. Be sure to enclose your name. Those who have not already begun, start now; save your pennies and watch the Magazine for next month's report.

The Des Moines Chapter takes this opportunity to extend to all other club members and all employees on the system the wish that the year 1931 will be happy and one of GOOD WILL AND PROSPERITY.

Dubuque Chapter

Mrs. W. O. Wright, Historian

OUR annual Christmas party was held in the club rooms, Tuesday, December 30. This party is held for the children. After singing Christmas carols about our large Christmas tree, we listened to a program prepared by Mrs. Nathan Jones. Our ladies trio furnished several numbers and Mr. Earl Rapp accompanied by his mother at the piano, gave several violin solos. A treat for each child, games, dancing and refreshments helped to make a delightful Christmas party. About one hundred were present.

The chairman of the Sunshine committee, Mrs. Lillian Grice gave a very interesting report. After the brief business session Miss Lucille Miller, chairman of the Program committee, entertained us with games. Delicious refreshments concluded a very delightful evening.

Our family Christmas party held December 18, proved to be one of the largest and best we have ever had. Two hundred and twenty-five people sat down to a pot luck dinner served at 6:30 p. m.

The hall was beautifully decorated by Mrs. George Reisch and her committee. The main attraction was a large and beautiful Christmas tree, well lighted.

The Christmas story was told by Miss Lucille Millar.

Piano solos by Richard Graff, Ardelle Boland and Jeanne Hanley. Tap and fancy dancing by Mary Alice McGough and Kathleen Jaeger. Recitations by Paul Unmacht and Mary Cox, and a reading, "Asleep at the Switch," by Miss Aureta Abbott.

Then Santa Claus arrived and each child was made happy with a toy and a bag of candy and nuts.

Christmas week proved to be a busy one for the Sunshine committee. Fifteen well-filled baskets and many articles of wearing apparel were distributed to needy families.

"Danger Lights," a movie sponsored by the club was well patronized. Mrs. Frank Fernstrom was chairman of this committee.

Sioux Falls Chapter

Mrs. Tom Cavanaugh, Historian

SIoux FALLS CHAPTER held its annual Christmas tree and the arrival of Santa Claus at the passenger depot on Monday evening, December 22. The tree was beautiful and made a cheery background for Santa. Mr. Frank Henderson had charge of the decorating of Santa's special train, and the effect

with the many colored lights was truly beautiful. We wish to thank Mr. Henderson for his kind co-operation, also Mr. Ole Anderson, who indeed makes a wonderful Santa Claus. One hundred and seventy-five sacks filled with nuts, candy and fruit were given to the Milwaukee children.

The sick and welfare committee, under the capable direction of Mrs. John R. Bankson, made twenty-nine calls during this month. Six sick members were given personal calls and flowers. Groceries, shoes and clothing have been given to various Milwaukee families on this division.

The monthly meetings of the club are well attended, and each member is doing her utmost to make our chapter as interesting and as helpful as possible. Our president, Mrs. Henry Kruck, has been very active on the Welfare committee. The club is planning many entertainments for the winter months, and we trust the members will turn out and enjoy themselves.

Sioux Falls Chapter wishes to extend greetings to all members of this organization, and success in all its undertakings during the New Year.

Spokane Chapter

Mrs. Edw. A. Breeden, Historian

OUR annual Christmas party was held in the club rooms, Tuesday, December 30. This party is held for the children. After singing Christmas carols about our large Christmas tree, we listened to a program prepared by Mrs. Nathan Jones. Our ladies trio furnished several numbers and Mr. Earl Rapp accompanied by his mother at the piano, gave several violin solos. A treat for each child, games, dancing and refreshments helped to make a delightful Christmas party. About one hundred were present.

Sioux City Chapter

Mrs. Robert L. Robson, Historian

SIoux CITY CHAPTER has been very active in welfare as well as social work during the last two months.

During the month of November the meeting of the board was held in the home of Mrs. E. F. Palmer.

The regular meeting of the chapter was held Monday evening, November 24. At this time a Giggs dinner was served at a nominal price of 25 cents per plate. 127 plates were served. After the dinner the meeting was called to order by the president, Mrs. F. T. Buechler. Reports were given by the several committees. Bridge was played and enjoyed by all.

Thanksgiving baskets were delivered as usual. December has been an unusually busy month.

The pressing need for welfare work, buying and providing fuel, clothing, etc., for the needy.

On December 20, in the evening, 400 boxes were filled with nuts and candy for the Christmas tree. Also the trimming of the tree in the depot for the Christmas party given at 2:30 Sunday afternoon, December 21. A splendid program of Christmas carols, tap dances, and recitations were given by the children of Milwaukee families.

Over 500 were present at the party. A jovial Santa Claus arrived after the program. A box of candy and nuts and an apple was given each child.

The Tuesday before Christmas the day was spent in packing baskets and distributing them for holiday cheer. Chickens and groceries were provided in each basket.

The December board meeting was held in the home of Mrs. M. R. Landon.

Council Bluffs Chapter

Mrs. Carmen Underwood, Historian

COUNCIL BLUFFS CHAPTER met the afternoon of January 7.

The Welfare committee reported that relief had been extended to many needy families. A hospital bill was allowed for one family and food supplies were sent to many others. There seems to be a great number of unemployed in our Milwaukee family, and the club together with the Railroad Relief Fund are doing much to help those who are in need at this time. The beautiful winter weather we are enjoying here is one blessing we are all grateful for.

At Christmas time, 165 sacks of candy, nuts and apples were sent to all small children of the Milwaukee families. This is a custom we have practiced for several years, and seems to be a successful one, for in this way each child is reached and remembered.

At this meeting the club members voted not to send flowers in time of sickness. While it is a lovely practice and we regret to abandon it, we think it is the wise thing to do during this depression, as the money can be used for more worthy purposes. We are going to send cards, as tokens of thoughtfulness, to cheer those who are unfortunate to be shut in.

Word was received that our former historian, Mrs. Jay Hollingsworth, who now lives in California, has a new baby girl, and we extend congratulations.

Inasmuch as election of officers takes place next month, a nominating committee was appointed to select candidates.

The Council Bluffs Chapter hopes that all others had a very Merry Christmas and wish for all a Happy and Prosperous New Year.

Miles City Chapter

Charlotte J. Walters, Historian

MY article this month will seem perhaps uninteresting as it deals with the Christmas work of the club, and allusions to past events always seem so commonplace. Nevertheless, it was a beautiful Christmas. Conditions seemed to bring out the very best that was in everyone. Oftentimes it takes adversity to show people what they have to be thankful for and to share with others less fortunate.

The city authorities, the American Legion, the Red Cross, the Salvation Army, the churches, and the Milwaukee Women's Club, all came forward so willingly and aided that it appeared to be one of the best Christmases in the history of the club.

The streets and homes were so beautifully decorated and the weather was ideal, so everyone could enjoy the lovely sights.

The club secured a sixteen-foot tree (thanks to Mr. W. N. Ross), which was placed in the depot, and when trimmed with ornaments and lights it was very beautiful.

The children came at three o'clock on the afternoon of December 23, and Mrs. Nummendor, assisted by several of the club members, gave out the stockings filled with candy and nuts to about 600 children.

At the regular meeting in December the dolls were raffled off: Miss Dolores Wagner drew the lucky numbers. The first or large doll went to Mrs. Chas. Peterson. Mr. Peterson is employed in the Milwaukee offices here. The second doll was given to Mr. W. N. Montgomery, who is Milwaukee agent at Sheffield. About 1,000 chances were sold and the estimated net proceeds on the two dolls was \$230, which goes to the Welfare fund.

Many articles of clothing were given out during the month, as the club has had many ex-

cellent articles contributed. Shoes and stockings were purchased for several children also. Our greatest difficulty lies in the fact that many families who really should accept our aid are so self-conscious about this matter of relief. We try as much as possible to keep up the morale of the unemployed for we feel that a "sick" mind causes more grief than a "sick" body.

Our president, Mrs. Nummerdor, is such a wonderful worker and we fear she will go beyond her physical strength. With such a large membership she should have more assistance in this Welfare work. We must not forget it is our duty to be of service both to our president and members of the Milwaukee family. We must forget ourselves and think of others for in that thought lies the aim of our club. Let us all try it this coming year and we surely will find true happiness as well.

To all the members of the General Governing Board and the members of our sister chapters, we are extending greetings for the year 1931.

Ottumwa Chapter

Mrs. James B. Davis, Historian
OUR December meeting was held on the 12th and was well attended, and the matter of helping our needy and unemployed was discussed. Mrs. Given, as chairman of the Welfare work, reported several families that are helped by coal, groceries, etc., and Mrs. Kemp, Sunshine chairman, gave a very interesting report.

Mr. Nee, our new superintendent, and Mrs. Nee, arrived in Ottumwa November 1, and we were very happy to welcome her to our club.

December 23 was a happy day for the Ottumwa children. The Christmas party was held in our club rooms, and Mr. Santa Claus (Mr. M. P. Hannon) in his good-natured way, greeted each child at the door and gave each wee-one a stocking filled with candy, nuts and an orange, a toy and a nice big popcorn ball. And then Mrs. Santa Claus (Mrs. E. R. Davis), served the mothers with coffee and doughnuts. You should have heard those kiddies play the piano, speak their pieces and sing carols for old Santa.

Mrs. Hannon, as chairman, and her committee consisting of Mmes. Barnosky, Tuomey, Ruhland, Cogswell and Reynolds, deserve a lot of praise for its success.

On November 25 there was a card party held in the club rooms. Mrs. Hannon was chairman, assisted by Mrs. Orvis, Mrs. Dingaman, Mrs. Wm. R. Wilson, Dora Mann and Mrs. Nee.

Portage Chapter

Elizabeth Bloomfield
THE Christmas party for the children, given by the Portage Chapter at the Portage station, proved a great success. As in other years "Santa" came in on a train decorated with various colored lights, amid the ringing of bells and blowing of whistles to the delight of a big gathering of children (grown-ups, also) all seemed greatly pleased with the gifts brought them by a wonderful "Santa Claus."

Ten well filled Christmas baskets were sent to homes, which brought back a quick response in thanks to the club for their generosity.

The bazaar, given in October, netted after all expenses were paid, \$225.50. This with the sum of \$18.25, made from the sale of jello and 51 Christmas cards, made in all \$243.75 for helping the unemployed.

In December the Sunshine committee was busy making ten telephone and sixteen house calls.

The December and January meetings, after the usual business routine had been gone through were given over to a social time, playing cards and serving refreshments by a committee in charge.

On January 14 we were invited to the club rooms, as many as could come, to finish up sewing left over from last year. The club rooms were open from 10:00 A. M. so all who wished might come and bring their lunch.

Superintendent O. H. Frick, wife and daughter, spent the Christmas holidays in Florida.

Mrs. R. Falck, daughter Betty, accompanied by Mrs. A. Berdzien, visited in New York state.

The club extends sympathy to the husband and relatives of Mrs. Walter Witt, who passed beyond with the coming of the New Year. She was always interested and active in club work.

St. Maries Chapter

Mrs. C. J. Leonard, Historian
THE chapter met in regular session December 15, at 2:30 o'clock, in the clubhouse, with the president, Mrs. Mickelson, presiding. The business meeting was short owing to the Christmas party planned for the children by the committee, Mrs. Hallard, Mrs. Tobias, Mrs. Shewunck, Mrs. Terry and Mrs. Burt.

The clubhouse was beautifully decorated with suitable Christmas decorations and a most gorgeous Christmas tree standing in one corner. Santa Claus appeared with baskets of popcorn balls and sacks of nuts and candy. Also refreshments were served to about 60 mothers and 100 children.

A very fine program was arranged, including singing and dancing and readings by about 20 children. We really had a good time and we are pleased, as this was our first Christmas party, and we feel sure it will be repeated next year, as we feel it added a great deal to the Christmas spirit.

Wishing you all a most Happy and Prosperous New Year.

Janesville Chapter

Mrs. Louis Michael, Historian
ONCE again Santa has come and gone, but oh, what a lot of happiness he brought to the children, also quite a number of our older folks. The Janesville Chapter held their annual Christmas party in the club house December 21, with about 150 in attendance.

Mae and Jack Kennaugh opened the program by playing and singing "Silent Night." A splendid program of songs, recitations and piano solos were given by the children. Mr. and Mrs. Santa Claus both appeared in person, with their bag loaded with gifts for all. There was candy, nuts, fruit, popcorn balls and Eskimo pies. All those that attended voted this year's party to have been the best ever held thus far in the history of the club.

The January meeting was held January 6 with Mrs. Hunter presiding. Minutes of the previous meeting were read and approved and all other business matters disposed of in the usual manner. Sunshine chairman reported a great number of personal and telephone calls having been made. In this time of need with so many of our men out of work, a great deal of welfare work has been done, with a lot more to do. It is hoped that all of the men will soon be called back to their old jobs. A lengthy discussion was in order, on the way the club and the men had co-operated with each other in this matter of giving aid to those in need.

Mrs. Frank Oliver was appointed chairman of the nominating committee, for in March we have our election of officers.

The club extends its sympathy to Mr. and Mrs. H. Haffery and family in the recent death of Mr. Haffery's mother. Also to Mr. and Mrs. E. Lueck in the death of Mrs. Lueck's father, Mr. Feirn.

No doubt all have heard of the serious accident which befell Mr. John Dalton in December. While on duty he fell and fractured one of his hips and is confined to Mercy Hospital. People who at any time had occasion to meet Mr. Dalton will remember him as a kindly spoken officer, always on the alert to avoid ever having any accidents happen at his crossing, which he has been stationed at for the past 35 years.

During the rush of the holiday season only one card party was held, but the club voted to start them again next week.

No further business to be discussed the meeting adjourned and refreshments were served.

Mason City Chapter

YE SCRIBE neglected her duty for the month of November, consequently no notes appeared in the last Magazine. However, we had our bazaar, and as usual it was successful. The dinner was in charge of Mrs. Anderson and Mrs. Tritchler, and as you know from past experience it couldn't have been placed in more capable hands. Everything sold well, and the proceeds helped enlarge our bank deposit for taking care of the needy.

Christmas is over and we are well into the New Year, but the write-up will not be complete without mentioning our Christmas parties, one for the grown-ups and one for the children. The grown-ups reverted back to the box lunch days and from all reports those boxes contained as many surprises as though Santa Claus appeared. This party has been termed one of the best we had during the year. At any rate everyone reported a good time. The tiny tots had their party on the Saturday preceding Christmas. A tree was decorated for the occasion. Old Saint Nick appeared and unloaded his pack, and one happy afternoon was spent by the children of Milwaukee employes in Mason City. This Christmas party for the kiddies, you know, is an annual event and is enjoyed by the grown-ups equally as well.

Also want to mention the Christmas tree that was placed in the center of the street near the depot each year. This tree is generally a real large one and is lighted with numerous colored lights. This custom has been followed for a number of years and certainly has done considerable towards the "Milwaukee" cementing its friendliness with the city of Mason City.

Milwaukee Chapter

Miss Leona Schultz, Historian

THE annual dinner and bazaar of the Milwaukee Chapter was held on Thursday, December 4, the total net receipts being \$280.00. Dinner was served to 253 people. The various chairmen certainly deserve to be complimented on their splendid work.

The regular meeting of the Milwaukee Chapter was held on December 15 with a large attendance. The Welfare chairman reported having spent \$193.30 in welfare work during the previous month, and that since the inauguration of the Milwaukee Terminals Relief Committee, Mrs. Carey and she have been making from 11 to 16 calls a day investigating the various cases which have been called to their attention.

We were glad to have Mrs. Hodge visit the chapter again, and hope she will continue to improve in health.

Shortly before Christmas the Women's Club giant tree made its appearance in the waiting

room of the depot, to welcome passengers and wish them a Merry Christmas. It was lovelier than ever, and those who set it up and trimmed it did a very praiseworthy job.

Of course December would not be complete without a Christmas party for the kiddies, and so on December 19 Santa Claus sent out a notice that he would patronize the Milwaukee Road that night, and 125 boys and girls, as well as their parents, gathered in the club room to listen to a very enjoyable program while waiting for his train to pull in. Then as the telegram arrived saying he was nearing Milwaukee, all bundled into coats and caps and went down to the platform to meet Santa with a grand rush after his train had come to a stop and the gates were opened. There was a bag of candy, nuts, and fruit, as well as a gift for every child, with a light lunch for the mothers and fathers. The program was completed with community singing, and the club room rang with "Silent Night" and "Jingle Bells."

Austin Chapter

WE resumed our meetings in September and celebrated by having a picnic supper in the club rooms. In fact picnic suppers are so much in favor here that we have one almost every month. For our October meeting our rooms were beautifully decorated with autumn leaves and Hallowe'en cut-outs, and the tables with black and yellow streamers and yellow candles, for which work we were indebted to Mr. and Mrs. Peter Pauley. Congressman Christgau delighted the members with a talk on Russia. Mr. Christgau is a very gifted speaker and his talk was unusually interesting. Our December meeting was devoted to the pleasure of the children, over eighty children being present despite the counter attraction of the great railroad picture "Danger Lights," which was being shown at a matinee that afternoon. Santa Claus arrived on the 3:15, in time to listen to the program, and after he became acquainted with the children they all joined with him in singing Christmas carols. The highlight of the afternoon, needless to say, was the distribution of the bags of candy and apples.

A brief summary of our relief work this fall and winter would be about as follows: A great many cheer cards and Christmas cards sent to the ill and shut-ins; innumerable calls on the sick; Thanksgiving baskets of food sent to half a dozen families; groceries furnished to several families; milk is being given each day in school to several Milwaukee children who are underweight and milk is being delivered daily to one Milwaukee family of children; twelve families have been outfitted with clothes for school; school supplies were furnished by the club to three children under the requirements of their school. Our Christmas baskets consisted of some necessary articles for the children, but were mostly candy, apples and toys. We are greatly indebted to the J. C. Penney Company for their donation to us of forty-seven trucks, engines, games, horns, etc. Ten baskets were distributed, which took care of 45 children.

Our chocolate candy machines yield us a nice sum each month, and once a month we have a card party to raise funds. We are having a special benefit card party the 21st—afternoon and evening—with Mrs. E. J. Blomily as chairman.

Fullerton Avenue Chapter

Marie Nixon, Historian

THE first meeting of the new year was held in the club rooms Saturday afternoon, January 10.

After luncheon was served a short business meeting was held and our vice-president, Mrs.

George Rector, presided. The rest of the afternoon was spent playing cards and bunco.

Our president, Mrs. Loderhose, entertained at luncheon the officers and chairmen of the various committees at her home, Saturday, December 27. Everyone enjoyed the delicious luncheon and pleasant afternoon.

Harlowton Chapter

Ora Halvorsen, Historian

HARLOWTON CHAPTER held its regular meeting Monday evening, January 5. After the meeting cards and refreshments were enjoyed.

December 23 we had a Christmas program consisting of tableaux, music, songs and recitations. We also had a Christmas tree and a live Santa Claus, who distributed bags of candy, nuts and apples to the children, 115 bags being distributed.

The Sunshine committee made eight personal calls, two telephone calls, total ten calls, and spent forty cents.

Mrs. L. J. Buckley, our president, has been on the sick list the last week, but we are glad to report she is much better.

River Division News

M. M.

A SURE SIGN of loyalty of the employees to the Milwaukee Railroad was manifested in the last list of employees who have helped secure passenger and freight business for the company, and which list appeared in last month's issue of the Magazine. No doubt many names did not appear who have endeavored at all times to be a contributing employee. This is an incentive for all employees to secure patronage and thereby contribute toward the prosperity of the railroad.

All on the River Division were very sorry to hear of the illness of Traveling Engineer F. G. Hemsey, and their best wishes for him are that he will recover soon and be back among his many friends.

A well attended Safety First meeting was held at Wabasha January 9 and conducted by Trainmaster D. T. Bagnell. Mr. Bagnell gave a very valuable talk on Safety First and Safety First Inspector E. B. Crooker, also addressed members present. These meetings have a significance inasmuch as they deal with the welfare of every employe, and suggestions are offered, which when observed, will meet with approval of Safety First inspectors and rules pertaining to Safety First.

The genial smile and the familiar greeting of Engineer Jas. A. Cane will be greatly missed on the Wabasha Division and around Wabasha. Mr. Cane has decided that his railroad career should end and has taken his pension and left for Seattle, where he expects to spend his time on his fruit farm. No doubt Mr. Cane will engage in the poultry business to divert his interests. He has had a long and successful career, and his popularity is measured by his friends, who regret to see him leave. However, he takes the very best wishes of all with him, and his kind acts will leave a pleasant memory of him. Best of luck and good health to you.

Mrs. Irvin Feddern and daughter of Aberdeen, S. D., visited at the home of her father Mr. John Ostrum, at Reads, the forepart of the month.

While the winter weather has been very clement, still the winter would not pass as usual if Mr. Gus Larson was not seen with that fur coat that stands any storm or cold weather. Mr. Larson called at various stations visiting car shops on the division.

The River Division has been very fortunate in not being visited with a great deal of unemployment or needy employes. The extra

men at Wabasha have been fortunate in getting extra work account of the older men laying off from time to time.

Sympathy is extended to Mr. and Mrs. S. S. Brown in the death of Mrs. Brown's father, who passed away the forepart of the month.

One from the "Auld Skule" called at Wabasha the first of the year, and surely always glad to greet Mr. S. J. O'Gar, from the Store Department.

The work of electrifying the roundhouse at Wabasha has been completed, and Mr. Paul Jensen, who has been in charge of the work, and Mr. Hilbert Koepnick are receiving compliments on the excellent work they have accomplished. Foreman John Jacobs, from Milwaukee, arrived to give it the finishing touches. It is a decided improvement and will result in an effective saving.

Union Station Chapter

Mrs. O. P. Barry, Historian

THE first 1931 meeting of the Union Station Chapter was held Tuesday evening, January 6. This being library night, our guest of honor, Mrs. Anthony French Merrill, entertained us with play and book reviews, accompanied by her usual droll witticisms. Our librarian wishes to take this opportunity to express her appreciation for the many books received for the library.

Our Welfare chairman, Mrs. W. R. Dolan, reported that thirty-three Christmas baskets were delivered to the needy. On Christmas Day Mr. and Mrs. Dolan visited twelve of our Milwaukee men, who are patients in the Washington Boulevard Hospital, and gave them individual packages containing fruit and cookies.

The Christmas party held the day before Christmas was a great success. We are grateful to those who assisted and to our guests, who helped to make this party a success. We were delightfully entertained by vocal and piano selections rendered by some of our men guests.

Tacoma District Accounting Bureau

DECEMBER 11 Mr. Hatch attended a banquet where wild turkey from Mexico was served. One of the turkeys weighed 46 pounds—some turkey.

The girls of the office, also some of the "bachelors," provided gifts for several needy families.

December 20 Mr. Mason ran out of gas, so Ruth and Millie had to hop a trolley. Some of the office gang were quite surprised that F. C. should offer that excuse.

Traveling guests during December were: Tom, Harry and Vic (not Dick).

