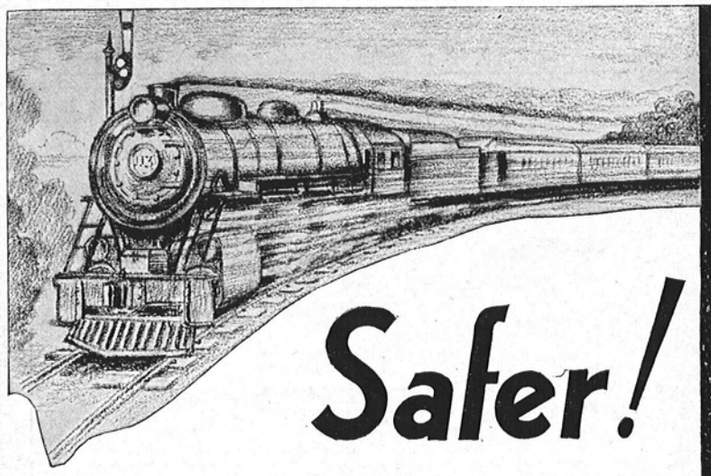
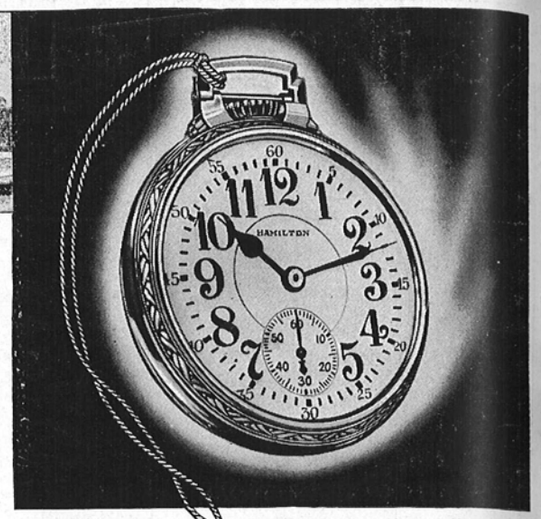