Ann and Millie recently attended their annual "lutefisk" dinner. Ann is partial to the fish while Millie preferred potatis korv.

What's a home away from home? MILWAUKEE ROAD.

December 9 was a lucky day for A. L. Boyd, he won a prize turkey.

Olga Grother, of Marmarth, N. D., is visiting her many friends in Tacoma.

In the last issue a mistake was made regarding F. B. T. He holds an office in the Royal Arch Masons. Excuse, please.

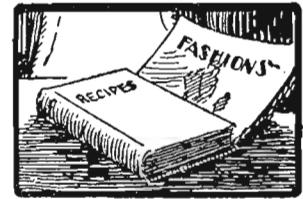
We are wondering how many people know we have a Santa Claus among our number. Mr. Hatch made a perfect Santa at the Women's Club Christmas party.

Miss Sybil Hobart spent the week-end with Miss Ruth Rundle and is now located at Harlowton.

The district accountant's office extends sympathy to the family of Mr. A. E. Kirkland.



AT HOME



Some Signs of the Spring Fashions

OF COURSE February is a bit too early to speak with any degree of finality about what we women-folk are going to wear when spring comes tripping over the boards, the boardwalks, the cement and whatever. But the counters are beginning to blossom with new fabrics and new patterns on the more familiar weaves. One fashion authority, with a courageous gesture, say: "newest of all on the spring horizon is plaid in either wool or silk," and by way of verifying this pronouncement I took a walk through the dress goods sections of some of the State Street shops, and I found certain indications of true prophecy on the part of our f. a. for there were silk crepes in plaids of fascinating designs and color combination—bright, youthful, joyous color tones—blue, green, gold, orange, burnt orange, rose, scarlet and all the other shades of red joined up with black and with white. It certainly seems to indicate a colorful season, and for the girl who can wear these plaids, they will make the smartest sort of a frock for a semi-dress occasion, or a blouse for the darker suit, etc. Not every woman is built for plaids, although be it said that the plaids now on display do not show large designs, which is some help.

Printed silks are again out in all their glorious color, and what woman who values her reputation for tasteful attire, will deny herself one or two little printed silk gowns! These prints have so much more chic than plain colors and because of their diffused color motif, they are as a rule more becoming, as well. Printed chiffons are perhaps the most fascinating of the new displays as yet; and certainly at the very moderate cost of these beautiful fabrics, every girl should allow herself one or two. I saw wonderful printed chiffons being offered in one of the shops for one dollar a yard. Of course that was a "sale," but it probably forecasts a very moderate price for the season. The colors and combinations of these chiffons fairly "makes your mouth water," they are so attractive. Light background all sprinkled and spread over with exotic color and wonderful design, is something a bit different from the prevailing ideas of a season or two back, when a dark background was required to display the colorings of the pattern. There were delicate blue ground colors with darker blue and black printings; yellow with gorgeous orange, brown and bold red and the most splendid red ground color with black and green in several shades. And, of course there are the dainty and lacy-looking white with wavy black figures, in which any woman of whatever age or complexion is sure to be well dressed. And what is more, lace and chiffon, it is said, are going to be remarkably good the coming summer—but that's a long way to look ahead. Let's look at a chiffon

"A Young Hustler"



Bobbie Wahoske

OUT in Portland, Oregon, where roses are in bloom at Christmas tide regardless of latitude or the accepted winter season, the youngsters do great things and earn substantial sums of money while they are learning ways of business and of thrift. They develop lines of sales talk all their own and put over their sales with success that entitles them to rank with the "Young Hustlers" of prominence in a magazine of that name issued by the Pictorial Review, for the encouragement of their young salesmen.

All of the foregoing is by way of introduction to Robert Wahoske, son of Traveling Freight and Passenger Agent Henry Wahoske, whose headquarters are at Portland, Oregon.

Robert, or "Bobbie" is the champion Pictorial Review salesman of Oregon. He belongs to what is known as the President's Class of selling, which means that he sells seventy-five or more copies of the magazine each month over a period of twelve months. He has, moreover, gone over the top every month, having, last summer, sold 217 copies in July and 190 copies in September. He couldn't remember how many he sold in August, but it was well above the required number for his class. He has won a lot of prizes for his work, and last year was presented with a large silver cup for a salesmanship talk which he delivered before 130 people in a contest. He saves his money and plans to work his way through college with his earnings. He says he wants to study mechanical aeronautics.

and lace that can be used right now for an evening frock of very moderate cost. The top of the bodice and top of the sleeve is all-over lace, cowl neck-line, the chiffon comes up on the bodice half way under the arm and rounds down to nearly the belt line in front and back. At the elbow a smart chiffon circular ruffle is set on which is turned back in a graceful "flowing sleeve." There is a narrow belt and the chiffon skirt has a set in circular front. The sides and back, too, are full and the length is just what is most becoming, after it gets below the knee.

There will be strong color contrasts, and while black loses none of its prestige, just plain black is not being exploited. Bright touches of color will light up the black gown, and something more than "a dash" of white may be expected where white is chosen to do the lighting up on black. Bright red and lustrous green, even blue, will be used on black.

We are told that beige will be "in" again, and gray will be smart. Gray and yellow will be one of the striking com-

binations, and ruby and chartreuse will also be seen.

Wool fabrics follow the vogue of the printed crepe and the tweed, and if tweed is liked, nothing makes a more serviceable and stylish suit. Wool crepe and "pebbly" effects in light weight wool to be seen for town wear, for travel and sports. And, of course, with a suit, attention has to be given to the blouse, its contrast or its blending with the suit. Contrast seems to be in the lead, and the two-tone effect runs to light color at the top and the darker shade in skirt and jacket with, perhaps, a wide shawl collar on the jacket.

One way to achieve chic with a plain tailored frock is to add a scarf, either of self material and faced with a bright color or of the bright color altogether. This leads, sometimes, to the evolution of the shoulder cape, than which nothing will be smarter if the girl or woman has the right silhouette for it. But be careful, girls, "chunky" shoulders and short necks are not for shawl collars and shoulder capes.

One thing more, just by way of warning—It is said the leg-o'-mutton sleeves are in the offing.

The Patterns

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



6357. Infant's Layette. These simple styles are all practical and easy to develop. The coat may be of cashmere, repp, broadcloth, faille or crepe de chine. It may be finished without the cape. The cap may be of the same material as the coat or of lace or lawn. The wrapper and cold feet gown could be made of flannel, or of albatross. The slip is nice in soft nainsook, batiste or lawn, also in crepe de chine. The sack will be pretty in crepe de chine or flannel. The pinning blanket is to be of flannel or outing flannel with the upper part of long cloth, or cambric. For the booties, soft kid, suede or silk, also crepe de chine are desirable materials. The carriage robe should be warm.

One could have eiderdown or quilted satin or silk broadcloth.

The pattern is cut in one size for infants.

The robe will require $1\frac{1}{2}$ yards. The cold feet gown $1\frac{1}{2}$ yards. The wrapper $1\frac{1}{2}$ yards. The slip $1\frac{1}{2}$ yards. The booties (one pair) $\frac{1}{4}$ yard. The coat, with cape 2 yards. The coat, without cape $1\frac{1}{4}$ yards. The sack $\frac{3}{8}$ yard. The pinning blanket $\frac{5}{8}$ yard of flannel and $\frac{1}{4}$ yard of cambric. The cap $\frac{1}{4}$ yard, all of 36-inch material. Price 15c.

7055. Ladies' Dress. Designed in sizes 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches, bust measure. A 46-inch size requires $4\frac{1}{2}$ yards of 39-inch material. Vestee of lace or contrasting material requires $\frac{3}{8}$ yard 21 inches wide. The width of the skirt at the lower edge with plait fullness extended is $2\frac{3}{8}$ yards. Price 12c.

7053. Ladies' Dress. Designed in sizes 34, 36, 38, 40 and 42 inches, bust measure. A 38-inch size requires $4\frac{1}{4}$ yards of 39-inch material. The width of the dress at the lower edge with fullness extended is 3 yards. Price 12c.

7065. Girls' Ensemble Costume. Designed in sizes 8, 10, 12 and 14 years. It requires $4\frac{1}{2}$ yards of one material 35 inches wide for a 12-

year size. To line the coat requires $1\frac{1}{4}$ yards. The skirt of contrasting material will require $1\frac{1}{2}$ yards. Price 12c.

6715. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches, bust measure. A 38-inch size requires $4\frac{7}{8}$ yards of 39-inch material. For contrasting material $1\frac{1}{6}$ yard 39 inches wide is required, cut crosswise. Price 12c.

6731. Girls' Dress. Cut in 5 sizes: 1, 2, 3, 4 and 5 years. A 4-year size requires $2\frac{1}{2}$ yards of 35-inch material. To finish with plaited frills requires $2\frac{3}{4}$ yards $1\frac{1}{4}$ inches wide, cut crosswise. Price 12c.

7075. Ladies' Skirt. Designed in sizes 28, 30, 32, 34, 36 and 38 inches, waist measure. A 34-inch size requires 2 yards of 54-inch material. The width of the skirt at the lower edge with plait fullness extended is $1\frac{3}{8}$ yards. Price 12c.

7076 Two Attractive Caps. Designed in sizes: small, $20\frac{1}{2}$ inches, medium, 22 inches and large, 24 inches, head size. To make No. 1, in a medium size requires $\frac{3}{8}$ yard of 39-inch material. No. 2 requires $\frac{3}{8}$ yard of 39-inch material if made without facing. With facing $\frac{1}{4}$ yard will be required. The facing of contrasting material will require $\frac{3}{8}$ yard, cut crosswise. Price 12c.

6749. Ladies' House Frock. Cut in 4 sizes: Small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches, bust measure. A medium size requires 4 yards of 35-inch material. For contrasting material $\frac{3}{8}$ yard 35 inches wide is required, cut crosswise. Bias binding requires 5 yards $1\frac{1}{2}$ inches wide. Price 12c.

7067. Girls' Dress. Designed in sizes 4, 6, 8, 10, and 12 years. It requires $2\frac{3}{4}$ yards of 35-inch material for an 8-year size if made with wrist length sleeves. With short sleeves $2\frac{1}{4}$ yards. For contrasting material $\frac{3}{8}$ yard is required cut crosswise. Price 12c.

Good Things to Eat

Potato and Egg Salad. Cut boiled potatoes in half-inch cubes, about one and a half cups. Add on canned pimiento, drained and cut in strips, and two slices of onion, finely chopped. Moisten with any favorite salad dressing, arrange in a mound and garnish with three hard-boiled eggs that have been processed as follows: Chop the whites and force the yolks through a potato ricer and arrange whites and yolks about the top of the mound. Place sprigs of parsley between the whites and yolks. Simple and attractive.

Bolivia Salad. Cut cold boiled potatoes in half-inch cubes, about one and one-half cups. Add three finely chopped hard-boiled eggs and one-half tablespoon finely chopped red peppers and one tablespoonful chopped chives. Pour over cream dressing and serve in nests of lettuce leaves.

Cream Dressing. Mix one tablespoon salt, one-half tablespoon mustard, three-fourths tablespoon sugar. Place in double boiler with one egg, slightly beaten, two and one-half tablespoons butter and three-fourths cup cream. Add, very slowly, one-fourth cup vinegar. Cook over boiling water, stirring constantly until mixture thickens. Strain and cool.

Larded Breast of Guinea Chicken. Before proceeding with this recipe, let us say for the benefit of those to whom guinea chicken is an unknown quantity, that it is very delicious and delicate.

Remove the breasts from the bird, leaving wing points. Scrape and trim the joints. Lard the upper side of the breasts, using four lardoons to each. Place in dripping pan, sprinkle with salt and pepper, dredge with flour and brush over with cream. Bake in a hot oven thirty minutes, basting three times with the fat in the pan. Remove and place on thin slices of hot fried ham and serve with Brown Nut Sauce. Put frills on bones and garnish with potato balls and pastry shells filled with asparagus Mousseline. This recipe is reprinted from the Boston Cooking-School Cook Book, and its excellence is guaranteed.

This method is also fine for pheasant and prairie chicken breasts.

Brown Nut Sauce. Brown two tablespoons butter, add two tablespoons peanut butter and when well mixed, add three and one-half tablespoons flour and continue browning. Pour on gradually, stirring constantly, one and one-half cups chicken stock. Bring to boiling point and season with salt and pepper. Pour around the meat.

Asparagus Mousseline. Arrange short stalks of canned asparagus in baking dish and pour over the following sauce: Melt three tablespoons butter, add three tablespoons flour and stir until well blended. Pour on, while stirring constantly, one cup chicken stock and one-half cup cream. Bring to boiling point and add one-fourth teaspoon salt and a dash of pepper. Just before serving, add the slightly beaten yolks of two eggs and one-half tablespoon lemon juice.



SPECIAL COMMENDATION



The following named have received special commendation for meritorious acts performed while in the conduct of their regular duties:

Switch Foreman John Coughlin, West Yard, Ottumwa, Iowa, discovered three inches of flange broken out of wheel in car, while switching No. 79, January 7.

Section Foreman E. Ellingson, Welch, Minnesota, discovered a broken arch bar on car destined Cannon Falls, but set out at Welch, from train No. 315, December 24. He noticed some marks on the track after car was set out and following these up, found the broken arch bar.

Engineer Elmer E. Loofboro, Chicago Terminals, while in charge of engine 7610, December 23, saw a man lying on the rail in between the subway and adjacent track. The man, who was a fellow-employee, was on his way to the hospital when he was overcome. Engineer Loofboro's prompt action in rescuing the man and getting him to the hospital probably saved a life.

On January 4th, Officer Levens, South Minneapolis, discovered a broken rail on track No. 10, at the south end of Garden Yard. He reported it to the roadmaster and repairs were effected before further damage occurred.

On November 26, Terre Haute Division Conductor J. Kindred, in charge of extra 8237, north, discovered a broken arch bar on a car as train was passing through Blankenship, Ind. He immediately set the air from the rear, stopping the train and car was set out.

Messrs. I. C. Sloan, M. C. Cook and C. E. Shanley, while working at Milwaukee Ocean Dock, Tacoma, on November 28, heard an explosion nearby. On investigation fire was discovered at Bacon & Matheson Forge Company, adjacent to Ocean Dock. Their quick action in turning in the alarm and getting freight cars away from the burning building protected company's property and their co-operation in the Company's interest is much appreciated.

Agent A. Sturm, Clayton, Iowa, discovered a broken flange in train No. 66 December 10, while train was passing his station. He signalled the crew to stop and car was set out.

Yard Foreman Frank Matthias discovered a broken rail and reported same just before train No. 106 arrived at Wausau.

Made Her Journey Pleasant

December 10, 1930.

Chicago, Milwaukee R. R.,

Seattle, Wash.

Dear Sirs:

This last week I have just returned from Boston, Mass., for the second time this year . . . both times of which I travelled over your line. My first trip was full of gratitude for your most thoughtful and comprehensive service rendered by your employes all the way . . . and now this second trip has been made so pleasant by the atmosphere of careful service that seems to be reflected throughout your whole train, that I feel I just must send you my little bit of appreciation for it all.

The first trip on your line in the earlier part of the year, was the first time I had ever made a coast-to-coast trip alone, and the sense of protection, consideration, courtesy and peaceful atmosphere on your train

brought much joy to me. This second trip just enlarged upon my first!

You do not need my expression of gratitude, but I do think it is no more than right that you can realize, too, that your efforts for seeing and bringing to your patrons the completeness of the luxury of courteous service has not been at all in vain. The atmosphere seemed very significant to me of the depth of thought that had been expended by those in charge of its every detail . . . And as just one of the many who have been blessed when a trip away from home has seemed necessary, I do thank you.

An interesting experience occurred on the trip home this last week that I felt, too, was significant of the consideration that your service exemplifies, and felt by those on board the train. It is as follows:

One evening while sitting in the diner, a rather rotund, joyous looking Japanese came in to the diner, followed by three Norwegian children. They took their place across from my table. The Japanese seemed to have the children in charge, for he ordered their dinner and conversed with them as a father. The waiter spoke to the children in helping to see what they wished, but they could not talk English and the Japanese was interpreting for them. He was able to speak their language as well as English, so he did all the necessary procedures.

They were given the best dinner on the bill of fare, the Japanese, however, not taking the complete course. Come to find out these children were on their way to their parents, who had been in this country for nine months. The children were traveling alone, had come from Norway and unable to either speak or understand English. Refined children, traveling tourist and alone, they were very joyous and composed on their trip. This Japanese, traveling tourist, too, to save on expenses, no doubt, had opened up his heart to give the children a real party and expressed such wonderful courtesy and love toward them that unconsciously it occurred to me that he, too, had sensed the atmosphere of sharing that one feels on your trains. His outlook had been broadened too, to give more joy to those who needed it, even at his own expense . . . just as the many unlooked for courtesies seemed continually presented to me by those in your service.

I, for one, can sincerely recommend you in every way. And thank you for making my journey so pleasant.

Respectfully yours,

(Signed) MRS. KARL A. REICHERT.

Those of Us Who Do

G. P. F.

WE are again glad to credit Yard Clerk Frank Wallace at Milwaukee. Mr. Wallace solicited and secured the routing on another carload moving Milwaukee to Red Wing.

The Passenger Department in the Twin Cities commends Brakeman Nels Bjork on the River Division account information that led to sale of one round trip and a one way ticket to Chicago.

Signalman R. J. Bogert, on the Valley Di-

vision, influenced routing our way of a number of carloads of coal from a lake port.

The Traffic Department, on the Superior Division, tell us that Engineer John Whitney was successful in securing two passengers from Green Bay to Chicago.

The Traffic Department at Minneapolis gives credit to Switchman George J. French for securing five passengers from Minneapolis to Chicago.

Train Dispatcher H. L. Vachreau, at Wausau, did some good work in connection with the movement of nine people from Winona to Wausau, over our line.

Conductor J. Flanigan, at Tomahawk on the Valley Division, is credited with influencing five people to use our line on a trip to Chicago.

Mr. Reuben Bickle, car inspector, secured two passengers from Janesville to Los Angeles, Calif.

August Bergman, also of Car Department, secured a ticket from Janesville to Glendon, Wis.

This business was secured during the month of November.

Ticket Agent H. J. Armock, of Beloit, secured seven tickets over our line to Chicago, using No. 26 and C. & M. No. 12, leaving Beloit at 7:10 and arriving Chicago at 10:45, as against C. & N. W. service, leaving Beloit at 7:00 o'clock and arriving Chicago at 9:30.

Wisconsin Valley Division Conductor J. Flanigan induced five coach passengers to purchase berths to Milwaukee and Chicago.

Signalman R. J. Bogert, Wausau, was instrumental in receiving routing on several shipments of fuel from a large shipper, with a promise of future business.

Mrs. Paul Smith, wife of chief clerk, Beloit, one round trip to Minneapolis.

Mrs. Jack Collins, wife of conductor, Milwaukee Division, two passengers to Los Angeles.

Roland Karg, Beloit, Wisconsin, two tickets to Los Angeles.

Engineer Raasch, Beloit, prospect for California.

Brakeman Artlip, Beloit, passenger for Los Angeles.

Your Wife

E. J. Vollmar

S. M. Division, Austin, Minn.

WHO is it that worries and ponders, and often wonders where you are? . . . YOUR WIFE.

Who is it that sticks to you through thick or thin, and if you fail, says, "Let's try it again?" . . . YOUR WIFE.

Who is it that watches over you through care and strife, even though you are disabled for life? . . . YOUR WIFE.

Who is it that darns your hose and mends your clothes, and thinks of you wherever you go? . . . YOUR WIFE.

Who is it that bears your children with pain, and at the chance of losing her life, would do it again? . . . YOUR WIFE.

So give her a break—that is the least that you can do; that's meant for me as well as you.

ON THE STEEL TRAIL

Fullerton Avenue Building

A. M. D.

WE wish to call your attention to an article written by Mr. J. T. Gillick, vice-president, which appeared on page 3 of the January, 1931 issue of the Magazine. It covers the railroad situation at this time and should be read by every employe.

On January 12 Mr. Crowley, of the car accountant's office, was presented with a "loving cup" brimming full and gaily decorated, as champion checker player. The presentation was made in the men's room during the noon intermission and took "Joe" completely by surprise, as he does not realize the strength of the game he plays. Joe was so overcome he was unable to make any remarks whatever, but his silence reverberated so that its echo is still heard in some places. Go to it, Crowley, and good luck!

The girls' bowling team is certainly everything it should be these days. Little wonder—with Harry Krumeri as their captain. Girls! It must be "B. U." The team is coming along very nicely, Margaret Porten of the typing bureau being exceptionally good. All we need on the team now is Lill Schoepf. She can do it!

The Napoleonic title of the auditor of overcharge claims has finally been awarded to Mr. W. J. Fisher, of the Relief Bureau. Mr. Fisher, with his usual modesty, says that he will not object to his intimates calling him "Nap."

Charles Belter is slipping. He presented his lady friend with a beautiful ring for Christmas. Evidently matrimony is his object.

Robert Baier, son of Mina Baier, of the ticket auditor's office, was married to Dorothy Freitag, sister of Myrtle and Arthur Freitag, also of the ticket auditor's office. Bob is known by a number of employes in the building as a fine boy and we all wish him the best of luck.

Frank Wald, of the suspense bureau, has just entered a complaint to the effect that too few of his friends buy hot, juicy peanuts. Frank loves them, but it seems the only one who will supply them for him is Barney Weichbrod.

Stella Britz, formerly of the freight auditor's office, is the proud mama of a seven and one-half pound baby boy, born on the day of New Year's Eve.

Mrs. Larson, of Kansas City (the former Miss Martha Feindt), was in to visit several of her girl friends in the typing bureau last week, looking very well and happy. Married life certainly agrees with Martha.

No doubt you've all heard about the canary bird Maryon Hayes received for Christmas from one of her suitors. Any evening will find Maryon at home teaching it tricks such as sitting on her shoulder, eating bird seed out of her hand, etc. As yet she hasn't been able to teach it how to sing. We think it's a dyed sparrow—oh, well, it's cute anyway.

Charlie Preihs, our chief demurrage inspector, has announced the arrival at his home of a bouncing baby boy. Charley, we could end this with a wise-crack, but we won't. Congratulations!

Santa was surely good to Evelyn Lehman of the ticket auditors' office. She is displaying a beautiful diamond solitaire.

Ed Ludwig and Adeline Logan of the freight auditor's office have declared themselves. Yes! You've guessed it. It's a beautiful solitaire diamond on the approved finger. For particulars, see Ed or perhaps Adeline. Congratulations.

Miss Virginia Martens of the freight auditor's office was the leading lady in an amateur performance of the play "Grumpy." The play was staged at the St. Alphonsus Atheneum, January 18.

Margaret Greenberg of the Freight claim office has returned after a three-week seige of illness.

Joe Gardner of the same office is sporting a new Gardner car. He piled up a thousand miles during the first week. Well, the "gas" companies have to live.

The traveling time inspectors held their annual meeting in the building. We are always glad to see them.

Florence Potenberg of the auditor of station accounts office is on a three months' sick leave owing to severe illness. All her friends are hoping for her quick recovery.

Elizabeth Thomas of the same office has also been forced to stay away from her work due to illness. Viola Schmidt, formerly Timm, filled the breach very nicely.

Mr. and Mrs. A. Batcheller of freight auditor's office and a party of forty guests attended a golden anniversary of Mr. and Mrs. F. Q. Wilson at Burlington, Wis., January 13, 1931. The party traveled in a special car over the Milwaukee.

Nicholas Braschko of the freight auditor's office will endeavor to prove that two can live as cheaply as one. He was married to Jean Fournier December 24, 1930. The ceremony and reception was held at the bride's home. We all wish Nick and his bride lots of good luck and happiness.

Miss Nettie Bartlett of statistical bureau has been invited to attend her cousin's wedding in Philadelphia, Pa., February 15. The wedding and dinner will take place at the Hotel Uhr of that city.

Miss Rita Atkinson paid her folks a visit in northern Michigan during the holidays. Pleasant trip, Rita?

Horseback riding has become quite popular with some of our girls. For particulars ask E. Mitchell of the freight auditor's office.



THE YARDMASTER IN A 90° HORIZONTAL POSITION

Kansas City Terminals

S. M. C.

THE middle of January and temperature 48 above. Regular winter resort weather, with all content except the small boy with a new sled.

Roger Leaton, yard clerk, and C. J. Sellens, storekeeper, Coburg, are showing the boys on the Milwaukee bowling team how. Sellens showed 646 on January 7.

Did you know that our agent, Mr. Larson, shoots a wicked game of golf, and that the Traffic Department are his chosen victims? He took his rival, Mr. Adsit, to a cleaning the latter part of December and says that Bert White and Jess Reeder will be his next victims.

Jim Talbott, from the local, better polish up his golf game or he will be a victim, too.

Bus Beem spent New Year's in Chicago, getting back in Kansas City without getting shot. Bus says he didn't even get half shot. How come, Bus, how come.

Harry Burns, warehouse foreman, says business began to pick up with the New Year. Here is hoping it will continue.

Just because Bill Johnson wears a green office coat is no sign he's Irish.

Ask Bullet Baker what kind of basket ball players they have in Turner, Kans. Bullet says those farmer boys practice three hours before the game; were like a bunch of "pros" during the game, and played a few more hours after the game, without being a bit fagged out. Now Bullet's team won't go back—they lost.

S. M. East

V. J. W.

WE are indeed glad to see Conductor Wm. Kilgore out again. "Bill" was taken sick while on duty on train No. 561 December 29, and was taken to the Immanuel Hospital in Mankato, where he was confined for a week, returning to his home in Austin January 4.

Section Foreman Alex Erickson, of Matawan, passed away at Albert Lea January 12. He had been off sick since December 1, undergoing treatment in a hospital at Albert Lea. Mr. Erickson was 59 years of age and entered the service as a section foreman in August, 1920. He had seen additional service with the company as an extra foreman under Roadmaster Wm. Walsh on the west end. Mr. Erickson left no relatives. Burial was made at Albert Lea.

S. J. Kurzeka, former chief carpenter on the S. M., is returning to the H. & D. Division.

Effective January 1, the territory of Roadmaster F. F. Luskow was extended to include the sections La Crescent to Austin, Austin Yard, Ramsey to Wells, Wells to Mankato, Austin to Mason City, and the St. Clair and Hollandale branches.

Carl Fisher, of Hokah, is relieving Section Foreman Andrew Peterson at Armstrong for the winter months, Albert Vauman handling section No. 2 at Hokah in the absence of Foreman Fisher, and Olin Selvig assigned to section No. 5 at Rushford, relieving Foreman Vauman.

Frank Young has been filling the assignment at Matawan during the illness of Foreman Erickson. Lyle Hanson is relieving Foreman Martin Mathison at Alden, and Michael Kaper is relieving Foreman Wm. Perske at Minnesota Lake for the winter.

Greetings are extended to Mr. W. E. Trichter, new chief carpenter on the S. M. and I. & M. Divisions, also Henry Stark, of the Engineering Department, who have recently arrived from Mason City.

It was our pleasure to meet three of our former associates at Hollandale during the past holiday season. Agent M. L. Garry, of Delevan, stopped off on his way to visit relatives at Wykoff over New Year's; Cashier A. G. Porter, of Madison, S. D., was meeting friends in Austin a few days before Christmas, and Clerk Vernon Blanchfield, from Pipestone, called at the offices en route to his home in Rushford where he spent Christmas.

Clerk Robt. Johnson, of Pipestone, spent New Year's at Rushford.

Agent R. M. Olson, of Alden spent Christmas with relatives at Flandreau, S. D.

Agent Chas. Olson, of Whalen, has been on the sick list the past two weeks.

Announcement has just been made of the appointment of Agent F. E. Hartwig, of Spring Valley, as city freight agent at Minneapolis, effective January 16. Congratulations, Mr. Hartwig.

Harold Rappe, clerk in the division offices, spent New Year's Day in Wykoff.

It has also been reported that "Moco" Evenson, of Wykoff, has been spending some time in Austin recently.

We are indeed glad to hear that Mrs. F. F. Luskow, who underwent an operation in La Crosse January 12, is reported as doing nicely.

Conductor R. C. McCoy started the new year off right by coming out with a new Pontiac.

Mrs. McCoy, wife of Conductor Ralph McCoy, expects to leave on a visit to Crosby, N. D., about February 1. She will be accompanied by Miss Bernice French who has been a guest at the McCoy home.

Due to reduction in force at Hollandale, Joint Clerk Roy Loesch has returned to his home in Oldham, S. D.

We will have a long list of changes and new assignments for you next month following the consolidation of the S. M. and I. & M. Division, which will bring the offices of both divisions to Austin.

"Out Where the West Begins" East End of the Trans-Missouri Division

D. H. A.

ROUNDHOUSE FOREMAN E. A. KELLUM has been transferred to Harlowton, Montana, beginning his duties there January 1. The Kellums have made many friends in Moberge who regret to see them go and we know we are losing a good neighbor, but we wish them the best of luck in their new home. Mr. J. P. Leahy, of Lewistown, Montana, is taking Mr. Kellum's place as roundhouse foreman here.

Ray Paul, of the relay office, who underwent a serious head operation at the Methodist hospital at Omaha, is recovering nicely and will soon be able to return home, which is gratifying news to his many friends here.

Agent and Mrs. W. P. O'Hern, of Wakpala, spent their Christmas vacation visiting relatives and friends at Chicago.

Superintendent G. H. Hill spent Christmas with his family at Milwaukee, Wis. On his

return he was accompanied by Mrs. Hill and two daughters who spent a few days here renewing old acquaintances.

Engineer Avery Gibson underwent his second operation at the Moberge Hospital and is progressing nicely.

Agent Brockoff, of Selfridge, is also a patient at the Moberge Hospital.

Mr. and Mrs. Wm. F. Wands have purchased a chicken ranch at Snohomish, Wash., and are leaving this week for their new home. Mrs. Martin Tasnady and son John Dean also expect to leave soon for their new home at Portland, Oregon. We are sorry indeed to lose these fine young people from our midst, but we are in hopes they will be back among us some day.

Again we hear the jingle of wedding bells, this time "Snooze" Carlson sprung the big surprise on us, the lucky bride being Miss Ruth Dunnigan of Miles City. Congratulations! and here's happy days and the best of everything from your Moberge friends.

Mrs. Herman Wahl and daughter Emma spent the holidays with Mrs. Wahl's mother at St. Paul, Minn.

Mr. and Mrs. R. S. Lewis had as their house guests over Christmas Mr. and Mrs. Earl Conrath, of Parade, S. D., Russell Conrath, of Dupree, and Mrs. Florence Gross.

Seems good to see Lon Green out and around again after his long seige of illness at the Moberge Hospital.

Mrs. Bess Bunker spent a few days at Minneapolis and had the pleasure of spending Christmas day with the Ralph Smith family at Hutchinson, Minn.

Coal Dock Foreman Ray Lease has been quite sick at the Moberge Hospital but is somewhat improved at this writing. His position is being filled by George Erbe.

Mrs. James Caldwell and daughter Barbara spent a few days in the Twin Cities.

Ann Anderson left Saturday for Miles City where she will exercise her seniority and work in the superintendent's office.

Mrs. Varena Holman and son Billy, of Ottumwa, Iowa, were the guests of Moberge friends over the holidays.

Mr. and Mrs. A. R. McCauley spent Christmas at the home of their daughter, Mrs. E. E. Nepp, of Minneapolis.

Mrs. Ed Sandals and Mrs. Thomas Milligan are enjoying a visit from their parents, Mr. and Mrs. Dan Brown, of Penora, Iowa.

Among our young people who spent their Christmas vacations at home were: Mazie Ahrens and Nadine Beaver, students from Yankton College; Ruth Moran, from St. Benedict's College at St. Joseph, Minn.; Claire Riffle, Kirk Sandals and Charles Clinker, from the university at Vermillion; Harold Goodness and Ernest Kort, from Northwestern University at Evanston, Ill.; Eleanor Schneider, from Southern Normal at Springfield, S. D., and Florence Vail from Miles City High School.

Henry Baker and family are attending a family reunion at Tacoma, Wash.

Mr. and Mrs. Henry Hamre were presented with a fine Christmas gift, a baby girl arriving at their house on Christmas Eve.

Superintendent G. H. Hill, J. J. Foley, H. E. Riccious and A. F. Manley made a tour of inspection on the south line.

District Baggage Agent G. S. Cooper, of Spokane, and Express Agent Seward, of Great Falls, spent a few days here on business.

Mrs. Mildred Richardson and her mother Mrs. Howe, entertained at bridge for Mrs. Wm. Wands and Mrs. Martin Tasnady, who are leaving soon for their new homes on the west coast.

Miss Wilna Kern, of Harlowton, Montana, spent her Christmas vacation here visiting old friends.

The Milwaukee Relief Fund is at this time giving away the third carload of coal, two tons being allotted to each family at one time. This has been a Godsend to the unemployed and is surely appreciated by them all.

L. A. Hourigan, our musical trucker, has been playing some hot numbers at dances during the holidays.

Stockyard Foreman P. K. Neger recently had his leg operated on at the Moberge Hospital. His many friends hope for a speedy recovery.

How about it, "Crummy," have you any more good stories?

Dubuque-Illinois Division (Second District)

E. L. S.

WE missed "making the line" in last issue of the Magazine, but we were very busy the forepart of December, moving from Dubuque passenger depot to Dubuque shops. Effective December 10, the dispatchers' and trainmasters' forces moved to Dubuque shops, and are now located in "ye little old red school house" (fixed up and painted standard red and yellow colors inside). The yard office forces are right with us in this building, and we are now "one big family."

Mr. W. F. Keefe, division freight and passenger agent, is now located in the offices formerly occupied by superintendent and trainmaster, Dubuque.

The three operators who were displaced by having moved the dispatchers and one operator to Dubuque shops are located as follows: L. E. Webb, second trick operator, at Marquette; L. F. Jess, third trick operator, Bellevue, and D. L. Hickey has taken a leave of absence for 90 days on account of his health. When he resumes work he will take the second trick operator's job at La Crescent.

We take this occasion to welcome Miss Nelle Murphy, new steno., to Local Storekeeper H. A. Unmacht. Miss Murphy's home is in Sioux City, but she has been working at Savannah for a month and recently transferred to Dubuque. Surely glad you came, Nelle, you are a nice neighbor, and we hope you will like it here after a while.

We have a new assistant in the dispatchers' office—Mr. A. H. Neuman, helping us out from time to time when not employed full time as shop timekeeper.

Mr. J. W. Hilliker, extra operator, has been working as second trick operator at Preston, Minn., on account of illness of Peter Ott, agent, his son, William Ott, acting as agent.

Mr. Snell, district general car foreman, was a Dubuque shops visitor recently.

Also, Car Riley, who formerly worked at Dubuque shops as a yard clerk at one time, called on his friends at the shops during the Christmas holidays. He is now employed as a court reporter at Carroll, Iowa.

Will wonders ne'er cease? Mr. W. O. Wright, dispatcher, happened to get Christmas and New Year's day off, the first time it ever happened to him that he can remember, which is quite a long time. Whatta a break!

G. A. Childe, agent, Mabel, is contemplating his usual annual trip to California in the near future.

By the way, we are certainly enjoying California weather here the last few weeks. Here's hoping it continues for more reasons than one, not the least of which is saving our precious coal pile, and those less fortunate than us who are suffering a great deal this fall and winter on account of the depression.

Ed Hurley, agent, La Crescent, was absent from duty January 1 to 6, inclusive. Station was handled by F. Dohlin and C. H. Bothmer during his absence.

W. J. Rellihan was called to the I. & D. Division the latter part of December and worked at Charles City for ten days.

T. E. Marshall, second trick operator, Gordons Ferry, was on the sick list the first week in January.

Conductor J. D. Welsh laid off several weeks during the holidays, and was relieved by L. E. Dunham.

Mr. Joe W. Conlon, formerly a carman at Dubuque shops, secured one round trip to Galveston in December. He is not working at present, but still "plugging" for the Milwaukee.

Since moving to the shops, we don't see much of our former associates from Dubuque superintendent's offices, now located at Savanna, and wish they would try to drop in to see us some time.

Trainmaster Whalen almost filled the shoes of "Santa Claus" just before Christmas, when he and Mrs. Whalen filled many baskets of toys, candies, etc., for a great number of kiddies, in line with the Milwaukee Relief Employees' plan. It kept him and Mr. Crawford quite busy on Christmas day making these deliveries.

Golden Wedding Anniversary

ON December 27 Mr. and Mrs. Nick Barbars, of Harpers Ferry, celebrated their golden wedding anniversary. Mr. Barbars has been employed in the capacity of section foreman since 1880, and a more faithful employe could not be found on the entire system. The happy couple were in receipt of a nice letter of congratulation from Vice-President J. T. Gillick, in which was enclosed an all-division white pass, which was greatly appreciated. The people of Harpers Ferry and vicinity gave a party in their honor in the town hall, which was an elaborate affair, at which a nice token of the esteem in which Mr. and Mrs. Barbars are held in the community, was presented to them.

Twin City Terminals— Mechanical Department

N. A. H.

ST. PAUL ROUNDHOUSE with an average of 135 employes has gone through the year 1931 without a reportable or lost time injury.

Traveling Engineer Frank Hemsey has been laid up in St. Barnabus Hospital for weeks, but at this writing is home and reports are that he is doing nicely. Mrs. Hemsey was confined to the home with pneumonia during Mr. Hemsey's illness at the hospital.

Traveling Engineer W. C. Blase reported for work but is far from being fully recovered from his recent illness of two weeks at his home. He is on a very strict diet and is slowly gaining his strength.

During Mr. Hemsey's absence Mr. E. B. McMinn has been following up the work on the River Division in connection with his regular assigned duties.

Mr. R. W. Anderson called at South Minneapolis shops January 13, and a power meeting was held.

Mr. Nelson F. Dunn, former River Division engineer, passed away. Of late years he was connected with the Dearborn Chemical Company, although never giving up his rights on the railroad.

Wisconsin Valley Division Notes

Lillian

A RIVERSIDE, CALIF., concern has been awarded the contract by the state highway department for furnishing two snow plows for use in the San Bernardino Mountains. The concern winning this unique contract is the Freeland Tractor & Equipment Co. A representative of the company said the plows would come from Wausau, Wis., and will be used this winter in keeping the roads in the mountains clear of snow.

Mrs. Martin Extrom, of Tomahawk, Wis., age 81 years, passed away on December 7, 1930, at the home of her daughter Mrs. Guy Reynolds, Wausau, where she had made her home for the past six months. Sympathy is extended Mr. and Mrs. Reynolds and family.

Mrs. Wm. Bernard and daughter visited with relatives at Necedah during the holidays.

Mrs. Byron Thiele is suffering from a nervous breakdown and is receiving treatments at a hospital in Green Bay. Her many Wausau friends will be glad to hear of an early recovery.

Miss Gladys Johnson, clerk in the round-house foreman's office, was off duty about two weeks on account of illness.

Mr. and Mrs. A. E. Griffith and son Douglas left December 29 to spend two or three months in Texas on a fruit ranch, making their home with Mr. and Mrs. John McCrelis. We hope the sunny climate and the fresh fruits will greatly benefit their health.

Fromm Brothers, fox breeders of Hamburg, Marathon County, are in the midst of their pelting season, and before very long they will have pelted 4,300 silver-black foxes. One day the fur breeders pelted 1,114 foxes, said to be a record. During the process they employ 115 men.

Mr. and Mrs. E. B. Gehrke and family spent a few days in Wausau during the holidays, so we heard.

Mr. and Mrs. E. J. Reinhold, Mr. and Mrs. Robert Leistikow and Mr. and Mrs. Carl Lotz left on December 6 for points in Florida, where they expect to spend several months.

We received another report of a successful hunting trip. Mr. M. E. Millard and son Douglas, Mr. Rodney McDonald and Mr. D. J. Markam, of Milwaukee, each captured a deer while hunting near Glidden.

The National Outdoor Skating Championship will be held at Wausau on January 31 and February 1. Seven senior and five intermediate championships will be decided. Special junior and juvenile events will also be staged.

Mr. H. L. Crandall, formerly chief train dispatcher on the Valley Division, visited at our office on December 10, on his way from Atlanta, Ga., to International Falls, Minn. He was accompanied by his son Alfred and wife, who had visited with him at Atlanta since Thanksgiving Day, and made the trip by motor. He expects to spend some time with both his sons Harold and Alfred. He said he had his skates sharpened, his skis and coaster polished and expects to indulge in his favorite outdoor sports while there.

John Dexter, Jr., son of Mr. and Mrs. J. E. Dexter underwent an operation for appendicitis on December 7, at St. Mary's Hospital.

Mrs. E. K. Richmond, of Chicago, spent the holidays with her parents Mr. and Mrs. B. F. Hoehn.

Miss Mercedes McCarthy, daughter of Mr. and Mrs. Wm. McCarthy, suffered a nervous breakdown and received treatments at St. Mary's Hospital. She has improved sufficiently and is at the present time convalescing at her home.

Miss Chloris Czamanski, who is attending the State Teachers College at Oshkosh, spent the holidays at home with her parents, Mr. and Mrs. E. C. Czamanski. Their son, Palmer, who is attending the University of Chicago, also visited with them. He is expecting to receive his Bachelor of Arts degree this year.

Carol Katherine was born to Mr. and Mrs. Arthur Janz at St. Mary's Hospital on Christmas Day, December 25.

John Flory, father of George Flory, P. F. L., passed away at the home of his daughter on January 8. The body was taken to Negaunee, Mich., for burial. Sympathy is extended by employes of the Wisconsin Valley Division.

Russell Crandall, engineer, has been laid up at his home for the past three weeks receiving treatments preparatory to receiving an operation for appendicitis. His condition at the present time is favorable and we hope he will soon be on the way to a complete recovery.

FISH TALES, NORTHERN WISCONSIN, 1930, "Land of the Free and Home of the Sportsman," gotten out by the Passenger Traffic Department, has been brought to our notice and is most interesting. A glimpse through the pages of this booklet actually makes you feel them nibbling, and the recipe for Paper Bag Cooking, by George Rector, makes you taste them and want more.

Miss Lillabell Fredericks has been confined to her home at Rothschild, on account of illness for some time, making it necessary to be absent from her school duties. We hope this wonderful fresh air and sunny weather will greatly aid in an early recovery.

The traffic meeting, claim prevention, fuel and Safety First meetings recently held in the club house were all very well attended. The meetings are becoming very popular as well as helpful to all employes as is indicated by the large gatherings. They include some very good talks and suggestions that assist greatly in all branches of service.

D. W. Kelly, general superintendent, motored to Wausau on December 28 to visit his brother, William Kelly, who was confined to St. Mary's Hospital for the past four weeks after undergoing an emergency operation for appendicitis. Mr. Kelly is a conductor on the C. & N. W. Ry. and was taken ill while on duty. He was released from the hospital a few days ago and has returned to his home at Watersmeet, Mich., to recuperate.



W. A. Lee

WE have here Mr. W. A. Lee, who on September 1, 1930, completed his 51st year in railroad service, having started to work for the Wisconsin Valley Railroad in 1879; was in service for three months when the Chicago, Milwaukee & St. Paul Ry. purchased the Wisconsin Valley Railroad, since which time he has been employed by the Milwaukee Road. He was promoted to conductor in 1883, and most of his time was put in as passenger conductor until recently when he took the Brokaw switch run which operates out of Wausau. He has moved his family to Wausau and will make this city his home.

IN LATER YEARS

"Have any of your childhood hopes been realized?"

"Yes. When mother used to comb my hair I wished that I didn't have any."

MILWAUKEE RAILROAD EMPLOYEES

Consider the advantages of living in a community on the railroad.

DEERFIELD, ILLINOIS

on the Milwaukee Division, twenty-four miles north of the Union Station, Chicago, is an ideal community of homes. Get away from the noise and grime of the city. Make an investment in comfort and environment for your children by establishing your home in

DEERFIELD

Enjoy the Pleasures of Suburban Residence

THINK IT OVER, AND LET YOUR NEXT MOVE BE TO

DEERFIELD

Where neighborliness reigns

SEE

John A. Hoffman, Phone 61—Frank Russo & Co., Phone 130
Vant & Selig, Phone 155

Rocky Mountain—East Northern Montana

Max

THERE was a nice delegation from the old Northern Montana District attending the Safety First meeting at Harlowton, on January 5. Assistant Superintendent Fuller presided, Mr. Sorenson, who was expected to be present having had an appointment with General Manager Buford, who was traveling east. We were pleased to see our old friend A. J. Bush, assistant superintendent, who reported everything being handled in a very safe manner on the Gallatin Valley, and that he was always on the look-out for the safest methods for doing work and communicating to his subordinates the value of his experiences along Safety First. Mr. Fuller said that the manager of the movement was complaining that they did not hear very much about what the supervisors in the different departments and immediate foremen were doing in instructing their men about doing their work in such a manner so as to avoid accidents. Mr. Fuller had all such men in attendance tell what they were doing. All other employes were asked to give suggestions. The meeting lasted over an hour and a half, being closed with a talk by Supervisor Cunningham.

Superintendent Sorenson, accompanied by Chief Dispatcher Cornwell, Master Mechanic Riccus, Traveling Engineer Webb, came to Lewistown to meet with Assistant Superintendent Fuller in the interest of fuel conservation on Tuesday, January 13. The meeting was held in the passenger station and was well attended. We were pleased to hear Mr. Riccus say that he noticed an improvement in the handling of the heating of the passenger station. Superintendent Sorenson asked those present to see what could be done in the saving of fuel in connection with use at stations and other company buildings. He was pleased with what had been accomplished in fuel conservation.