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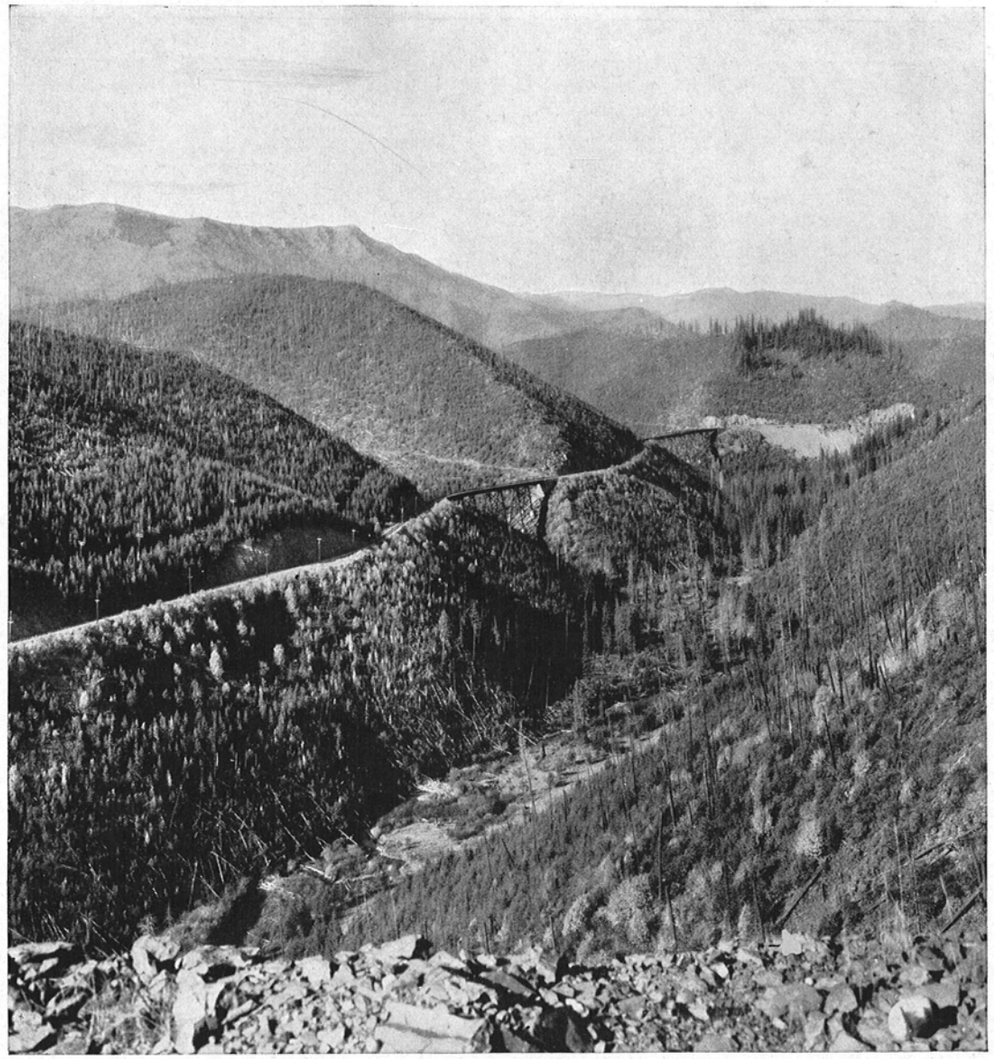
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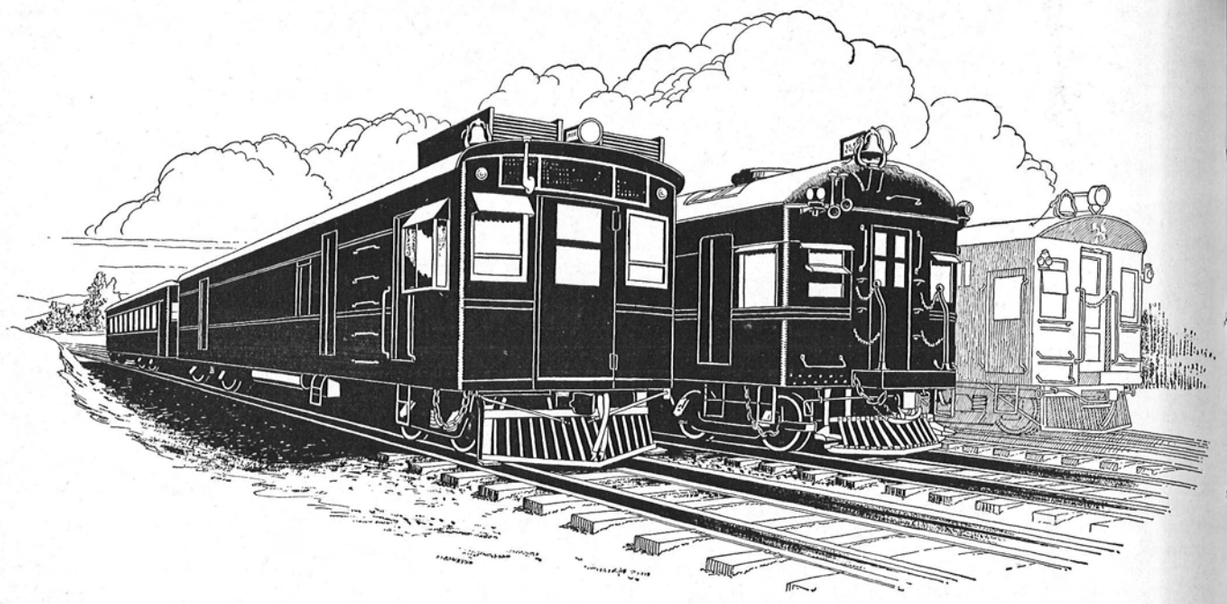
The MILWAUKEE MAGAZINE

CHICAGO MILWAUKEE ST. PAUL AND PACIFIC

NOVEMBER, 1931



ON WEST SLOPE — BITTER ROOT MOUNTAINS



TWO out of Three are G-E EQUIPPED

OF ALL the gas-electric rail cars now operating in North America, more than two-thirds are equipped with the General Electric rail-car transmission. This wide acceptance is a result of coördinated design—the generator, motors, control, and air compressor are integral parts of a transmission unit which conforms to the characteristics of the engine and meets all service and operating conditions. The following roads use G-E equipped rail cars:

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Chicago Great Western
Chicago, Milwaukee, St. Paul & Pacific
Chicago & Northwestern
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Cincinnati Northern (Big Four)
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Erie
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Great Northern
Gulf, Mobile & Northern
Huntingdon & Broad Top Mountain
Lehigh Valley
Lehigh & New England
Louisville & Nashville
Maryland & Pennsylvania
Minneapolis & St. Louis
Minneapolis, St. Paul & Sault Ste. Marie
Missouri-Kansas-Texas
Missouri Pacific
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GENERAL ELECTRIC

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SAVE SAVE

139

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This great banking group serves the same territory as the Milwaukee Road . . Look for the emblem of the covered wagon.