Nels Sandborg, who was with the Milwaukee Road for a long time, his last employment being as blacksmith at the shops at Lewistown, died at Shelby, Montana, January 7. His remains were brought to Lewistown, the funeral services being held from the Masonic Temple, Sunday, January 11. "Doc" Ivens in his column "Struttin' Along" wrote the following:

"The death of Nels Sandborg at Shelby is regretted. He was long with the Milwaukee shops. He was always the personification of

good humor and was extremely popular with all who knew him."

Mr. and Mrs. Robert Haggerty, of Suffolk, have returned from California, where they spent the holidays with their son Lieut. Robert Haggerty of the United States Coast Artillery.

M. E. Randall, division freight and passenger agent, spent several days in Lewistown looking up data in connection with bus and truck competition. He left for Missoula to be in attendance at the Wool Growers' Convention.

Ben Stephens, chief traveling agent, of the Western Weighing and Inspection Bureau, was on the division looking after transit accounts.

Mr. and Mrs. R. F. Alway were called to Tacoma, Wash., account of the serious illness of Mr. Alway's brother.

Telegraphic transportation was arranged for James A. Wilson, Lewistown to Havre, Montana, where he was called account of the illness of his sister. The boys on the division hope that his sister will soon be on the way to recovery.

Mr. and Mrs. Stanley G. Spring are leaving for Seattle, Wash., where Mr. Spring will transact business in connection with his position as local chairman of the firemen.

Division Freight and Passenger Agent Randall and Assistant Superintendent Fuller met with the commissioners of Choteau and Teton Counties.

Mr. and Mrs. H. L. Mertens, of Straw, spent the holidays at the home of Mrs. Mertens' parents at White Sulphur Springs, Mont.

W. F. McDonald, assistant engineer, of Seattle, D. C. Rhynsburger, division engineer, and E. A. McLeod, chief carpenter, with headquarters at Butte, spent several days on the eastern district of the division going as far as Agawam on the Great Falls Line.

Superintendent Fuller and Agricultural Agent Noble attended meetings of the community clubs at Straw and Forest Grove. They addressed the gatherings on the relationship of the railroads with the farmers.

Conductor Lou Wandell returned from Wausau, Wis., where he spent Christmas with his parents.

Arthur De Garmo, traveling inspector, with headquarters in Seattle, was in Lewistown checking over grain and livestock shipments.

R. W. Reynolds, commissioner in charge of agricultural development and colonization department, with headquarters at Chicago, was a Lewistown visitor. He was accompanied by his son Tom, who recently was operated upon for a ruptured appendix. Tom remained

Up-to-Date Tailoring Establishment in the Union Station Chicago

Savings of from \$10.00 to \$15.00 on all purchases.

Very fine made-to-measure \$65.00 suits, now \$55.00.

Also up-to-date ready-to-wear suits, \$55.00 values, now \$40.00.

New Spring and Summer Suits Included in This Sale.

at Lewistown while his father went on to Great Falls.

Jos. L. Jost, agent at Agawam, was called to Los Angeles account of sickness of his father. Howard Ullery is in charge of Agawam station.

Operator Haskell, of the Great Falls freight office, returned from Butte, where he spent his vacation with relatives. Operator Matson was in charge during Mr. Haskell's absence.

Phil Leahy, roundhouse foreman at Lewistown for the past two years, was transferred to a similar position at Mobridge. He was succeeded at Lewistown by A. Keeler, of Miles City.

T. S. Morgan, of Miles City, has taken charge of the roundhouse at Great Falls, and A. E. Keelum, of Mobridge, takes a similar position at Harlowton.

Charles Koch, formerly clerk in the office of the division superintendent at Lewistown, has taken the position as baggageman at Great Falls. Charlie will be missed around Lewistown where he was always active in matters of social welfare to employes.

W. J. Thompson is back at Lewistown yard after spending the holidays with his parents at Syracuse, New York.

A farewell party was given at the club house by the members of the Milwaukee Women's Club for Mrs. Phil Leahy, who was transferred to Mobridge.

The Lewistown Rotary Club was the guest of the Brooks Community Club January 15. A very interesting program was carried out in connection with better relationship of the farmers and the merchants of the city. A. M. Maxeiner led the community singing.

Safety First Suggestion: Never walk with your hands in your pockets.

Squeaks from the Milwaukee Division—First District

OUR heartfelt sympathy is extended to the family and relatives of Engineer William Steinberg, who was a victim of that most deadly of all gases, carbon monoxide. He was overcome while working on his car in the garage and was beyond all aid when found. He will be sadly missed, not only by his family, but by all his fellow-employes as well. It surely made the work seem easier when you came out on the job and could look up and see Bill's smile. As sad as it may be, we sincerely hope this will be a lesson to those of you who may be working in the garage with a running motor.

For hot tips on the ponies, right out of the old feed box, consult Conductor Orrie Rollins at Rondout.

Our old friend, Brakeman Glenn Thomas, is now a first class, full fledged pattern maker in Detroit, Mich., and is living at 19154 Andover Avenue. He would be glad to hear from all the boys on the road.

We are sorry to hear of the illness of our friend, Conductor H. P. Jones, and extend him our best wishes for a speedy and complete recovery.

Our best wishes for a complete and speedy recovery are extended to Mrs. Henry Krause, wife of Car Inspector Krause at Rondout, who has been confined for the past two weeks with a serious illness.

Congratulations are in order to Trainmaster William Conine, of the E. J. & E. R. R., who has been stationed at Rondout for many years as assistant trainmaster, and has now been promoted to trainmaster, place of T. M. Milligan, who has been promoted to superintendent. Best wishes to you, Bill, for your success.

Conductor Harry Johnson has been confined to his home for the past two weeks account of illness. Our best wishes to him for a speedy recovery.

Every other day is Christmas for Operator Bowser at Rondout. One day it's a pair of gloves and the next a pair of shoes. Tell us how you do it, Bob. What do you have to do or say to make them like you?

Fireman Roy Wheeler has resumed work on the Rondout switch engine after being laid up about two months with a broken arm, suffered in a fall at Rondout.

Conductor "Smoke" Suydan is confined to his home with an attack of rheumatism and has our best wishes for a speedy recovery. Come on, "Smoke," get back on the job, as the way freight is late every day without you on the job to show the boys how it should be done.

Conductor C. A. Buckholtz is now the skipper on No. 163 and the nigger local on the Janesville Line, place of Tohm, who is now on the Rondout switch job.

The reception committee was on hand the other day at Milwaukee depot and everyone was in doubt as to who the expected celebrity might be. When the train finally arrived, who should detrain but our distinguished friend, Conductor "Doc" Berry, who has returned to work after an extended leave. Welcome back to the fold, Doc.

Conductor Wm. Tohm had the misfortune of being laid up with a bum foot for a few days. Bill didn't say whether it was an attack of the gout or just a sprain.

When it comes to picking the winners in a horse race Conductor Harry Jewell is sure there. The only trouble with Harry is he lets his friends influence him and bets on the wrong horse.

Remember boys, that practicing Safety First at all times is a pretty good happiness insurance policy.

I. & D. Items

M. G. B.

GEORGE BRYAN, our beaming passenger conductor, is temporarily absent at the present time. He is now basking in the sunshine of Panama. When he comes back, which will be sometime this spring, the girls want to thank him personally for his remembrance of them at Christmas time.

Mr. A. W. Bahr, from the Aberdeen Division, is the new roadmaster at Mason City. He moved his family to Mason City the first part of December.

Mr. and Mrs. C. E. Mutschler and son William, of Mason City, spent the Christmas holidays at Dubuque with relatives.

Mr. R. P. McDonell, chief clerk in the division engineer's office at Mason City, spent Christmas at his home in Chicago.

Albin Groth, file clerk in the superintendent's office at Mason City, spent the Christmas holidays at St. Ansgar.

We hear that J. Shaben, retired agent, formerly stationed at Hobarton, S. D., is now living with his son at Norwood, Ohio. His son works in the Dolton Adding Machine factory.

You're careful with your hands on a Ball Switch



Be careful with your feet everywhere
Wear the best work rubber made for
Railroad men

The Goodrich Railroad Rubber

another B.F. Goodrich Product

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.

TYPEWRITER 1/2 Price

Save over 1/2-Rock Bottom Price on all standard office models—Underwood, Remington, Royal, etc.—Easiest terms ever offered. Also Portables at reduced prices.

SEND NO MONEY
All late models completely refinished like brand new. Fully Guaranteed. Sent on 10 days' trial. Send No Money. Big Free Catalog shows actual machines in full colors. Greatest bargains ever offered. Send at once!!

10-day Trial

231 W. Monroe St.
International Typewriter Exch., Dept. 280 Chicago

PATENTS

Send drawing or model.

**Booklet Free Highest References
Promptness Assured Best Results**

WATSON E. COLEMAN, Patent Lawyer
724 9th Street, N. W. Washington, D. C.

LUMBER : PILING

TIES

AND

MINE TIMBERS

**Egyptian Tie & Timber
Company**

St. Louis

Chicago

Est.
1861



The
**Franklin
Company**

Printers - Artists
Engravers and
Electrotypers

328 S. Jefferson St.
CHICAGO

Telephone: MONroe 2740

G. B. Lawrence, chief carpenter of Mitchell, is now stationed at Mason City. Wm. Garrity, clerk to the chief carpenter, moved here with his wife December 31.

Mrs. Garrity has been ill, being troubled with abscesses in her ears, but it is hoped she will soon be on the road to recovery.

The local offices at Mason City were visited by A. Daniels and C. S. Christoffer on December 31.

J. L. Brown, of Chicago, was at Mason City January 6, and accompanied Mr. W. F. Ingraham to Charles City at that time.

Speaking of Safety First, we happened to read that "a lot of folks wonder why the moth is such a darn fool as to fly into a flame, yet they will try to beat a railroad train over a crossing."

Mrs. L. J. DeSomery, wife of instrumentman at Mason City, was operated on at the Park Hospital for appendicitis January 9, and is now recovering nicely.

W. E. Tritchler, formerly chief carpenter at Mason City, now with offices at Austin, made a trip to Mason City January 10, accompanied by Henry Stark, chief carpenter's clerk.

Mr. Ingraham received an interesting letter from a former business car secretary, Elmer H. Moll, now in Mr. G. B. Haynes' office. Mr. Moll visited his home at Clear Lake, Ia., for Thanksgiving Day and while returning to Chicago was told by Mr. Ingraham that Admiral Richard Evelyn Byrd was aboard the Sioux. Mr. Moll tells about seeing him on the train and about the reception Admiral Byrd received on his arrival at Chicago.

No wonder we get such good service at the Mason City dispatcher's office, we have with us the British Prime Minister (Mark) Ramsey (Francis) McDonald.

The first of the year brought the Mason City offices two visitors they had not seen in quite a while—S. J. Farley and F. E. Brackett, traveling time inspectors.

Local offices at Mason City are glad to see Rubye Potter, chief clerk in the division master mechanic's office, back to work after her illness of several weeks.

The following is a suggestion, and also a plea: Would like to have all the agents on the East I. & D. send in at least one item a month, before the 12th of the month for our column. Have received some off and on, but they are very rare. Won't you please help so that our readers won't think that Mason City is the only station on the East I. & D.?

Northern District Car Department

M. J. K.

HELLO, EVERYBODY!

Work has been resumed at the Minneapolis shops after a shut-down of ten days. The men are happy to be back and hope for steady work throughout the year.

Holiday greetings have been received from the former Kathleen Penny, Margaret Erickson, Laila Nelson and Sadie Olson, all of whom had been on the office staff in the days that were. We are always happy to hear from our former associates and wish them well this New Year.

Mrs. W. B. Wilcox had undergone a very serious operation at St. Andrews Hospital, December 8, and we are glad to hear she is making a rapid recovery.

Mr. and Mrs. Robert Hughes send greetings from sunny California and a marvelous account of the Rose Festival held at Pasadena on New Year's Day. Would that we could all enjoy that very spectacular event!

Carman Ole Stenseth and Mrs. Stenseth visited in Chicago over the holidays.

It was very convenient for us that our chief clerk, W. G. Johnson, had a birthday on Christmas Day. We were able to have a party, a tree and what-nots, and all had a good time. Tal Hughes excelled in playing the harmonica. Many happy returns of the day, Walt.

We neglected to mention some months back about Mr. Swanson beaming over a new sport model Ford coupe, maroon and gold in color (Minnesota's own), and that it was taken on an initial trip to Chicago to give the folks there a treat. Fords can accomplish wonderful feats, but this one, being unusual, refused to run on water, much to "our" chagrin.

Smiling Jimmie Mehan visited here before Christmas, making our holiday season more happy with his generous smiles. We think Jimmie must belong to the Gloom Killer Club—anyway his big smiles are contagious, they make everybody smile.

Grace Hammerot, from Mr. Swanson's office, visited Chicago December 13 week-end and as usual reports having had a marvelous time. Everybody does when they go to Chicago.

We would like to receive news items from all points on our division and hope for co-operation in the future months. They say "No news is good news," but in this case some news would be more interesting.

District M. C. B., F. J. Swanson wishes to express his sincere appreciation for the good record made last year in accident prevention, the month of December closing out with a clear record—not a single injury. However, supervisors and employes should not get over-confident as such conditions cause employes to become careless, resulting in accidents. By all being on the alert and being safety-minded we are sure to produce a record that we all can be proud of. It is up to all of us to see that same is accomplished.

A Letter from the West

H. and D.

D. S.

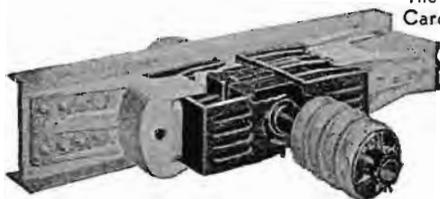
DEAR GANG:

Well folks, Christmas is over and all the boys who received Austins in their stockings and didn't notice until too late, are doctoring corns and callouses.

Max Hansen is an exception. Max has a new Model A Ford and is taking no chances of getting callouses on his pedal extremities.

Harvey Ryan has been employed by the Dakota Central since the big sleet storm.

GREATER PROTECTION FOR CAR AND CARGO



Cardwell and Westinghouse Draft Gears defeat impact. They lengthen the span of the car's life.

The New Type L-25
Cardwell Draft Gear



The New Type NY-11-D
Westinghouse Draft Gear

CARDWELL WESTINGHOUSE CO., 332 S. Michigan Ave., Chicago, Ill.
PITTSBURGH, PA. MONTREAL, QUE., CAN.

Billie Foster has gone to his home in Washington to spend the winter months.

Ward Fishback spent the holidays in the east.

Dewey Spink was employed on the Elroy and Rapid City mail service during the holidays.

The death of Fred W. Burlock, engineer, was a shock to us all. The death came without warning of illness while on duty New Year's Eve. The funeral was attended by the many friends of the Burlocks. The Brotherhood of Locomotive Engineers attended in a body. Mr. Burlock was laid to rest in the Riverside Cemetery.

Des Moines Division Items

Frenchy

CONDUCTOR C. E. ELLIOTT is on the sick list at present.

People passing through the accountant's office should wear dark glasses to avoid injury to the eyes account the new sparkler that is being worn by the assistant.

Dispatcher A. Olson and wife visited friends in Omaha during December.

Mr. and Mrs. F. S. Bauder have returned from an eastern trip, having visited their son Frederic, Jr., at West Point, and also spent some time in New York City. They report a fine time.

Conductor Nick McGrath, who spent the holiday season visiting a sister in Florida, accompanied the remains of his brother-in-law, Mr. Ed Littleton, to Des Moines for burial. Funeral services for Mr. Littleton were held at Tampa, Florida, on January 7. He formerly operated a clothing store in Des Moines and has many friends in the city who will mourn his loss.

Dispatcher M. C. Corbett received a message from Walla Walla, Washington, of the serious illness of his son James at that point. We are all hoping that Mr. Corbett will hear better news soon regarding his son's condition.

Mr. Fred Anderson, late of the Des Moines Division, and now of the Chicago Terminals, was around giving the place the once-over a few days ago.

Bob Conrad, city freight agent, has been playing with an electric train since before Christmas, and it is reported that his children are now getting to run it occasionally.

It is understood that the newly authorized 2 cents per mile passenger fare is attracting some business, and it is hoped everyone will work to make it successful.

Station WLE

Harriet

WALLOPTIME
(Valentine)

Some are lacey
Some pink and blue
But here's my chance
To get even—my comic
Valentine of you

(As the case may be—caricature according to the size of the wallop.)

THE BIG MOGUL

It's been broadcast verbally, now we bring it to print—Abby's diamond. Ray says he's solved the Andy Gump mystery—Abby got the big mogul. Bob claims he'll have to get smoked glasses; Pop Wheeler says it's a humdinger; what hasn't Roy said; and the rest of us think it a peach, which all summed up means that we wish the best in happiness to Abby and congratulate the prospective bridegroom—he sure ain't no cheapskate. (Pardonnez l'Anglaise).

Keep HEALTH on schedule with this delicious cereal



RAILROAD men can't afford to be listless and loggy. Upon their work depends the safety of thousands of people. Upon them also depends the transportation of the goods of the nation.

Often emergencies give you only a few minutes for meals. Unless you watch what you eat, you may become upset. Take the precaution of including plenty of roughage in the diet.

Without roughage, constipation sets in. Headaches, dizziness, listlessness follow. You lose health. Efficiency and vitality are lowered.

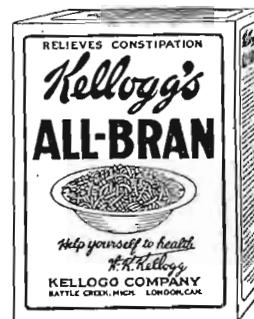
A delicious way to obtain this vital roughage is by eating Kellogg's ALL-BRAN. Two tablespoonfuls daily are guaranteed to prevent and relieve both temporary and recurring constipation. In severe cases, use ALL-BRAN with each meal.

In addition ALL-BRAN also furnishes your body with a supply of iron, which builds up the blood. Milk or cream brings out the wonderful nut-like flavor of ALL-BRAN. Add fruits or honey for variety. Served everywhere. Sold by all grocers. Made by Kellogg in Battle Creek.

You'll enjoy Kellogg's Slumber Music, broadcast over WJZ and associated stations of the N. B. C. every Sunday evening from 10.30 to 11.00 (Eastern standard time).

Kellogg's ALL-BRAN

The popular Health Combination is Kellogg's ALL-BRAN and Kellogg's Kaffee Hag Coffee—the coffee that lets you sleep.



ON THE PAN

(Cooked up)

Have an accident to report. Rose Caro, while running for a street car, determined to be at the office on time, tripped over a dead mackerel lying in her path and fell headlong—terribly bruising her limbs. Four young men stood nearby and instead of picking her up they split their sides laughing, and as a result all five had to see a physician. Moral: On time Rose, regardless!

Our dear Mary came to the office one morning with her lip quite swollen. Really, we had no idea—well, you never can tell, "Still water runs deep."

Business may its slumps and bumps, but you'd never know it to look at Ray's desk.

Believe it or not—Donald had the mumps. Even tho there are facial indications of it, Ray calls it Auroraitis. Yes, Don's new sweetie lives in Aurora.

MORAL

The Road to Wealth is in systematic saving.

Iowa, Middle and West

Ruby Eckman

NEAL HORINE, of San Pedro, Calif., spent some time before the holidays with friends in Perry and Des Moines. Neal has been on the Des Moines Division conductor's seniority list for a long time but has been in the west for several years on account of the condition of his health. His trip home was hurried by the death of a brother in Denver.

After working steadily for a good many years, Conductor G. T. Burnham has decided to enjoy life a little more, so started on a two-months' vacation in California. Greeley and his wife both have relatives in the sunny section of the country, so have been having a fine time during their trip. Andy Dollison marked up on the West Division time freight run during Mr. Burnham's absence.

Agent K. B. Doyle, of Underwood Station, was absent for some time in December, having been called to Ontario, Canada, by the death of his mother. D. Gustafson was relief agent during his absence.

M. H. Lawbaugh, for forty years an agent and operator on the Iowa Middle and West Divisions, died at his home in Manning, Iowa, January 6. Mr. Lawbaugh continued work up until a month before his death, although his health has been failing for several months. Burial was made at Manning, where the family had resided for a good many years. Mr. Lawbaugh is survived by his wife and three daughters.

The young folks in the Milwaukee family who are attending college were all home for the holidays, returning the first week of January, to resume their studies. Iowa State College at Ames, has the highest representation of the Milwaukee family as Robert Kindig, son of the chief dispatcher; Jack Lee, son of Conductor H. W. Lee; Theo, daughter of Engineer D. L. Young; William Neal, son of Conductor H. A. Boisen, are in attendance. William Stevenson and John Rolleston are at the State University at Iowa City; Lawrence Bryant and Dale Hanner attending college in Chicago; Donald Reel is at Creighton College in Omaha; Mary Conway is at St. Mary's of the Wasatch, at Salt Lake City, Utah; De Loss Osborne is at Cornell College at Mt. Vernon; Ruth Searles and Simon Richardson are in a business college in Des Moines; Hugo Hullerman is a medical student at the University of Minnesota.

Charles B. Martin, one of the veteran conductors on the Iowa Division, died at Kansas

City January 3. Mr. Martin first started to work for the Milwaukee in 1886. He continued in train service until 1903, when he resigned to go into business. He returned to service a few years later and worked as yardmaster at Perry and in train service. His health started to fail about five years ago, at which time he went to Kansas City to be with his children. He is survived by his wife and three daughters. At his request, made some months ago, burial was made in Kansas City.

Conductor William Simonton and wife were called to Huntington, Ind., during the holidays by the death of Mrs. Simonton's brother.

A tragic accident happened on Christmas Day when Conductor William Agnew, who with his wife and mother had started for Des Moines to spend the day, had their car struck by a motor car on the M. and St. L. at Dallas Center. Mr. Agnew's wife was killed instantly and his mother suffered injuries that caused her death a few hours later. A double funeral was held and burial took place at the old home in Dedham, Iowa.

Clifford Rhodes, his wife and two children were all injured in an auto accident January 5, when a dog ran in front of their car. Mr. Rhodes, who was driving, turned to avoid striking the animal, lost control of the car and it overturned. The accident happened at Humboldt, Iowa, as the family were on their way to Perry to visit Mrs. Rhodes' parents, Conductor and Mrs. Fred Bolender. They were all brought to Perry by Conductor Bolender, who went for them as soon as the accident was reported to him.

John T. Emerick, father of Engineer O. G. Emerick of Perry, died at the family home at Zion, Ill., January 6, following an illness of several months. Guy left at once for Zion and accompanied the funeral party to Spirit Lake, Iowa, the old home where burial took place.

Relief Lineman Richard Shover and wife spent some time in Perry during the holidays as Dick was working extra in place of Charles Anderson, who went to Escanaba to spend the holidays with his family. Mr. and Mrs. Shover went from Perry to Canton, S. D., where they will be located for the next few weeks.

W. E. Cooper, who has been roundhouse foreman at Atkins for some time, has been transferred to a similar position at Cedar Rapids. George Dippel is foreman at Atkins since Mr. Cooper's transfer.

Passenger Engineer Ben Moore spent the holidays with his daughter and her family in Minneapolis.

Christina Belle Wycoff, little daughter of Sectionman Harry Wycoff and wife, died at the family home December 28. The little one who would have been three years old in a couple weeks, developed pneumonia following a bad cold.



Montana Canyon

James Wagner, of the Locomotive Department, has a new grandson, as a six and one-half pound boy was born to Mr. and Mrs. Ray Redden at their home in Fort Dodge. Mrs. Redden is the youngest daughter of Mr. and Mrs. Wagner.

The family of Earl Akers, at Manilla, was doubly saddened the latter part of December, when their three-year-old daughter died of spinal meningitis and an infant died a short time after birth. A double funeral was held for the little ones.

C. W. Hall, agent at Templeton, was off duty the latter part of December on account of the death of his mother.

The home-coming of a number of the young people in the railroad families from college for the holiday vacation was the occasion for numerous social gatherings.

An infant daughter, born to Mrs. and Mrs. Dorr Milner the forepart of January, died shortly after birth. Dorr is helper on the Des Moines Division at Panora.

Lars Anfinson, who has made his home with his son, Engineer Peter Anfinson at Perry, for some time, died at the family home January 10, following an illness of several weeks. The remains were taken to the old home at Clermont, Iowa, for burial.

Waldo Conner, son of Conductor I. E. Conner, of Perry, is one of the young men in the railroad family who is making good in the business world. Waldo commenced work in the Woolworth store in Perry after his graduation from high school, and in four years has advanced to the managership of one of the company stores in Minneapolis. He has been assistant manager at Ottumwa for some time and received his last promotion the forepart of January.

Switchman Herbert Taylor's wife had the misfortune to slip and fall from the porch at her home in December, breaking her leg just below the hip. The accident necessitated her being in the hospital for several weeks.

Mrs. Mary Katherine Springer, mother of Alonzo Springer, of the B. and B. Department at Perry, died at the family home in Cornell, Ill., January 11. Mrs. Springer was eighty-eight years of age. Her health has been failing for some time. The Perry son was with her when the end came.

A marriage in the railroad family occurred at Adel January 7, when Arthur A. McLuen, son of Ward McLuen, of the Store Department force, was married to Wilma Smith, of Laurens, Iowa, who has been making her home in Perry for some time. The young man is employed by the Perry Milk Products Co., and they will make their home in Perry.

Machinist Helper Lee Varnadore and wife and Mrs. Jesse Saunders were up in Montevideo, Minn., in January to visit at the home of Roundhouse Foreman Fred Dollarhide.

Delores Joanne Peterson is a new miss in the railroad family, she having arrived in December to take up her residence in the Ivan Peterson home. Ivan is a machinist on the Perry shop force. Engineer and Mrs. Newman came out from Cedar Rapids to make the acquaintance of their new granddaughter.

The electric blowers, the last of the new equipment for the Perry roundhouse, were received and installed in December. The shop equipment has recently been changed from steam to electrically driven motors.

Robert Stockwell, for many years an engineer on the Iowa Division and for the last four years general chairman of the B. of L. E., died at his home in Chicago December 21, following an illness which had extended over a long period of time. The remains were brought to Perry, the old family home, for

PETTIBONE MULLIKEN COMPANY

4710 W. Division Street
CHICAGO, ILL.

The name of Pettibone Mulliken in connection with the following products is a guarantee of the increased safety and lower cost resulting from their application.

Frogs, Switches, Guard
Rails, Crossings
Open Hearth and Manganese
High and Low
Switch Stands
Mechanical Switchman
Miscellaneous Castings
of
Manganese, Carbon Steel
Grey Iron

Under all conditions and at all times, T-Z Products give unexcelled service.

"Crescent" Metallic Packing
T-Z Front End Blower Nozzles
T-Z Smoke Preventer Nozzles
T-Z Tender Hose Couplers
T-Z Blow-Off Valve Mufflers
T-Z Automatic Drain Valves
T-Z Boiler Wash-Out Plugs

T-Z Products, as standard equipment, are daily proving their merit.

T-Z Railway Equipment Co.
14 East Jackson Blvd.
Chicago, Illinois

Drafts from the Drafting Room

C. R. O.

THE sympathy of this office is extended to Lisle D. Horton on the sudden death of his father in Chattanooga, Tenn. The remains were brought here for burial. Several of the boys attended the funeral.

We are glad to see Magnus back with us again after being confined to his home for several days with the grip.

Chas. Jordan, formerly of this office and now with the Bethlehem Steel Co. of Chicago, was in the office a few days ago transacting business, and also visited with old friends.

Leonard has disposed of his faithful Chevy. He said the sheriff took it away from him, but the boys think it was just naturally exhausted. Probably a nervous breakdown or something.

George has left the pattern shop boys and gone to the Test Department. We wish him luck on his new job.

Congratulations are extended to Mr. and Mrs. Arthur Stelts on the arrival of a baby girl. Thanks for the smokes, Art.

James Lindsay and Lester Winding went down on Lower Vliet Street to purchase a Christmas tree and bought three trees for two dollars. On the way home Winding prevailed upon Lindsay to take the small one. Jim had his all set up and then decided to call upon Winding to give him a few branches to put around the bottom and make a more Christmas-like appearance. On calling Winding he said there was not a single branch left. Winding wired the two trees together to make one, that being so big that it filled the entire room, and when company came they could not see the tree. While they were buying trees he also suggested to take home a bag of potatoes, but "Levy" told him the bag would be ten cents extra, so he left the bag and poured the potatoes on the back seat so they would dry. He also bought a bushel of carrots and a bushel of celery, turning Jim's car into a delivery truck.

We have heard that there were some tests and inspections made New Year's Eve. Harrington and Kilimann are said to have been wandering around the wilds of Wauwatosa New Year's Eve in search of Al Jung's home when they were suddenly attacked by a coyote. Harrington's trained Ford did a right about face, ran up O'Brien's alley and proceeded toward South Milwaukee. We are wondering if this

was really a coyote or just a New Year's Eve mirage. Some people see funny things, even animals, on New Year's Eve. Harrington insists the coyote kicked his radiator shutter shut, causing it (the radiator) to boil. This cost Russell another gallon of alcohol. He says the radiator is the proper place for that stuff anyway. We agreed with Russell.

Bill Kilimann is a firm believer that Milwaukee is a good place to live. Bill has been visiting some of Milwaukee's parks and maintains there is nothing like it out west.

Tony Haag, champion bowler of the Test Department, is slipping somewhat, as he got the huge total of 431 the other night. Suggest you try another apple Tony.

The committee from the pattern storage who called and delivered a wedding present to Theodore Raschke, who was married December 31, reports a warm reception. The boys enjoyed themselves immensely and Al Schielke claims he didn't have to buy cigars for a week. Our congratulations, Ted, for a long and happy married life.

Tacoma Shop Notes "Andy"

WELL, the holidays are all over, and from the looks of things Santa Claus must have been pretty busy this year in spite of the "repression." I see a lot of folks wearing new things they wouldn't be wearing had they bought it themselves, and the air is still full of cigar fumes that suggest the gas house as their point of origination—but, they can't last forever.

Louis Seaman, stenographer and bowler, is contemplating buying a new car, of course he hasn't got it yet—just contemplating.

Otto Schuetze, our congenial blacksmith foreman, is back on the job again, following an operation, and is getting along just fine.

Noble Carlson, who has been ill for some time, is back on the job, and we are glad to see him.

Ed Collins, machinist, was operated on for hernia, and he is also getting along fine.

Cecil DeGuire, assistant chief clerk, A. S. M. P. office, was called back east on account of the death of his father, Philip DeGuire, locomotive engineer, on the Superior Division. Mr. DeGuire is an old-timer on the Milwaukee and is not only well known on the east end, but has a host of friends on the coast, and they all wish to extend their heartfelt sympathy to those left to mourn his loss.

Wiggs Shiplett and family spent the holidays in Deer Lodge visiting with relatives and friends.

B. V. Morrison, pipefitter apprentice, is on the sick list and hope he is getting along fine.

Machinists George Quivey and Harry Strong, who for some time have been working in the Car Department, are again back in the Mechanical Department.

Mrs. Frank Wilson is still sick in the hospital, but understand that she is getting along very nicely.

Fred Amidson, night roundhouse foreman, got a new car, a Chevrolet sedan, and it's some nice looking bus.

The bowling league is still doing lots of business, but things have taken somewhat of a change, the teams that were going strong earlier in the season are now sort of losing their toehold, while the weaker ones are climbing—of course that makes things interesting. The boilermakers are still in the lead, with the Car Department second, and the roundhouse and Store Department are tied for third place. The electricians did so well in the start that they must have forgotten just how it was done, with the result that they are going down

Now that the season is upon us in which a great many shipments require protection against cold, shippers will find that our cars in service of C. M. St. P. & P. Ry. will give the same dependable service as during that period in which lading must be protected against heat.

Union Refrigerator Transit Co.
Milwaukee, Wis.

the line. Only one more game in the first half, and maybe the second half will be different—who knows.

Even the business of gathering news seems to have hit a depression. I make the rounds of the shops in search of something that would make interesting reading, and I am met with a vacant look and the reply that "nothing has happened that I know of." Well, either our observation and memory is poor, we fear publicity, or, maybe I am wrong and nothing has happened. Anyway, as this is the start of a new year, I would like to start right, and all through the year see that our full quota of news gets to the Magazine, and that the Tacoma shops is fully covered, so let's keep our eyes open for anything that would look good in print, jot it down and mail it in to master mechanic's office, or make a mental note of it, and when I make the rounds I will jot it down and see that it is handled properly.

Mr. William Strinsky, boilermaker foreman at Tacoma shops, passed away on January 5, 1931, at Tacoma, Washington. Mr. Strinsky was born at Dubuque, Iowa, on September 17, 1869. He completed his apprenticeship as a boilermaker at the Iowa Iron Works of Dubuque and began his service with the Milwaukee Road in 1893, working at Dubuque, Savanna, Freeport, Minncapolis, and in 1910 came to Tacoma as a boilermaker foreman, which position he held until his death, which followed a period of several months' serious illness. This news will no doubt be a great shock to Bill's many friends among the Milwaukee folks, as he was very well known and well liked by all of his associates. The railroad will also miss him, for as a mechanic and supervisor his ability would be hard to equal.

Mr. Strinsky is survived by his widow and two daughters, Mrs. Whitehead, of Tacoma, and Doris Strinsky, and to whom the heartfelt sympathy of the Milwaukee family is extended.

From the Cross Roads of the World

Roberta Bair

THE MILWAUKEE Employees' Christmas Party, which was held at the Trianonn Dance Hall in Terre Haute, the evening of December 22, was without doubt the most successful of any railroad party ever held on this division.

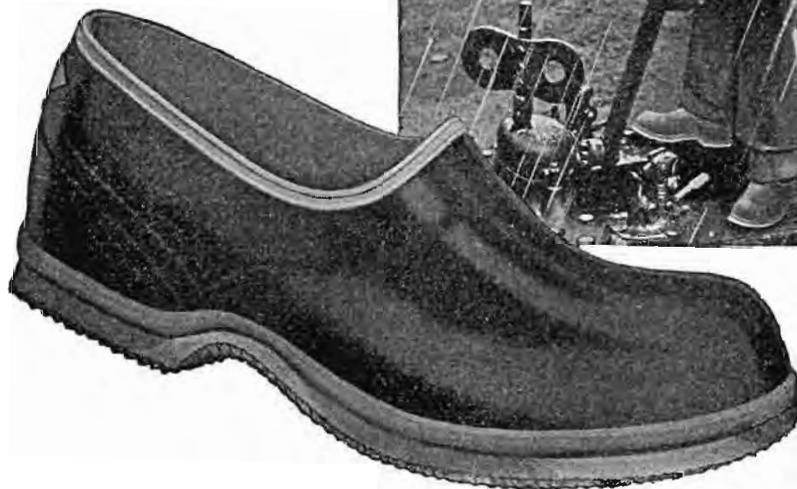
The Trianon was beautifully decorated for the occasion and the Christmas Tree, magnificent with its gay trimmings and brilliant lights, will long be remembered by the 500 present, especially the 265 children, who came to greet Santa Claus.

Our Assistant Superintendent, Mr. W. G. Bowen, was general chairman, and we owe him a vote of thanks for his untiring service and assistance.

The entertainment committee, Miss Alice Church, Mrs. Hedrick, Messrs. Joe Dede and C. H. Reedy are to be complimented on the program for the evening, which was as follows: Christmas Carol... "O Come, All Ye Faithful!" Christmas Carol... "Silent Night!" Speech... Supt. J. H. Valentine

Drawing for Silverware

Piano Solo.....	Marguerite Barnes
Vocal Solo.....	Mary Brown
Recitation.....	Mildred Patton
Song and Dance.....	
.....	Betty Lou Richard, Joyce Ann Bate
Piano Solo.....	James Blackwell
Song.....	Virginia Mae Lundwell
Song and Dance....	Walter Glass, Jerry Board
Reading.....	Eleanor Conover
Piano Solo.....	Eleanor Faris
Songs and Dance.....	
.....	Amy Ann Moninger, Jackie York



HOOD RUBBERS are built to scuff around in

ON the trains, kicking "the dogs," scratching through the yards—railroad work knocks the spots out of ordinary rubbers. That's why Hood sends men right out to talk to the fellows who use their shoes, finds out just the kind of stuff to put into every Hood rubber—and here's the result—We're building rubbers that stand the gaff—*Extra thick soles that wear and wear—Bumper edges on heels and toes—Reinforced tough uppers that don't crack*

or check—All in all, a rubber that gives you more than your money's worth of real wear.

We make a complete line of all kinds of rubber footwear for the whole family. Honest values every one. Look for the Hood Arrow when you buy the next pair.

HOOD RUBBER COMPANY, INC.

Watertown, Mass.



The **POSTSHU** (illustrated above)—gives that greater service for the money, which makes it an outstanding value. A special Hood process molds all parts of the rubber into one complete piece. The upper cannot separate and this insures greater strength and longer wear. Famous Hood grey outsole with bumper edge. In both black and red colors.

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

WHEREVER
 "THE MILWAUKEE"

Goes

**WINGOLD
 FLOUR**

Also Goes

**BAY STATE MILLING CO.
 WINONA, MINNESOTA**

**Watches, Jewelry
 and Diamonds**

Our Union Station store is daily serving the needs of railroad people. We know your requirements and can fill them.

Let us show you our fine line of railroad watches, all guaranteed to pass inspection.

Watch Inspector for C. M. St. P. & P. R. R.

CHAS. H. BERN
 Est. 1896

Main Floor, Adams St. Elevator Lobby
 UNION STATION, CHICAGO
 Phone Dearborn 0591

Easy terms to railroad employes

Three-Man Minstrel.....
 ...David Sayre, Floyd Pirtle, Paul Sayre
 Mildred Lundwall at the Piano
 Guitar and Banjo.....
Arthur Cornell, George Isbel

Arrival of Santa Claus

Mrs. Blackwell, president of the Women's Club, C. W. Pearce, M. C. Faris and Ben Carr were on the Purchasing Committee.

The Finance Committee was composed of Messrs. Carr, Surdan and Powell.

A committee composed of Messrs. Engman, Reedy, Dede and Mancourt recorded the names of the children as they came in, and at the conclusion of the program the names of the children were called and in response Santa Claus presented each child a package containing candy, nuts and two toys.

This Christmas Party was such a genuine success that we are looking forward to even a bigger and better Christmas Party for 1931.

We are very pleased to have with us at this writing both Mr. Whitney and Mr. Witt from Chicago, who are here to check our work. We enjoy having these gentlemen with us and feel we derive a lot of good from their instructions and advice.

Is it any wonder that Ford just put 75,000 men to work when the boys in Superintendent Valentine's office in the Rea Bldg. endeavor to make the demand for "Fords" equal to the supply!

Our genial chief timekeeper—batchelor de luxe—and inclined that way since birth (of course, you know we refer to Mr. Freddie Mancourt) just turned in a practically new car, and now sports one of Mr. Ford's four-door models. It is so new, he dusts it off every morning before using and at night, when he puts it to sleep, he covers it with a silk quilt which he won at the Women's Club and which, being a bachelor, he has no other particular use for, as when he gets home, he is just as likely to sleep in the kitchen sink or bath tub as his bed, and then—

Mr. Mancourt's able assistant, Mr. Leo Huberti, he with the well groomed slick black hair and dark dancing come to me eyes.....

This gentleman has just purchased a brand new Ford Coupe, which likewise gets much polishing and care. Leo has been riding a "Motor Cycle built for two" for the past year—which very well served his purpose until—(well, it's a long story), but to state briefly, along comes a young lady into his young life—and a back seat on a motorcycle is just no good place for this lady to ride anyway. 'Tis current rumor—Leo and his lady started for St. Louis one day on the motorcycle, and when passing through Effingham, Leo noticed the back seat was unoccupied. Turning around quickly, and after going back about 20 miles, he found her perched on a haystack beside the road—where she had bounced when the motorcycle struck a rut on the highway. That's why Leo bought the Ford and besides he says it's much more pleasant to have his companion beside him and not back of him, and we are inclined to agree with his good judgment.

Mr. and Mrs. T. J. Lentz entertained the supervisory and clerical forces with a beautifully appointed six o'clock dinner on January 3, the occasion being Mr. Lentz's birthday.

Store Department Chargeouts
 (With apologies to O. O. McIntyre)

Up at 6:47½. Turned on radio. Need music with which to inhale rice Krispies. Out into the cold, cold world to office. All froze up, had to be thawed out. Joey drives up in steam-heated Chevy—thinkin' it's Spring. The new Indiana license plates would keep any car warm. Aaron's wearing his new suit. How come, we wonder? Also new rimless specs. "By the way, AE, what do you do with your clothes when you wear them out?" "Why, I wear them home again." Oh, oh. Here comes Patty, fur collar holding up his ears. Patty, with that delightfully quaint Bedford brogue. When you hear him say "I've an idey this here hainge is three aitches," he means (in American) "I've an idea this is a three-inch hinge." Isn't that priceless? The Store Department takes this Scotch method of thanking the Bentleys and VanEttens for the lovely Christmas Greetings. May we wish you a happy new year for 1931, 1932, 1933, 1934 and 1935? To that corn-fed blond at Tomah, we send our love. Welcome, Velma Schedler, to our Milwaukee family. How about some of

WEST COAST WOOD PRESERVING CO.

is successor to timber treating operations of

Pacific Creosoting Company and J. M. Colman Company

Both of Seattle, Washington

Plants located at Eagle Harbor and West Seattle

Main Office: 1118 Fourth Avenue, SEATTLE

that fudge we've been reading about? There goes old Freddie Stockwell with those heavy black glasses. Poor kid. He'll have to wear them as long as Catherine's here, I guess. No, she's not so hard to look at, but since Christmas she's put everybody's eyes out with that sparkling object on her left hand—about the size of a doorknob. Best wishes for your happiness, Katie. We're strong for Carl. Here comes Old Bus, the champion bowler. For high score the other night he dragged home a crocheted bathtub. B-r-r-r, in this cold weather, too. We'll be ramblin' along.

The future Mrs. Carl Vandal: "Are you sure this canary will sing?"

Bird man: "I'll guarantee that. Didn't I raise him from Canary Seed?"

So Katie bought the bird and then went over to the fish market to match a gold fish.

Black Diamonds from West Clinton High lights of 1930

George Bain conceded champion lunatic.

Carl Ditto and Burt Bush killed a porcupine, proving that St. Bernice is wild.

Harrison Kyle completed another year still single.

Bill Tabor got rid of his \$225.00 diamond.

Jack Hornbeck moved back to town.

James Thompson had his picture taken.

H. G. Pickhart has received a new supply of shells which he is now quickly disposing of at reduced prices. Edgar Eaton, who knows bargains, was the first to secure two boxes and he heartily recommends these cartridges to his friends, but not to his enemies.

James Lechner took a motor trip to Odon and other sea ports south of here recently.

James Myers has been corresponding with the A. & B. store lately—but ask him about the rest of it.

About all we can say about Peck Wallace since he is driving the Oldsmobile is, "Here he comes and there he goes!" George Lundwall and James O'Keefe enjoyed a trip to Terre Haute with him one night last month.

We hear that Dewey Armstrong is going in for hog raising. Already he has spent about three weeks building a hog house. The boys hop: to see that pig grow up to be a great big hog this winter.

George and Slim came over from the Roundhouse a few weeks ago and said, "We are gonna make it hot for you here at the Yard Office," and went to work on the steam pipes, and we are now ready for some cold weather.

Ora Reed has been sick for several weeks and we hope to see him back, as it just doesn't seem right—not seeing him on one of the yard engines.

Sympathy is extended to Mr. and Mrs. Wesley Hale in the loss of their little daughter recently.

Jay Kindred of Bedford was here one day the first of last month.

O. L. Clawson, night yard master, and wife and son Billy attended the funeral of Mrs. Clawson's brother, Thomas Atkinson, at Mt. Carmel, Illinois, December 14. Mr. Atkinson was a fireman on the Big 4.

Paul Scott is working as operator at Walz at this time.

Understand Reggie Foltz is considering tearing up his radio and making a hat box out of it.

Charles Draper is now on the 3:15 lead and ably assisted by two tireless helpers, Blake and Fultz. 2 bits, please

Mr. and Mrs. W. E. Scott announce the birth of a son.

"Doc" Silkwood has been recommending a new "tonnage" reducer. M. L. Hewitt is the first to take up this treatment, and if we find him losing weight, expect to see him again on the west side job in the near future.

Guy Kelly went on a big game hunt recently, hoping to better George Bain's record, but it just can't be done.

Iowa (East) Division and Calmar Line

John T. Raymond

A SAFETY FIRST meeting was held at Cedar Rapids Friday evening, December 19. Superintendent Elder presided. Important information was given out along safety lines, and each individual urged to increased alertness and sustained effort in order that a one hundred per cent division record be made.

M. J. Flanigan, manager, Safety Department, was present and addressed the meeting. The Iowa Division has been making a fine showing and is well to the front in the race.

A fuel conservation meeting was held at Cedar Rapids December 26. Superintendent Elder presiding, spoke at length on the importance of every one taking a greater interest in the economical use of coal. Some interesting facts were given.

Fuel supervisor Buetell was present and addressed the meeting, after which there was a general discussion participated in by all present.

Operator Benjamin J. Dvorak, of Clinton, was away a few days the latter part of December, attending the funeral of a relative at Elberon.

Mr. and Mrs. L. A. Turner, of Madison, went to California January 4, for a several months' stay.

R. C. Merrill is dispatching on Calmar Line during Mr. Turner's absence.

Friday, January 16, Conductor Chas. Carlington had recovered sufficiently at Savanna Hospital from his injuries to be brought to his home at Marion. Superintendent Elder sent his business car to Savanna and it was used for this purpose. Charley's limbs are pretty well healed and his cheerful and courageous spirit will stand him in good stead under these trying circumstances.

Third trick operator at Deimar has been taken off and Operator A. M. Bollinger will displace W. K. Hodgson, operator at Monticello.