Northwest Bancorporation

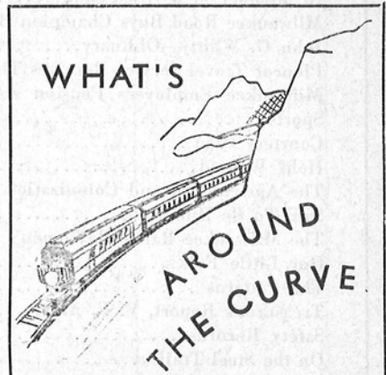
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Thanksgiving

For wood smoke and Autumn days,
Where winds and sunshine wake.
For fallow fields.

For all the ill that has not come,
To desolate us, heart and home.
And sorrow healed.

For understanding others' need,
For shelter health and peace of mind.
And plans ahead.

For pheasants running through the wheat
And laughing children 'long the street.
And work and bread.

—Nora B. Decco

The Evanston Track Elevation

T. H. STRATE
Engineer of Track Elevation

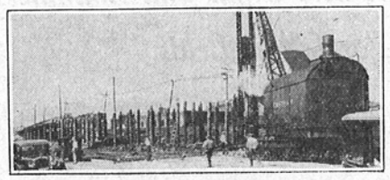
OF the many people who daily board north side elevated trains for travel between Chicago, Evanston and Wilmette, few realize that for a great part of the time they are on the property of the C. M. St. P. & P. R. R. Co. This is so, even to many of its own employes, as that portion of the old Chicago and Evanston Division extending from Irving Park Boulevard at Buena Park, northward through Rogers Park, Chicago, and through Evanston to Linden Avenue, Wilmette, is serviced entirely by the Chicago, North Shore and Milwaukee Railroad and the Chicago Rapid Transit Company, and as the operating and maintaining company they naturally advertise it with the remainder of their property.

Reviewing the history of this line we find it first listed under the name of the Chicago and Evanston Railroad Company, incorporated under special act Illinois, February 16, 1861, to construct and operate a railroad from Chicago to Evanston, to be operated by horse or steam power. Construction from Kinzie Street, Chicago, to Calvary (about 10 miles) was begun in January, 1883, and completed May 1, 1885. In 1886 the Chicago, Evanston and Lake Superior Railway Company was formed by consolidating with the Chicago and Lake Superior Railroad Company and construction commenced of the line from Calvary northward.

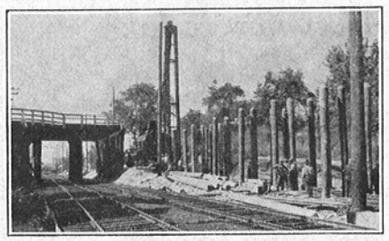
In 1907 an agreement was entered into with the Northwestern Elevated Railroad Company for joint operation of that part of the Evanston line north of Graceland Avenue. This contract was in effect until 1919, when the Chicago, North Shore and Milwaukee Railroad entered into a new agreement with the Chicago, Milwaukee and St. Paul Railway Company covering a period of 25 years, and taking over the previous lease.

In the period from 1910 to 1912 the elevation of tracks was completed between Howard Street (city limits of Chicago) and Church Street, Evanston. Between the years 1915 and 1921, similar elevation was completed between Howard Street and Montrose Avenue, Chicago, the incline connection with the surface tracks extending from Montrose Avenue to Buena Avenue. In a like manner, the incline at the north end of the elevation extended from Church Street to University Place and remained in such position until 1929, when the present track elevation program was undertaken.