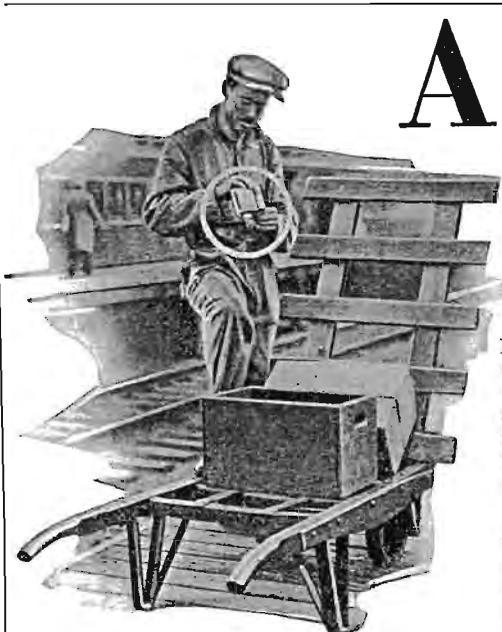
Operator L. B. Swearngen, who was displaced on second trick at Ferguson, has displaced F. W. Beberns, second trick, Green Island.

Stone City and Hale stations were closed December 23. Agent J. N. Elsner, of Hale, bid in agency, Dunbar, and Agent C. J. Oleson, of Stone City, displaced D. D. Devore, agent at Donahue.

Agent L. A. Phelps, Worthington, was off duty for a few days, F. E. Sorg relieving.

Robert N. Widger, 83, well known on the Milwaukee Road, died December 26 at the home of his daughter, Mrs. Earl J. Baker, Cedar Rapids, Iowa, following an illness of three years. Born in Buxans, England, December 15, 1847, he spent his early childhood in Dublin, Ireland, and served in Queen Victoria's navy until he was 35 years old, when he came to America.

He was for a number of years in the Car Department at Savanna and was the foreman on the wrecker when it was in service; in later years he was employed in the same department at Atkins until failing health compelled his re-



A pause for a pipeful after the rush

R. R. Barnes is a baggage man in the Chicago Terminals. It's a tough job, calling for plenty of muscle . . . and hustle. "A pipeful of Edgeworth," he says, "sure does taste good after the rush of transferring baggage is over."

A lot of men like to relax with a pipeful of Edgeworth between their teeth. They tell us it's the one tobacco that exactly suits them. Edgeworth's rare blend of old burleys and the distinctive eleventh process give it a matchless flavor. Perhaps it's exactly the right smoke for you. We'd like to have you try Edgeworth—"Ready-Rubbed" or "Plug Slice" 15¢ and up . . . according to size. Or, for generous free sample, address: Larus & Bro. Co., 108 S. 22d St., Richmond, Virginia.



Edgeworth is a blend of fine old burleys, with its natural savor insured by Edgeworth's distinctive eleventh process. Buy Edgeworth anywhere in two forms—"Ready-Rubbed" and "Plug Slice." All sizes, 15¢ pocket package to pound humidor tin.

EDGEWORTH SMOKING TOBACCO

irement. He had been in the service of the company forty-five years.

Mr. Widger attended the Milwaukee Veteran Employes' reunions frequently and greatly enjoyed the association and privileges afforded at these meetings. He was a member of the Carmen's Lodge of America. The funeral service was held at Marion, Sunday afternoon, December 28, and was largely attended. The beautiful floral offerings attested the esteem in which the deceased veteran was held by friends and former comrades. The interment was made at Marion.

We hear from reliable sources that W. H. Campbell, freight agent at Seattle and formerly of the Iowa Division, has been studying for some time to be a pilot, at the school of the Coast Air Line, Seattle, and up to December 1 had completed his ground work, covering the mechanic and theory of planes and flying, and had four hours dual flying. The next course includes ten hours of dual piloting with an instructor and ten hours of solo flying, after which he will be granted a license by the department of licenses. He already holds a student license. So we will just tip it off to Benny Haffner, L. A. Kell, Elmer Knock, H. E. Ramsey, N. J. Edwards, and Frank Emerson and the Marion forces that sometime in June if you observe one of those big Boeing planes making circles over Sabula, De Witt, Lost Nation, Oxford Jct., Toronto, Martelle, and Marion, you can make up your mind that's "Will" returning for a visit.

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

MOST of the news from around these diggings is sad news, involving changes because of positions being abolished. This, of course, is not peculiar to this part of the system and we can but hope that conditions will change for the better in the spring, so that all our people may be back on the job again.

Bill Stubbs, our industry checker on the Tide Flats, was displaced by Frank Clover, who now is the "Johnnie Walker" on the east side of the Puyallup River. Bill was on the interchange job at Seattle for a while, but was bumped from that and at present hasn't landed anything permanent. We hope to see his pleasant smile around here again before long.

O. H. Guttormson (familarly known as "Elmer" or "John"), that good-natured tower of strength hitherto officiating as chief yard clerk at Tacoma yard, had the unpleasant experience of having his job sawed out from under him, and in turn displaced Lester Pres-



Messrs. A. D. Browning and Howard Winters, Tacoma Yard, October, 1930

cott, yardmaster's clerk. Lester didn't do a thing but bump Bob Shipley, the rotund assistant chief yard clerk on the second trick, and Bob in his turn "rolled" Ray Fink, the handsome chap on the swing job at the yard and passenger station, so that his hours now are somewhat erratic and he frequently meets himself coming back from work. Ray Fink went and displaced Kenneth Alleman, on a checker's position in the Seattle local freight house. Over in the metropolis of Elliott Bay, Ray is rooming together with two other Tacomas who are temporarily at Seattle: our own Bill Court, formerly of the Tacoma local and yard offices, now checking the interchanges at Seattle, and Kent Langabeer, who used to be messenger and sometimes yard clerk at Tacoma, but then threw in his fortunes with water transportation, and is now bill clerk for the Puget Sound Navigation Company. Kent is such a bright lad and good fellow that we predict for him a rapid rise in the navigation business.

Kenneth Alleman came back to the parental roof once more and is at present acting as messenger until such time as something better turns up. We like to have Kennie around and would like him even better if he would put the silencer on his vocal efforts which he fondly imagines to be singing—save the mark. Our old friend Ed Gerow was ousted from the messenger's job by Kennie; as far as we know he has not landed anything else as yet.

Willa Lindsey, bill clerk at the local office, likewise had her job cut out from under her. She intended to bid in one of the bill jobs at Seattle local office, but is doing some extra work at Tacoma local office at this writing. We hope that she may soon be back regularly.

George Gordon, of the yard office force, looked over a position or two at Seattle but did not take to them, and is at present marking time waiting for things to pick up.

A change was made in the work assigned to Joe Gordon, popular member of the warehouse force, so that he now works only part time in the warehouse and attends to the janitor's duties for the remainder of his shift. Joe is getting quite used to the night work now and frequently gets in some additional daytime work by helping Henry Paty, our old-time tank car expert, in pumping molasses, fish oil, wood oil and such-like messy stuff from the tanks at dock two into tank cars. We are pleased to report, by the way, that Joe was recently honored by the local lodge of the Brotherhood of Railway Clerks by being elected as vice-president, a mark of confidence well deserved by his long and loyal service to the brotherhood. We may mention in this connection that "Bill" Curtice, of the storekeeper's office, was elevated to the presidency at the same election, a position which he will no doubt fill with his usual efficiency and geniality, and that Fred Rasmussen, formerly car distributor, but now roadmaster's clerk, was re-elected as secretary, in recognition of his good services in the past in that position.

Jim Boland, the section foreman at the yards, was sick for several weeks recently, due to some stomach trouble, but is better again and back on the job.

Mr. F. J. Alleman, our popular agent, had to take a hurried trip recently, going to Fargo, North Dakota, in charge of the body of Mr. Peter Pickton, a close Masonic friend of his. Mr. Pickton died a few days ago at the Masonic Home at Zenith, near Tacoma, where he had spent his last year. He passed his hundredth birthday by a few days. He had been very ill just before, but rallied sufficiently to be able to celebrate his centenary with the scores of friends who came to offer their congratulations. Mr. Alleman was very close to him and visited him almost daily during his last illness.

Red Hot Coals from the Second District of the Milwaukee Division

L. J. L.

WE recently heard the captain of the senators special (F. A. Matson) make the following statement:

"I have been bawled out, balled up, held up, held down, hung up, bulldozed, blackjacked, walked on, cheated, squeezed and mooched, stuck for war tax, excess profits tax, state dog tax, and syntax, Liberty bonds, baby bonds and the bonds of matrimony, Red Cross, green cross, and double cross; asked to help the society of John the Baptist, G. A. R., Women's Relief Corps, Men's Relief, and stomach relief; lost all I had, and now because I won't spend and lend the little I earn, I have been cussed, discussed, boycotted, talked to and talked about, lied to and lied about, held up, hung up, robbed and almost ruined, and the only reason I am sticking around is to see what happens next."

John Hodgeson recently fooled the ticket agent. He stepped up to the ticket window and the agent thinking it was the man delivering the oil for the neighbor's oil burner said: "Bring up a 100 gallons tomorrow." The gentleman seemed not to understand, and further talk found him to be the engineer on the gas car of the senators special. It is suggested that in order not to cause any confusion in the minds of the public as to the proper classification of a man's occupation, he should wear a sign on his cap—for example, in Hodgeson's case—"Gas Car Engineer."

There has been so much talk about Farm Relief that Ticket Clerk Armock did his part in buying wheat for the rats around the passenger depot. In so doing helping to keep the price of wheat up. The rats did not seem

FLEMING COAL CO.

STRAUS BUILDING CHICAGO, ILL.

Miners and Shippers of

West Virginia Smokeless & Bituminous

Eastern & Western Kentucky

Illinois and Indiana Bituminous Coals

to take to the wheat, and examination disclosed that the rats were American born and it was Russian wheat that Armock was trying to work on the rats and they would not do their duty.

Remember the old maxim: "Don't count your chickens before they are hatched?" Brake-man Campbell recently was anticipating an excellent lunch which his wife had put up for him. He left the lunch in the ticket office until the 6:10 was ready to go. The result was, the 6:10 left on time and the lunch stayed in Beloit. Ticket Clerk Armock was unable to locate the proper key for the office before the train pulled out. As a result Campbell had to patronize a hash house. Up to this time Armock has had the good fortune not to meet Mr. Campbell.

Passenger Conductor John Cavey, has his first Book of Rules. It was issued to take effect August 14, 1887. The book is in excellent condition, and does not appear to be over a few months old. A great number of the rules are in practice to this day. Here is one of the main headings in heavy letters—The safety of passengers and trains is of the first importance, and all operations of the working and repairing the road must be subservient thereto, to this with the regularity and punctuality of the trains, and comfort and convenience of passengers, all the work must be entirely subordinate.

I must mention the rule regarding ticket agents—Rule No. 118. Ticket agents must open their ticket offices for the sale of tickets at least thirty minutes before the arrival of trains that stop at their stations, and keep them open until trains have passed. Tickets must be sold to stations where the trains do not stop.

This book will be on exhibition at the Beloit ticket office if anyone would like to see it.

Alvin Lewis, a very well known politician, orator and land owner, has quite a record on file at the Beloit News office. Seems Wm.

Zimmerman, who has the record for over-size rubbers got off of Lewis' caboose recently, and on coming into his office he took off the rubbers on his feet, complaining they seemed tight. He found later he had Conductor Lewis' rubbers on. What have you got to say, Alvin?

Understand one of the ticket agents along the route of the senators' run has a lady friend residing in DeForest, Wisconsin.

We are very sorry to report the departure of our friends, Trainmaster R. W. Woodworth and wife. Mr. Woodworth is transferred to Bensenville yards, to take complete charge of things there. His many friends at Beloit and on the division wish him well at his new territory.

Ted Day spent New Year's Eve in Chicago, and had a very quiet (?) time.

Ray Nevins and wife stopped off at Beloit for a few minutes while en route to spend the holidays at Dubuque.

V. C. Smith says he wishes some of the boys in the ticket office at Beloit would get organized. You should have been around New Year's Eve, Mr. Smith. We did—and how.

Porter Zick recently reported for work at 3:00 A. M. Have been unable to find out if he came from a party direct to work or if he was walking in his sleep. How about it, Gus?

Have had some very nice passenger business turned in by some of our live wires:

Mrs. Paul Smith, wife of chief clerk, one round trip to Minneapolis.

Mrs. Jack Collins, wife of conductor, two passengers to Los Angeles.

Mr. Roland Karg, two tickets to Los Angeles.

Engineer Raasch, prospect for California.

Brakeman Artlip, passenger for Los Angeles.

All these tips help to bring in revenue which otherwise we might not share in. And any employe knowing of business moving and not trying to have it routed over his railroad is



"I No Longer Fear the Stinging Cold of Winter"

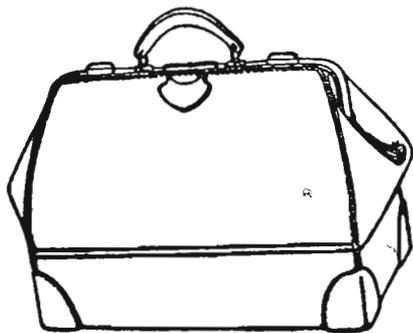
—says Andrew Russo, Car Inspector at the Chicago Terminal of the Milwaukee Railroad.

Indianapolis Gloves are made for real out-of-door workers. Heavy durable canvas backs reinforced with secretly treated double napped palms for extra protection and substantial gauntlets that protect against winter's winds.

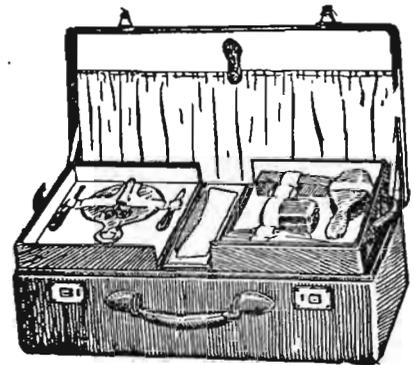
Insist on gloves with the RED APPLE TICKET.

"The Workman Is Entitled to the Best."

INDIANAPOLIS GLOVE COMPANY



Luggage for a Lifetime



The harder Omaha Printing Co. luggage is used the greater opportunity it will have to prove its long lasting and good looking qualities.

A complete line of Travelers' Goods, real leather pieces that you will be proud to carry:
SUITCASES, BAGS, BOSTON BAGS, DRESSING CASES, HAT BOXES
CORRESPONDENCE CASES, PORTFOLIOS, PASS CASES

Always glad to offer gift suggestions for usual or unusual occasions.

OMAHA PRINTING CO.
LUGGAGE DEPARTMENT

Farnam at Thirteenth
OMAHA, NEBRASKA

doing not only himself an injustice, but the company as well. These little tips, taken on every division on the system mean a lot in a year's time. Let's get the habit—When you hear of anyone taking a trip, ask them to use The Milwaukee, we have as good if not better service and equipment as any road in the country.

We are losing two more of our good friends, Civil Engineers Boettcher and Hamilton, who are now headquartered in Milwaukee, but their office will still be here for them whenever they decide to pay us a visit.

A delegation of Beloit's railroad bowlers decided to go to the city of Darien and show the natives how to crack the maples. They visited the alleys operated by Geo. Lane and L. Humphrey, and matched up against a team owned and operated by the parties mentioned. The resulting score was most distressing to the Beloiters, and a lesson in mathematics and sportsmanship was learned—"If you can't play you can always pay." And that's the way it was. \$ \$ \$ \$.

Baggage man Butler has been quite busy lately sorting out company mail. He has continually hinted that the boys at Beloit don't look it over carefully, and it causes him a lot of work.

Engineer Miller received a very nice Christmas card. To date the sender is not known. We would like to know who was behind it. ? ? ? ?

La Crosse Division Items

Eileen

JUST returned from a trip to Florida. Fine sights, fine trip, fine climate—just like Wisconsin.

There were 137 present at the Safety First meeting held in the Women's Club house at Portage the evening of December 19. We are proud of this fine attendance.

August Bornitzke, signal maintainer, has been very ill and we are wishing him a speedy recovery.

Engineer Sam Cadman celebrated his sixty-fifth birthday with a party at his home in Portage. Jack Little, Bill Sheeley, Dan O'Leary, Ed Bloomfield and Mr. O'Leary, Jr., were present. Schafkopf was the order of the evening, and Mr. Sheeley stepped right off with the prize. They have absolutely refused to tell at what hour they departed for home.

With whistles blowing and bell ringing, the elaborately decorated engine bearing Santa Claus himself, moved into Portage from a track lined with fuses. Santa was received with great joy by the many children who had gathered to await his arrival. Progress to the waiting room of the depot, where presents were distributed to the youngsters, was slow, as there was one grand struggle to see who would be privileged to walk by Santa and hold his hands. The occasion, of course, was the annual Christmas party of the Railroad Women's Club. Emil Bublitz, who was sort of major-general, is responsible for much of the success of the undertaking, as are also Joe Carmichael, who did the electrical work; Walter Shannon, who piloted Santa's engine; Fred Rusch, who fired the engine, and Gene Chapman, who is beloved by all the children as Santa himself.

Judging from the decorations that hang over Scoop's head, he still thinks it is Christmas. Should think he would be afraid to sit so nearly under the mistletoe.

That reminds me. For those who are romantically inclined, let me recommend Florida. The mistletoe grows wild on the trees down there and is very plentiful.

THE little shack located on the Mississippi River and used by Conductors Ray Long and Bill Colgan when they are winter fishing, has been without heat, but the situation is remedied now. Someone made a stove for them which consists of two pieces of metal, bent in odd shapes, and filled with two cans of canned heat. In addition they were furnished a hand-drawn picture for decoration. Am sure they are more than well taken care of now.



Not long ago Chief Dispatcher Kilian started for Milwaukee in his trusty Studebaker. The trip was most enjoyable until they struck the ice pavement near Nashotah, and then the fun began. After many doubtful movements, the car finally slid down the embankment, and perhaps the damage would have been more serious had it not struck a bumping post in the form of a telephone pole, no doubt placed there for that very purpose. When it comes to this winter driving, perhaps it would be better to charter an airplane, especially when one is determined to take tail spins.

Conductor W. H. Shafer sent in one of his old train books. Wish I could show it to you, but the older men will remember well when they were in use. It shows how the records were kept at that time. Car numbers, initials, contents, where billed from and where to, also the tonnage were all shown and the conductors were expected to keep this information booked for two years in case they were called upon for a car record.

It is noted that on one trip they handled 132 loads and 10 empties, which is equivalent to 5,098 tons with engine 387AB 4th class. The rating for this class of engine was 1,950 tons from La Crosse to Tomah, and 2,400 tons, Tomah to Portage. On this particular trip they set out the train they had out of La Crosse at Camp Douglas and returned to Tomah, and picked up another which they brought to Portage after filling up with 20 loads at Cheney. This happened during the fall and winter of 1906.

That was the time of the big blockade. All of our side tracks were filled with eastbound loads. One track on the C. & M. Division was stored with cars. Our Viroqua Line, from Sparta for a distance of two miles, was full of cars and all other roads were blocked likewise. The blockade was due to the Atlantic Seaboard not being able to handle the business. It was estimated that this enormous volume of business for a period of three months moved at the rate of one mile a day.

Erick's Nash and a Chevie had a little dispute over the right of way the other day near Finegan's Flats, which resulted in the Chevie moving cross country in a hurried manner and the Nash damaging itself slightly on some nearby fence posts. Such things as these will come to pass when Erick steps upon the gas.

Kansas City Division

C. M. G.

WE ARE PLEASED to announce that Dispatcher M. L. Fromm was awarded the first prize for the most attractive outdoor Christmas decorations in the 1930 contest among the citizens of Ottumwa.

P. L. Murray, chief time inspector, was in Ottumwa on December 30, doing some special checking.

On December 14, J. W. Sowder, chief clerk in the office of Superintendent Nee, was operated on for appendicitis at the Ottumwa Hospital. His case was an emergency one, and for about a week it was very doubtful that he would recover. However, he has recovered sufficiently to be dismissed from the hospital and is now at his home. The latest news regarding his condition is that he is able to sit up for a short time each day, and, no doubt, within a few weeks he will again be able to resume his duties.

Division Storekeeper G. C. Sheridan and Mrs. Sheridan went to Minneapolis to spend Christmas with relatives.

Mildred Kissinger, daughter of Engineer G. Kissinger, accompanied by Margaret Evans, spent a vacation of two weeks during the latter part of December in Tulsa, Okla., as guests in the home of Mr. and Mrs. Hugh B. Evans.

"California for me," is what Mr. H. L. Webber has to say in regard to the Golden State, since he and Mrs. Webber spent several weeks recently in Los Angeles, Pasadena, and other California cities. Mr. Webber contends that it is the place to live and is high in his praises of the wonders of the country "out there."

About 200 youngsters, children of families of Milwaukee employes, were made happy on the afternoon of Tuesday, December 23, when they were entertained at a Christmas party, sponsored by the members of the Ottumwa Chapter of the Milwaukee Women's Club. All assembled at two o'clock in the club house on Sherman Street, at which time jolly old Santa presented himself and gave to each youngster a gift of a toy, candy, nuts and oranges. The spirit of the season was very evident in the decorations of the club house, which consisted of miniature Santa Clauses, placed here and there, and a beautifully decorated and electrically lighted tree. To the mothers, who escorted many of the children to the party, coffee and doughnuts were served. This is the first of a party of this kind sponsored by the Ottumwa chapter, and it is hoped to make it an annual event. The following day several members of the club met and filled baskets with food, etc., which were distributed among numerous needy Milwaukee families.

Arthur J. Anderson, of the local engineering department, has returned to Ottumwa after spending a month's time in Omaha assisting in the Engineering Department on bridge situation service.

Mr. and Mrs. P. J. Weiland, Sr., Bridge-water, S. D., were guests over the holidays in the home of their son, P. J. Weiland, roadmaster.

Mrs. F. L. Farley, Harris, Mo., spent the holiday season in Ottumwa, visiting in the home of her son, L. M. Farley, chief carpenter.

Fireman Wm. R. Edgar, Mrs. Edgar and children, Billy and Betty Jane, spent Christmas with the parents of Mr. Edgar in Cedar Rapids.

A. Leo Love, son of roundhouse foreman Love, has returned to New York to resume his studies in the Columbia University, after a two weeks' vacation in the home of his parents.

Switchman Terry Owens and family visited with relatives in Des Moines during the Christmas season.

H. G. Barnard, dispatcher, and daughter Shirley Ann, were in LaMar, Missouri, for several days during the latter part of December and early part of January. During their sojourn in LaMar they joined in the celebration of the birthday of Mr. Barnard's grandfather.

L. H. Wilson, chief dispatcher, is taking his yearly vacation, which he is spending in Lawrence, Kansas. During his absence he is being relieved by John Niman, night chief, whose position is being filled by Dispatcher H. G. Barnard.

Signal Engineer L. B. Porter, Milwaukee, Wisconsin, was in Ottumwa on January 9 in connection with the signal work on the new double track between Polo and Kansas City.

From December 26 to January 11 Chief Timekeeper Chas. H. Baker was off duty account of being confined to his home with water on the knee. This injury was sustained on December 14 while Mr. Baker was piling kindling in the basement of his home.

On Friday evening, January 9, Malta Commandery, Knights Templars, installed officers for the ensuing year, the services being held in their lodge room, at which time several employes of the Milwaukee Railroad were invested with an office: Right Eminent E. W. F. Holler, Grand Commander of the State of Iowa, installed the officers. Henry J. Bowen, installed as Commander; Clyde L. Ward, as Junior Warden; Chas. D. Smith, as Standard Bearer and A. C. Daacke, as treasurer.

A. C. Daacke was elected to the office of high priest in the Clinton Chapter No. 9 of the Royal Arch Masonic organization in Ottumwa and was installed at the January meeting.

S. C. D. Office

H. M. B.

MR. J. A. DEPPE and family spent their first Christmas in their lovely new home, and we are sure they find a great deal of pleasure and happiness in its possession.

Helen Horan, who is recovering from her recent illness, will spend a few weeks in Seattle with relatives before returning to work. We all miss Helen and look forward to the time when she will be with us again.

Mr. Fred H. Campbell spent the holidays at Tacoma, where he visited relatives. Mrs. Campbell, who had remained in Tacoma until now, to complete her term as worthy matron of the Eastern Star Chapter there, is coming with Mr. Campbell to Milwaukee, where they will make their home. We sincerely hope that Mrs. Campbell will like Milwaukee.

Several members of the S. C. & D. office went traveling so as to be with their folks at Christmas.

Richard Severson went to Aberdeen, S. D. Julia Weins visited her brother in Benton Harbor, Mich.

Wayne Morris went to Babcock, Wis. Herman Klatte and family visited in Terre Haute, Ind.

Mr. and Mrs. A. T. Barndt and daughter Betty Jean went to Fountain City, Wis.

We are sure they all had a very enjoyable Christmas.

AT LAST Ralph Haslam has realized his life's ambition. Santa Claus gave him a telephone for his own personal use. We hope, Ralph, that you won't risk breaking your neck answering it like you do some of the phones here.

Do you know that we have an artist in our midst? We have seen some very lovely things that he has done, including some very extra-

ordinary Christmas cards. He has not adopted the velvet smock and flowing tie yet, but he has gone through the trials and tribulations of raising a mustache, and a most successful one, too. What did you cut it off for, Weber, did it tickle?

Twin City Terminals

Leda Mars

THE annual Christmas party of the Milwaukee Railroad Women's Club was given at the Milwaukee depot club rooms December 21, 1930. Song and dance numbers were given by the Misses Ivanette Neisen and Cecrothy Piper. Miss Rosemary Burns gave readings, and piano numbers were presented by Misses Marjorie and Iris Beacom. Christmas carols were sung and gifts distributed to the children. Several ladies of the Women's Club assisted Mrs. A. H. Mueller, who was in charge of the arrangements.

Miss Catherine Nicholson, of the local freight office, spent the week-end of December 13 visiting friends in Oshkosh, Wis.

Miss Florence McCauley, of the local freight office, spent the Thanksgiving holidays visiting friends at Grand Rapids and Zeeland, Mich.

It may console Pete to know that there is also one of the fair sex in Mr. Nickey's office who needs suspenders. How about it, Martha?

Art Gerber says he is going to turn his car into a truck and hire it out. Well, Art, all you have to do is change the license plates.

Lester Comstock accepted the position of yard clerk and Joe Carter, formerly of the yard office, accepted the position of car checker in the local freight office.

Lester Comstock, while at the local freight office, held the position of king, and at the last election he was succeeded by Joe Carter. We all wish the new king a prosperous reign during the coming year.

Miss Helen Gloeckner, of the Accounting Department, spent the Christmas holidays with her folks in Galena, Ills.

Grace Quinn, local freight office, spent the Christmas holidays with her folks in Superior, Wis.

Mr. Austin H. Wilkins, city freight agent at Minneapolis for the past four years, has been promoted to position of traveling freight agent at Salt Lake City, Utah, effective January 16, 1931. Mr. Wilkins has been with our line at Minneapolis many years, a good portion of which was served in the local freight office, and during these years has gained a wide acquaintance in and around the Twin Cities. While we all regret to see "Wilk" leaving us, we at the same time are happy in the thought that he is going to a better position, and we all sincerely hope that it will be but a stepping stone to newer and higher responsibilities. We all wish him the best of luck.

Dubuque Shops Jingles

"Oosie"

WE EXTEND sympathy to—the family of

Chas. Wiedmeyer, a Dubuque Shops employe who passed away after a long illness. Also to the Huber family, due to the loss of their father. Mr. Paul Theobald in the loss of his mother, and the Carney boys—their brother. Dubuque has always been proud of "Al" Carney, and his sudden death has filled the entire community with sorrow; in the early days of radio—that word and "Al" seemed synonymous.

One by one we must watch them go—
But they leave such a desolate spot below.
They have journeyed on to "That Land most fair"
And after while we'll find them—waiting there.

Milwaukee Railroad Employees
in Chicago District!

THE KENMILL APARTMENTS

3701—13 No. Kenneth Ave.

CHICAGO

(Opposite Grayland Station
on Milwaukee Div.)

3½ and 4 Rooms—Unfurnished
Apts. \$50 and \$55; Furnished, \$70
Modern in Every Respect. Free Gas,
Electric Refrigeration

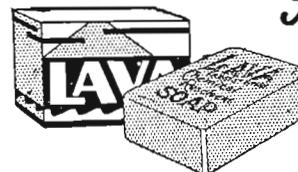
TRANSPORTATION—Twenty minutes to
Union Station by train, also Milwaukee
Ave. surface line and frequent Addison St.
bus service.

For appointment, phone Whalen,
LaF. 4431 during day, or Pensacola 5297 in
evening. Janitor on premises at all times.

See These Apartments Before You
Sign a New Lease



Man, you can't get
a hand like that
clean with ordinary
soap. What you
need is Lava Soap
— the best hand-
friend a man can
have. Get a cake of
Lava tonight and
watch its pumice-
filled lather go after
the dirt and grease
— without hurting
your skin.



George,
the
Lava
Soap
Man

"Three little words, I love you,"
Brother Ohde says is changed to—
"I O U."

Geo. Wimmer philosophizes—"I work by my
chob—Monday, Tuesday and Wens—the rest
of the week I must mooch among frens. (You
should thank God you have frens).

Many hearts have been lightened,
Many tummies made feel glad
By the M. R. E. Relief Fund—
Coal bins that looked quite sad
Were filled to meet "King Winter."
Kiddoes were dressed real warm—
Once more an unselfish motive
Has "helped to weather the storm."

Mr. Jas. O'Brien, one of our old-time boiler-
maker helpers, is making periodical trips to
Niles, Mich., for treatment to his eyes. We
sincerely hope he will meet with success.

Geo. Berghauer, up in Green Bay,
We often think of you—
How's the fishin' up in those parts—
Do they still walk up to you?
And, Charlie, down in Savanny—
We continue to miss you so.

Do you ever get lonesome
For your old time foe?
And the rest of you all Dubuquers
Do they treat you with lots of respect?
If they don't just give us the signal, and—
We'll not do a thing I s'pect.

Glad to note Mildred Lund comes back to
her "hum town" quite often—knowing there's
a reason, probably I shouldn't have mentioned
it, eh, Mil?

Chicago Terminals

Guy E. Sampson

WELL, all we hear these days is mergers,
mergers, mergers, throwing together forces
to centralize work and eliminate overhead
expense and all that kind of thing. We didn't
pay so much attention to all of the talk till our
good friend, Henry Hewing, of the Repair De-
partment, who had been giving us a dandy
helping hand each month in our column, wrote
us suggesting that we "merger" the two
columns into one, and that he being the junior
member, would permit me to do all the work
for our column. WOW, we don't call that a
merger, that's just wishing a job you don't
care to continue onto someone else. While
Mr. Hewing has promised to send us a few
"hot tips" each month it won't contain that
snappy, honest-to-goodness, right-from-the-heart
material that the Repair Department's column
contained every month. In asking us to take
the task back under our own wing Mr. Hew-
ing wrote a very nice letter thanking us for our
share in getting out the Car Department items.
When you read his letter, which we reprint in
full, I believe you will say that any depart-
ment which can make the showing his depart-
ment has the past year in Safety First, should
find plenty of material for a full column each
month.

Car Foreman H. Hewing, of Bensenville,
wants to take this opportunity of using "Kick
Sampson's" column to thank the employes
under his supervision, not only in a personal
way, which has already been done, but through
the columns of the Magazine for the wonderful
co-operation they have shown and gone through
the year 1930 just passed. This not only goes
for satisfactory turn out of work both on

the repair track and in the train yards, but the
100 per cent safety performance with which
the work was accomplished. The Car Depart-
ment employes at Bensenville, 65 in number,
have gone over 22 months straight (which
means a clear record for 1930), without a re-
portable or lost time injury. This is something
each and every one of us should be proud of,
as it took the help and co-operation of each
and every employe to accomplish this. We all
know and must admit our work is hazardous
on the repair track and especially in the train
yards, and only the closest compliance with
Safety Rules and safe practices will enable us
in Bensenville to continue our clear safety
record. Let us all continue our good work;
let us continue to keep our safety record clear
and last but not least, let us be a little more
careful every day.

Thank you.

HENRY HEWING,
Car Foreman.

On Tuesday, January 13, Mr. Richardson,
Bensenville chief caller, was reported ill. His
associates were not surprised for the day be-
fore he came on the job smoking a beautiful
Japanese pipe that Mr. McCormick got in
Seattle last year while attending the Vets'
meeting. Mac gave it to Robert and the office
forces really say that he was smoking the
pipe—inhaling, and even blowing smoke out
of his eyes and ears. And Bob had seldom
been seen smoking a pipe before, and it was
their belief that the feat had a great deal to
do with his illness. Oh, yes, he got over it
as the other fellows learning to smoke a pipe
do.

The sympathy of all employes is extended
to the bereaved family of Switchman Henry
Howell, who passed away January 12, after a
week's illness. He had worked on January
5 and had a severe cold, which developed into
pneumonia, taking him just a week later.
Henry was well known among terminal em-
ployes, and was a friend to all and will be
greatly missed among us.

Bensenville Roundhouse Foreman John Wolf
had the pleasure (?) of being in two close
calls in as many evenings. About 4:00 A. M.
December 1, he drove into his garage when he
returned home from his work and closed one-
half of the two-section door to his garage,
when the dark figure of an intruder came
through the side entrance. The man no doubt
thought when John closed the door that the
entire door was closed and there was no way
of escape except through the side door. But
John quickly jumped through the open section
of the big door and gave a yell. Mrs. Wolf
quickly turned on the porch light and John
ran into the basement and got his double-
barreled shotgun, but that few moments gave
the intruder time to make his escape. The
following night, about midnight, he walked
into the restaurant opposite the roundhouse to
get a lunch and happened to be there yet
when six bandits walked in and held up the
place taking all the cash that the customers
and the restaurant keeper had. Being on the
18 of December, Milwaukee pay day, the boys
all had quite an amount of spare cash which
they had to donate. The bandits assured their
victims that the moncy was being gathered
for the benefit of the "unemployed." But
John says that twice in two days is twice too
often to be held up.

Terminal Fireman Elmer Schultz believes in
the old adage, "It never rains but what it
pours." During the second week in January
the caller notified Elmer that on account of
the depression in business his name would
have to be placed on the reserve list. This
was no good news, but the same afternoon his
wife was suddenly taken ill and taken at once

LIGHT

WHEN and WHERE YOU NEED IT



Handy Light

The Handy Light is of the safe and eco-
nomical carbide-to-water type. The feed
plunger automatically drops
the carbide into the water
only when the light is in use
and shuts the carbide off in-
stantly when the light is turned
out.

Greater Candle Power

—Stronger and better diffused light.
—Sturdy construction.
Burns eight hours on eight ounces
of Carbide with only one filling of
water.



"Carbide Lantern"
With or without
rear light

Especially
adaptable for
Car Inspection,
Maintenance of
Way and Signal
Departments. Supplied
with spring
bracket for vehi-
cles if speci-
fied.

WRITE
TODAY FOR
FREE
BOOKLET
AND
SPECIAL
PRICE. USE
COUPON
BELOW.

On the job there is no sub-
stitute for steady light—
plenty of it and where you
want it.

For work under ground,
for night construction,
loading, railroads, etc., or
work on dark Winter after-
noons, this "portable day-
light" is always at your
command to increase the
speed and efficiency of the
job.

A reflector of new design
spreads a full, even beam
of about 8,000 candle power
right where you need it.
It is always ready for in-
stant use and will run either
intermittently or continu-
ously.



National Carbide
V G Light

MAIL THIS COUPON TODAY

National Carbide Sales Corporation,
Lincoln Building, New York. Opposite Grand Central

Gentlemen:

Please send me complete information about your
lights shown above.

I am a on the
(Occupation)

..... of The Milwaukee.
(Division)

Name

Address

to the hospital where she was operated on for appendicitis. However, the operation was a success and Mrs. Schultz is getting along nicely.

Billie Walthers and wife were seen boarding train No. 1 on December 24, with passes to Oconomowoc, Wis., where William's people reside. Oh, yes, Christmas fowl, pies, puddings like mother always makes is sure enjoyed by many a family at Christmas time.

Switchman Edgar Emmerly has been ill the past month and is still at home as we mail our items for this month. All hope to see him back on the job soon.

On the third of January our second trick caller at Bensenville, Mr. George Fisher and Miss Jessie Schonebaum, also of Chicago, were quietly married, in fact so quietly, that the report was not even heard by George's nearest companions at the roundhouse for several days. Well, even if he didn't let us all in on the eventful occasion, we all wish them both a long and happy life together. Both having been members of the Milwaukee family for a number of years, we can feel at home in reporting the marriage in the Magazine, although even up to the time of sending out our February notes, the reporter has still been unable to get a word out of George regarding it.

Those who know Nick Webber and saw his photo in last month's issue of the Magazine, all spoke of appreciating seeing the picture. Natural as life and just like he was going to speak to you.

General Office, Chicago

Vila

IF YOU are interested in buying or raising rabbits or guinea pigs, see Wallace Van Buren of the Advertising Department.

Sam Crafensten, assistant shipping clerk in the Advertising Department, has just returned from his vacation. He reports having a very enjoyable time—lots of sleep and plenty of fun with his dog "Rex." Sam just made a new chain for his dog—you should see it!

We have just been informed of the coming marriage of Miss Adeline Hertrich, connected with the Freight Traffic Department, which will take place Saturday, February 7, 1931. The best of luck and good wishes are offered her from her many friends not only in the Traffic Department but also the various other departments.

On Wednesday evening, December 17, the girls of the Accounting Department held their annual Christmas party. After a delicious dinner, served by Harvey's, the guests enjoyed several games of bridge. Whether due to luck, technique or concentration on "Seymour," the honors of the evening were awarded to Misses Anne Weber, Grace Baldwin, Evelyn Anderson and Catherine Peterson. Miss Margaret Pagels was the pleased recipient of the consolation prize which compensated in a small measure for the dull hands of twos, threes and sixes which she held all evening.

Our deepest sympathy is offered to Miss Jessie Kaufhold of the Freight Traffic Department in the loss of her mother.

Congratulations! Mr. and Mrs. Konrad Hagen are the happy parents of a baby girl, born January 4, at the Washington Boulevard Hospital. Mrs. Hagen is known to many of us, having formerly been employed in the Pass Bureau, and "Konrad" is Mr. Harstad's secretary. Mother and babe are just fine, and have you noticed "That Daddy"?

We trust it is not too late to extend our congratulations to Mr. W. E. Wood, assistant district engineer, who on December 9, 1930 completed fifty years of service with The Mil-

waukee Road. We regret that this information did not reach us until after last month's magazine had gone to press, because we surely do not want an occasion like a Fiftieth Anniversary to go unheralded.

It seems to be the season of congratulations. Miss Gwendolyn Siebold of the Engineering Department is receiving congratulations on her engagement to Mr. Henry Duogmuller.

Miss Willabelle Voight, formerly of G. R. Morrison's office, but now employed in the office of the superintendent, is receiving the best wishes of her friends on her marriage to Dr. Norman Bates of Elgin, on Saturday, January 3, 1931.

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

Nora B. Decco

IT was a watch, all right. No, I didn't see it before Christmas either, no more than you did, when you got what you thought maybe you were going to, all right, if you were real good. And now I am going to let Train Dispatcher Baker have my other watch. Maybe he doesn't need it now, though. Maybe HE got one for Christmas, too.

As advertising expert for the Headwaters Fuel and Navigation Company, I was all lined up to start right in after Christmas and do some good work in the advertising line, but was short on samples of the different kinds of kindling, etc., handled by said company, having burned up all the old style samples I had in other years; and due to the slowness of some of the other heads of departments in not supplying me with said samples, I was a bit late in starting my advertising campaign; but it looks as if I won't have to do so much now, as from the looks of everyone's back yards, front yards and basements, most of the timber in this county has arrived in the city, and about all there is left to do with it is saw it up, but that is not in my line, so I will await further instructions from the officers of the company. To date I have not been notified that anyone had been elected in my place. Engineer McKenna is still laying off, Engineer Townsley is still working, Chester Bales is up to something all the time, and the rest of the company is sawing wood and saying nothing, so I will do the same, that is I would if I had the wood to saw.

17 **Von Platen-** 17
Fox Co.
*Manufacturers and
Distributors of*
**LUMBER AND FUEL
PRODUCTS**
Capacity 40,000,000 Feet
Mills at Iron Mountain, Michigan
Chicago Office
1412 Straus Bldg., Tel. Harrison 8931
17 17

Western Engraving & Embossing Co.

•
Engravers—Printers
Embossers

•
Stationery for Office
and Home

•
717-723 South Wells St.
CHICAGO

Telephone Harrison 3745-3746

THE FAIR

Dependable with Long Life

Those
who use the
FAIR Rail Anti-
Creeper appreciate
that it is a device of quality
precisely made, simple and
easy to apply, depend-
able and that it
has a long
life.

THE P & M CO.
Chicago • New York

HEINEMAN Lumber Company

FARM, HUNTING AND FISHING LANDS

LAKE FRONTAGE including exclusive ownership entire lakes and large acreage for hunting preserves.

BUILDING MATERIALS for resort construction at wholesale for land customers.

Office:

MERRILL, WISCONSIN

Printers Binders

- Ample Equipment
- Personal Service

Hillison & Etten Company

626 Federal St., Chicago

Tel. Wabash 5400

Miss Marie Blake, from Spokane, passed through Three Forks en route home from a visit with her mother and father in Miles City, the last of December. The Blake family is well known here in Three Forks, where they lived some years ago, moving from here to Moberg. Willard Blake stopped off in Three Forks for a few days' visit with Frank Young here, about the same time.

Miss Alberta Barton, daughter of Engineer Barton of the R. M. Division trolley crew, is one of the lucky folks to receive a position with the Montana State legislative body, now in session at Helena. Miss Barton has just finished at the Butte business college, and this is her first position.

Conductor and Mrs. Coffin have returned from Nebraska points, where they spent Christmas holidays.

We regret very much to write of the illness and death in Butte, of Wm. Collum, who for many years had been agent at White Sulphur Springs. He was ill for some time, but every hope had been held for his recovery, and we offer his family our most sincere sympathy. Besides his widow he leaves three sons and two daughters. One son, Stanley Collum, has worked as brakeman for several years on this division.

Conductor Rice, who has been ill for several weeks, is being relieved on passenger by Conductor Vanderwalker, who certainly does make a handsome passenger conductor. Honestly, that is what we overheard, not what we think. Oh, well, you know, Mr. Vanderwalker, what we meant.

Operator George Smith, who has been working second trick at Harlowton for a few weeks, has been relieved by Operator Joiner there, who came over this way from Miles City when our Neil Grogan went down there and bumped him off the train dispatcher's job he was holding. From the looks of 263's line-up each day it would seem that Neil would have about all the hogs rounded up and shipped in that part of the country by now, still it's a big country down there, we hear, too. Maybe Helen can tell us.

Mrs. Wilson, wife of Conductor Wilson, has returned from a trip to Kansas, where she visited with her father and mother through the Christmas holidays.

Firemen Roberts, Chollar and Brasch have moved over to Harlowton, where they bid in the three hostlers jobs for the winter, due to slow business on the line.

Conductor Steel, who has been in Kansas with his sisters, and who made the trip to take

his father down there, has returned and is back to work again. He says Mr. Steel, Sr., is as well as he had expected him to be, and the trip did not do him any harm.

Since I have read over the card I received from the Headwaters Fuel and Navigation Company again, I feel that possibly I ought to show a bit more interest in my department, too. Well, we will see what sort of a winter we have, and as spring approaches perhaps some sales may be made in snappy styles of light stove wood; something in the line of "quick fires for frying fish," and "hot coals for lazy coffee pots." Most of this stuff is for out of doors, however, but spring will settle that part of it and then maybe Chester Balcs and some of the rest of his gang will bring in the big fish instead of stove wood. We hope so.

Splinters from the Wooden Shoe

Browning

DECEMBER 23 the Milwaukee Women's Club of Green Bay held its annual Christmas party in the depot. Santa came in on the train, which was decorated with red lights, and everyone got quite a thrill watching it steam into the station. A short program of songs and recitations were given by the little children after which Santa distributed candy and nuts to the children.

Harry Washburn, from Tulsa, Okla., was a caller at the office between Christmas and New Year's. Every so often Harry must come back and see the old gang and we are all glad to see him.

Due to the illness of Byron Thiel, who will be off duty for a month, Carlton Matthews is again back in the office.

Eric Gehrke and family spent a few days at Wausau during the holidays.

On December 26, 1930, Engineer P. H. De Guire was found dead at his home. Mr. De Guire was one of the oldest engineers on the Superior Division, having been in service 48 years, and his sudden death was a shock to everyone. Sincere sympathy is extended to his wife and children.

Another one of our old engineers, passed away when on January 5 Engineer Eugene Holland died. Mr. Holland was in the service of the Milwaukee Road for 39 years but has been inactive for about a year. Sympathy is extended to his wife and children.

Had a delay to a train that can not be explained. One of our crack passenger trains ran into a couple of horses at Lena and after Conductor Sam Robbins had emptied a few guns trying to put the injured horse out of its misery the remaining horse ran wild and found as his victim none other than Brakeman Fred Monahan, who had been out protecting the rear of his train. He chased Fred up on the bank and then pranced back and forth so that Fred could not get down. He eventually gave up hopes and walked off, but guess Fred can tell you how he felt standing up on that bank waiting for that horse to go in a different direction.

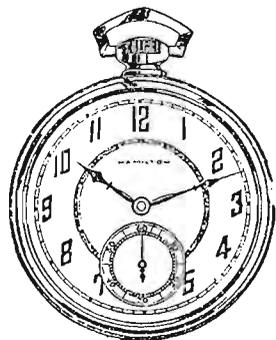
Cecil McAbee was all agog the other day when he came back from lunch. Reason: Patsy took her first walk around the house.

Sympathy is extended to Gust Patz and family on the death of his wife.

Dispatcher Bob Held is again back on the job after being laid up for a month or so due to rheumatism. He still isn't going to run any race with anyone but is able to be around with the help of a couple of canes. We hope for your complete recovery soon, Bob.

Chief Dispatcher J. T. Dinwoodie is all smiles the last few days as he is now grandpa.

Your Local Watch Inspector Deserves Your Patronage!

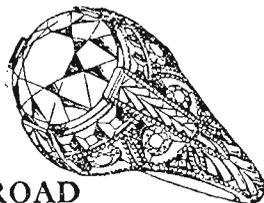


F. H. BARTHOLEMEW
2353 Madison Street :-: CHICAGO, ILLINOIS

H. HAMMERSMITH
326 Wisconsin Avenue :-: MILWAUKEE, WIS.

MILTON PENCE
29 E. Madison Street :-: CHICAGO, ILLINOIS

The above are
Official Watch Inspectors for



The MILWAUKEE ROAD

Consult them when considering the purchase of Watches or Jewelry

His daughter, Mrs. Alice May Peck, is the proud mother of a baby girl. Congratulations to Mr. Dinwoodie as well as Mr. and Mrs. Peck.

On January 14 as No. 46 pulled into the passenger depot at Green Bay the onlookers and platform hangers-on and others were presented with the sign of Mr. Wm. Tierney, our general yardmaster, acting as conductor from the shops to the station. When asked why he had the preoccupied look upon his face, he replied he felt bad that he did not have a crease in his trousers, and that his shoes were not blackened, also that he felt he should have a set of brass buttons, but that he was thankful that he had shaved before going to work on this day.

On January 14 Fireman David Duquaine was killed in an automobile accident just outside of Green Bay. Sympathy is extended to his family.

We understand that some of the boys are going to enter the Milwaukee Road Bowling Tournament at Milwaukee this year. Well, boys, you better get out and do a little practicing as some of you are not doing so well of late.

Switchman Peter Rogers is confined to his home on account of illness.

The logging business on the west end is picking up nicely since the first of the year. The White Pine Line train has been put back and things are beginning to look as though we would enjoy about the usual winter traffic in spite of the poor times.

Trainmen Jas. DeBaal and Joe Mooney are now "holed up" at Ontonagon for the winter.

We understand that Engineer Joe Hart will soon be "Motorman Hart," the news having been passed around that a gas-electric car is to take the place of the steam power on Nos. 803 and 802.

Baggage man Lawrence Rouse, at Channing, is a busy man these days handling and manag-

ing about a dozen basket ball teams and playing on the town team.

Ed Crim, chief clerk to Dock Agent Stoik, at Escanaba, is going around all puffed out of shape these days. The arrival of a big boy at Ed's home is the cause for all his strutting.

Former assistant storekeeper at Channing, Alois Kempen, died at Channing December 24. He has been a resident of the village for many years.

Station Agent E. S. Stark has returned to Cedarburg after relieving Agent Hoover at Stambaugh the past several weeks.

Coast Division

Kirk

BETTY GUNTHER was in the office the other day just to see the gang. Said she had not "loaned out" the fur coat as yet, but probably would have to soon if some job did not open up. Betty sent me a New Year's card, too.

John Haughton, section foreman at Chehalis, has joined the millionaire colony in California for the winter.

Section Foreman Hans Olson, who has been on a three-months' leave of absence visiting in the east, returned to work the first and is now at Auburn.

E. J. Moen has been transferred from the section at Alder to Morton, and Foreman J. A. Anderson assigned to the Alder section.

Chas. Perron, section foreman, who has been on the sick list for about thirteen months, is now around again, and reports he will go back to work about March 1st.

Most of you did not know that F. J. Welch, assistant chief carpenter, was one of those uncivil engineers; he has a drafting table at least set up in his office, and says he puts in about twenty hours a day at it, doping up the maintenance program for the year 1931. If there are any buildings that need a new coat

of paint or new roof or floor he is going to know all about it before he gets through.

Everyone knows that Frank Welch is a Safety First fan. He even goes to night school and makes a study of it, and has a certificate from the Green Bay Safety School showing that he has completed the unit course of Safety Instruction in the above school, which is affiliated with the National Safety Council. Frank is proud of that certificate and we are glad to have him on the Coast Division.

Speaking of Safety First, the Coast Division did pretty well for the year 1930, and are out for a better record during the year 1931. Our showing for the year just ended shows we made an 80 per cent reduction in reportable accidents; 61 per cent reduction in lost time accidents and a 27½ per cent reduction in minor injuries. From the amount of time that Van spends around amongst the men where the accidents are liable to occur, it looks as if the record for 1930 can easily be bettered. Just a little help from everybody and it can be done.

You have all heard how tough business conditions were and that there just wasn't any business, but now we begin to hear that things might have been worse. In figuring up the earnings for the year 1930, Lynden, Washington, on the Bellingham Line of the Coast Division, shows an increase over the last year of \$20,863.78. Not so bad considering 1929 was such a bumper year. Suppose there are more stations that can show the same thing, hope so anyway, but the returns are not all in yet, so cannot say. W. H. Copley, agent at Lynden, is to be congratulated.

William Dolphin has joined the official family in Tacoma, succeeding the late A. E. Kirkland as assistant superintendent of the sleeping and dining cars. Mr. Dolphin used to run the diner on the Southwest Limited out of Chicago, and I have enjoyed many a meal with him. As soon as Mr. Dolphin gets the lay of the land his family will follow him.

Magnus Company

INCORPORATED

JOURNAL BEARINGS and
BRONZE ENGINE CASTINGS

NEW YORK

CHICAGO

DELICACIES FOR THE TABLE

Specialties

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

E. A. AARON & BROS.,
CHICAGO, ILLINOIS

KERITE

Insulated Wires and Cables

For All Purposes
Under All Conditions
Everywhere

KERITE

Gives Unequaled Service



THE KERITE INSULATED
WIRE & CABLE COMPANY INC
NEW YORK CHICAGO SAN FRANCISCO

Had a nice letter from Margaret Green, nee Olson, the other day. She just wanted to correct my last article which gave an account of her wedding, stating that she was not married in the Little Church of the Flowers as she had planned to be. Didn't say whether the church's calendar was filled up for the date she wanted or the sheriff wouldn't stand for a church wedding. Write again, Margaret, that is if he doesn't mind, the gang all like to hear from you.

One thing that Margaret told me in her letter was that she got a Christmas card from Charles Freemont, but he forgot to sign it. Probably figured that he didn't want to leave any forwarding address with the sheriff—anyway, Charlie says he will sign them after this.

Our old friend Florence Matteson has deserted us to see how they work up the income tax returns, and Mrs. Ethel Cushing is now holding down the hook and line job for the chief clerk. Drop in and see us occasionally, Florence.

Walter Evans was in the office the other day just to look the gang over and stay for the Safety First meeting in Seattle the evening of January 5. Doc likes to come to town for a day but he would rather live in Kittitas, because he has a big hound dog and he says he has more room for him to run around. Doc expects to have the best pheasant dog in Kittitas County, and outside of one other dog I know of, I hope he does.

Milwaukee Terminals

Ann
SWITCHMAN MIKE MARKERT is leaving again this winter for the south where he can bask in the warm sunlight of New Orleans. We just know he will have a lovely time and will look forward to his return this spring.

Chief Clerk Wm. J. Cary is the proud father of a son, born December 24, 1930. Another railroad man in the making.



On the 19th of November Yard Conductor Ernest Miner and wife went up to Crivetts, Wisconsin, at Levi Hugart's place, and caught the fish above pictured. They weighed 55 pounds all together. This sure must be a good place to go. Get out your rods and tackle.

We are watching with interest the ski jumping of Switchman Arvid Bakke. Arvid is the U. S. Champion of the Milwaukee Road. At the Ski Tournament at Oconomowoc in the Class "A" jump he came in fifth, having traveled 95 and 97 feet.

Expert mending is displayed on the overcoat now worn by Switchman Roy R. Lewis. It must be seen to be appreciated.

The Milwaukee bowlers Christmas poultry tournament went off in fine shape. We are pleased to announce that Frankenstein won first place—from the bottom up—getting one pound of weiners. Due to the bowlers being busy with their Christmas shopping, they were given a vacation from December 23 to January 6, when all returned to get high honors and get in practice for the coming Tenth Tournament at Milwaukee.

Several of the employees attended the inauguration of Governor LaFollette at Madison, January 5. Wm. J. Masch, from the machinists, Max Zahlke and Christ Miller, of the trainmen, George Collins, Ed Grant, James Langan and James Whitty from the firemen. Everything was lovely until Governor LaFollette, at the reception, addressed Whitty in German.

Switchmen Wm. P. Hug, John P. Moulton, Engineer T. A. Collins and Engine Dispatcher Hugh W. Edwards are on the sick list.

We are glad to see Chief Engine Dispatcher Arthur Engle back on the job after three weeks' sickness.

Charles Wilde and wife are at Clermont, Florida, for the winter. Mr. Wilde is one of the veterans of the foundry.

There has been some talk in the press about getting a king for Scotland and the enginemen have decided on Engineer Wilber Gilker, and the shopmen on Bill Furry's helper, Robinson, for the job. Gilker says he is the best looking and should have the job.

Switchman R. Lewis points with pride to the following which appeared in a local newspaper:

"Harry J. Lewis, young Milwaukee man who has been taking instructions at the Sixth Corps Area, West Point preparatory school, Fort Sheridan, Ill., stands second in his class in the final examinations, Major-General Frank Parker, commander of the area, announced. The soldier is a son of Roy L. Lewis, 749 39th St., and now holds the rank of private first-class. With three others he will represent the corps area in the final examinations for West Point, March 3."

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

Idaho Division

R. C. P.

WE are glad to report that business is pick-up on the P. O. R. Line. Loading along this line is getting heavier daily.

Conductor C. M. McAuley is about to leave on a vacation to Los Angeles.

Engineer Chas. Hankins is running out of Spokane. This is the first year Chas. has had to work away from Malden, his home.

Othello, the great metropolis, in the heart of the Columbia Basin, now boasts electric lights. The power line of 110 volts was built in from Taunton. There is great rejoicing in the town, and lights have been placed almost everywhere. Slat Whalen has a cluster of them burning in his hen house all night. Ernie Young has his woodshed decorated like a Christmas tree.

Three engine stalls, St. Maries roundhouse, have been extended 26 feet at an estimated cost of \$3,772.00, to accommodate the N-3 Mallet engines that are equipped with the new tenders, with capacity for 18,000 gallons of water and 7,200 gallons of fuel oil. While at Othello six engine stalls have been extended 20 feet. The pits, smoke jacks and all piping were relocated.



The New Turntable at Othello

The old 85-foot turntable has been replaced by a 105 foot table. Motor tracks had to be moved and trolley on roundhouse tracks relocated to excavate for turntable pit.

Agent J. H. Vassey, at Malden, is taking a six-day leave of absence. He says it is for the purpose of doing his bit towards giving work to others not having steady employment.

Mrs. C. E. Potter, wife of relief agent C. E. Potter, Malden, has returned from a trip east.

Chief Clerk E. M. Grobel, Spokane, is sporting a new Buick eight.

Former Superintendent N. H. Fuller was a recent Spokane visitor, and on shaking hands with Division Engineer R. H. Smith, whom he had not seen for a long time, told him he was looking fuller in the face. Mr. Smith felt highly complimented.

Carl Candler, of the superintendent's office, has moved to Tacoma on account of reduction of force.

S. C. & D. Notes

M. F. Kasak

ON December 31 Car Inspector O. K. Johnson discovered eight inches of flange missing on a pair of wheels under MRX 25079 that stood for 182 the same night. Car was turned over to the Omaha to have new wheels applied. Ole certainly deserves special mention for his watchfulness, which undoubtedly prevented a bad derailment.

Engineers Little and Sutherland have a new job in addition to their regular work on the motor trains. They keep a watchful eye on the new automatic oil-fired steam boiler in the baggage compartment of the motor. This boiler furnishes steam heat for the trailer

coach on the motor train and does a very efficient job of heating.

Traveling Engineer H. S. Rowland was in Sioux Falls the last day of the old year.

We note that the Egan Line mixed train had a G-8 with a feed water heater attachment which results in considerable fuel saving.

W. G. Hintz has charge of the B. & B. crew at Sioux Falls and has also been promoted to general foreman in charge of the pile driver which operates over three divisions each season. To celebrate the event Bill went out and bought a store shave, new overalls and had his picture taken.

Raymond Leahy spent his vacation period, November 22 to December 26, at Denver, Colorado, and reports having had a "high old time" in the mountains. He got back just in time to see the gas cars return to the Sioux Falls Line, which meant that he'd have to ride the freights again.

Hank Hoyer reported for work on January 2 to H. B. Christianson on the Iowa Division at Marion, account of the completion of the terminal work at Sioux Falls. Assistant Engineer Morton returned to Chicago December 31 and says that he is bound for Russia. Mr. Morton has received a very handsome offer from the Russian Government as a construction and maintenance engineer.

Mr. Philips and Mr. Skelton, of the S. C. & D. Engineering Department, are on the Iowa Division helping with the drainage surveys.

The Women's Club Christmas party at Sioux Falls was a huge success. The ladies certainly did things up brown. Each child was presented with a sack of nuts, candy and fruit by Santa Claus (O. A. Anderson). Frank Henderson carried off the honors for the appropriate decorations on the engine. Engineer Bill Sabin seems to be a regular favorite of Santa for he chose him to pilot his special at

Creosoted and Zinc Treated Materials

Wood-Block Floors Paving Blocks
Bridge Timbers Piling
Ties Lumber

We are equipped to handle all Standard Methods of Treatment, also Adzing and Boring of Ties

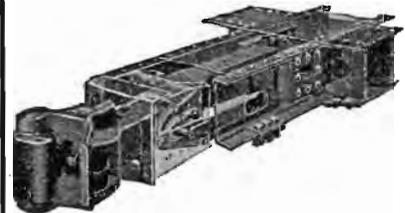
Built and operated first treating plant north of the Ohio River, year 1876

INDIANA WOOD-PRESERVING COMPANY

Chicago Office: 111 W. Washington St.

Plant: Terre Haute, Ind.

"BUCKEYE" Yoke and Draft Attachments



The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

THE BUCKEYE STEEL CASTINGS COMPANY - Columbus, Ohio
New York - Chicago - Louisville - St. Paul

INCOME PROTECTION

C
O
N
T
I
N
E
N
T
A
L
C
A
S
U
A
L
T
Y
·
C
H
I
C
A
G
O

IT is better to have Accident and Health Insurance and not need it than to need it and not have it.

THEREFORE, insure your income now, while you are still able to buy such protection. After you are sick or injured you can't buy it.

A SMALL monthly premium will protect you. You will not miss this amount if you are working, and it would not go far if you were disabled. A premium payment will provide a steady income if you are sick or hurt. Mail the coupon for details.

Name.....
Address.....
..... Age.....
Occupation..... R.R.....

Continental Casualty Co.

General Offices
CHICAGO

Canadian Office
TORONTO

T
H
E

R
A
I
L
R
O
A
D

M
A
N
·
S

C
O
M
P
A
N
Y

WHY WAIT — GET IT NOW

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—Mont Red Cedar Products—Lamps, smoking stands, card players' novelties; cribbage boards, red cedar, \$1.50 postpaid; inlaid cribbage boards, walnut, maple and cedar, \$3.00 postpaid.—Address C. C. Field, 804 California Avenue, Deer Lodge, Montana.

For Sale—Easter Bunnies—to fellow employees. Get your orders in now for Easter Bunnies—prices reasonable. Have three kinds: pink eyes, pure white, and red and silver grey.—Address John C. Freind, 1236 N. Marion Court, Chicago, Ill.

For Sale Cheap—1 Oliver typewriter, 14 volumes American Law and Procedure, La Salle Extension University course, 30 volumes Encyclopedia Britannica set, year 1901, Werner Co., publishers; 4 volumes Hill's Practical Reference Library.—Address, Gus. Kruecke, 825 67th Ave., West Allis, Wis. Telephone between 5 and 7 P. M.—Greenfield 2140.

For Sale—English call ducks, small size. Write Jerome H. Rankin, 320 2nd Avenue, N. W., Aberdeen, South Dakota.

For Rent—Furnished rooms. Two or three desirable rooms; with or without meals. Convenient to Edgebrook station; thirty minutes from Union Station. Frequent suburban train service. Mrs. O. D. Aeppli, 6256 Lundy Ave., Phone Kildare 0077.

For Sale—Chinchilla rabbits in pairs or trio, priced reasonable. They are from the Conrod strain; high-grade stock. Also two pairs of silver foxes for sale or trade—what have you? E. Bechtle, Box 88, Aberdeen, South Dakota.

For Sale—Reed wheel chair in good condition, \$12.00. George F. Jewett, Allen Grove, Wis.

For Sale—Home-made fern baskets, with legs, at \$1.75 apiece. George Spital, 4032 32nd Ave., South, Minneapolis, Minn.

For Sale—Seven-room house, with hot water heating plant, located at 114 2nd Ave., N. W., Aberdeen, South Dakota, 1½ blocks from Milwaukee passenger station. Well adapted for subletting, acquired on a trade and will sell to a Milwaukee Railroad employee on monthly payments. F. R. Scott, Agent, C. M. St. P. & P. Ry., Waubay, South Dakota.

For Sale—Mink, silky dark, northern, sixth generation, pen-born, domesticated and acclimated, high-grade stock, very prolific, with a 550 per cent increase over ranch. Also excellent males from registered parents. Rigid culling exercised. I grade carefully and price honestly. Suggest prompt inquiry. Write Henry Wanous, Proprietor, Argonaut Mink & Fur Ranch, Olivia, Minnesota.

For Sale or Trade—My newly-built six-room home at 6527 30th Avenue, Roosevelt Heights, Seattle, Wash. Hardwood floors, built-in closets, etc. Tile (Duro-lite) bathroom and kitchen effects, electric range, sun room, fireplace, hot air furnace, full concrete basement, fully equipped. Large lot and fine garage. Walking distance to University of Washington, Roosevelt high, and grade schools. Mountain and city view hard to beat. \$5,500 on trade—10 per cent less on prompt sale. Buyer to assume \$1,900 mortgage as part. Will trade for good producing farm. Must be paying one. Interested in Montana field crops, beets, beans, etc.; also small furs other than foxes. Write owner, R. C. Floch, Gold Creek, Mont.

For Rent—Four and five-room apartments. Lovely, light, 4-room apartment, second floor, in Forest Glen, 1½ blocks from Elston Avenue and C. M. St. P. & P. Ry. depot. Best suburban service of 24 trains daily. Thirty minutes to depot. Private yard and large porch. Favorite gas range and porcelain-lined refrigerator. All modern conveniences, with hot water heat and hot water furnished. New building, newly decorated throughout. Will rent furnished or unfurnished. Surface lines, near forest preserve, golf course, near stores, churches and schools. Rent reasonable. One month concession. Also five large, light rooms on first floor. Private yard and porch. Free use of garage for care of plant. New Universal in-a-drawer gas range. Large Frigidaire. Will rent furnished or unfurnished. Heat furnished by American hot water heating plant. Possession immediately. Rent reasonable. One month concession. Apply Mrs. William Florence, 5219 North Leamington Avenue, Chicago.

For Sale—"Little Cop"—best automobile protection you ever saw. You won't need insurance on your car with this, no one will come near it, and your spare tire will be safe, too, for the least touch anywhere on the car will start the noise. Easy to install, shipped complete, prepaid, \$5. Address Box 337, Three Forks, Montana.

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.

Sioux City on December 21, and again at Sioux Falls on December 22.

L. M. Sweeny and family spent the Christmas holiday in Chicago.

Here's one from the Earthmover:

OLE'S TESTIMONY

Ole Olson, trackwalker, was testifying after a head-on collision. "You say," thundered the attorney, "at ten that night you were walking up toward Seven-Mile crossing and saw Number 8 coming down the track at 60 miles an hour?"

"Yah," said Ole.

"And you looked behind you and saw Number 5 coming up the track at 60 miles per hour?"

"Yah," said Ole.

"Well, what did you do then?"

"Aye got off the track."

"Well, but then what did you do?"

"Well, Aye said to myself, 'Dis hane hell of a way to run a railroad.'"

From the Household Magazine for January, 1931, we have the following relative to our manager of the Safety Bureau:

REWRITING A BALLAD

"Never speak harsh words to your kind, loving husband;

He may leave you and never return," goes that old song "The Wreck of Old 97." Now along comes M. J. Flanigan, manager of the Safety Bureau of a middle western rail-

road, and says that speaking harsh words to the engineer-husband may even cause the wreck, charging that many an accident can be traced directly to family rows. Also, a bad breakfast may cause the wreck, so he admonishes the wives of railroad men to speak kindly and cook good breakfasts. Mr. Flanigan really ought to be named Adam, after the gentleman that started all this business of blaming the woman.

On December 16 MacGregor came up to Sioux Falls and stayed three days, working on the completion report for the new terminal, apparently taking us at our word recently, to come up and see us some time when he could stay a while.

Between the extra gangs this past summer and fall and 45 more miles of territory to look after since the consolidation of four road-master's territory into three, Jerry Murphy is about 3,000 holes behind on his golf game. Jerry says when this business of indulging in the various athletic games at night spreads to golf it will not be long before he'll have Bobby Jones putting all his trophies away in a vault to prevent him winning them all.

Section Foreman Chas. Aleck, at Harrisburg, was instrumental in securing a round trip ticket from Spokane, Washington to Harrisburg, over our line recently, also a one way ticket, Harrisburg to Emmetsburg, Iowa.

Henry Marquardt was in Sioux Falls a few days last month on business incident to the

completion report for the new terminal.

Mr. Buechler and Mr. Doud were in Sioux Falls December 19 and held a claim prevention meeting.

Fred Costello, Mr. Buechler's personal stenographer, came along to look over things at Sioux Falls. Fred doesn't get up this way very often any more.

Christ Kvidahl is spending a few days in Sioux Falls assisting with the work on the new steam heating plant at the new round-house.

Section Foreman Christ Olson spent the Christmas holidays with his brother at Dell Rapids.

Messrs. Buechler, Dod, Dahl Palmer and Vic Hansen were in Sioux Falls to hold a division Safety First meeting on January 13. There were 68 in attendance. The Women's Club served coffee, cookies and sandwiches after the meeting adjourned. The attendance was good considering the fact that the temperature was below zero and that we were doing one of the best businesses in the history of the Milwaukee in Sioux Falls.

We undersand that Hawarden had a \$1,400 increase in business during December, 1930, over the same month in 1929.

Sioux Falls has loaded so far the first 15 days of January, 290 stock and 150 meat cars, all of which is long haul business for eastern points. This goes a long way toward keeping the S. C. & D. Division at the head of the class as a business producer for the railroad.