The first step was to construct two temporary pile and timber trestles on which to keep traffic moving, and as the original right of way through this territory was both narrow and irregular, it was necessary to do much maneuvering to accomplish it. There is operated through this stretch a total of 428 trains every twenty-four hours, 172 of which pass between 8:00 A. M. and 4:30 P. M., the working day. Briefly stated, the easterly or northbound trestle was constructed first and traffic placed on it. This released the northbound surface track (both surface tracks being west of the trestle), which was taken up and the second or southbound trestle completed. Eighty-five carloads of piling, a total of 103,023 lineal feet, and one hundred and twenty-four carloads of caps, stringers, ties, guard rails and sway bracing, a total of 2,147,442 F. B. M., entered into the construction of this trestle. All of the timber was Washington fir and the completed trestle amounted to three miles in length. The pile driving was done with our American Hoist and Derrick Company's locomotive crane-driver, an oil-burning and self-propelled steam-driven machine, which performed wonderfully well. Air-driven tools, saws,



Beginning of Temporary Trestle Near Church Street



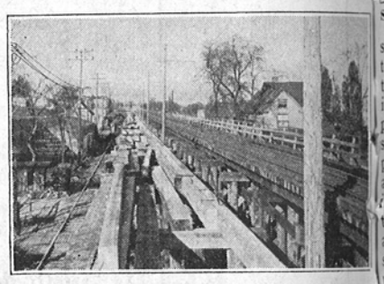
Temporary Trestle Under Construction Near Ridge Avenue

augers and hammers were used throughout the construction of the trestle with excellent results. The record day for the pile driver was October 29, 1929, when 125 piles were driven in the eight-hour work period.

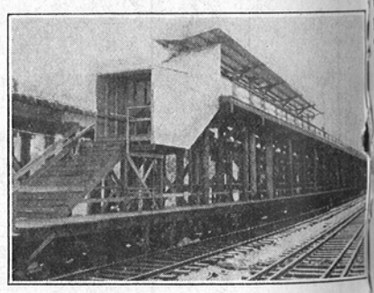
From the north line of Church Street to Isabella Street, a distance of about a mile and a half, eleven street subways, two alley openings and one pedestrian subway are being constructed. The last-mentioned opening is located a short distance south of Isabella Street, where the railroad crosses the public golf course located on the Sanitary District property adjacent to the canal.

There is one other structure involved, namely, the double track steel truss bridge spanning the canal. This structure is 175 feet long and weighs approximately 700 tons, including 55-foot deck girder approaches. The bridge was raised through a height of 16 feet, steel grillage being placed to carry the structure during the jacking period. When up to final height, this grillage was encased in concrete to the outline of the original abutments. At the south end of the bridge an additional girder of 30 feet in length is being added, which will make the total length of the steel structure 315 feet.

The first subway to be undertaken was the one at the crossing of Ridge Avenue and Lincoln Street. These two streets crossed over the right of way on an old timber bridge or viaduct which rose to an abrupt peak over the tracks. Conditions were reversed and the streets now cross under the tracks. The structure spans the street intersection from curb to curb, and has two 100-foot girders weighing 77 tons each and one 80-foot girder weighing 48 tons, the total weight of the bridge steel being 361½ tons. With the landscaping done by the city in the immediate vicinity, the appearance of the locality has been improved beyond belief and I am sure the citizens of the neighborhood agree that this is one place where grade separation has enhanced the value of their property contrary to general complaint of detriment and depreciation.



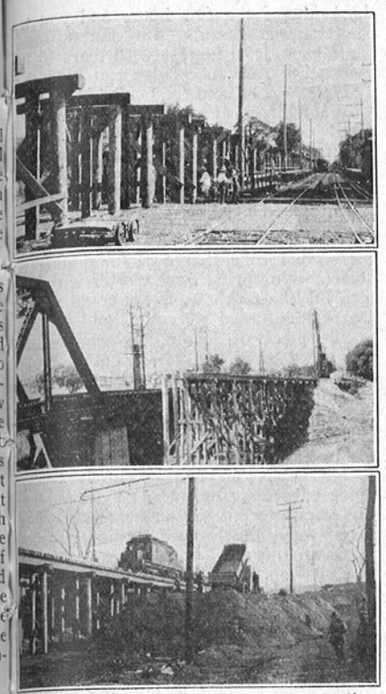
Northbound Traffic on High Line—Southbound on Low



Temporary Elevated Station at Central Street

After the construction of the Ridge-Lincoln subway, we undertook to build the subways at Colfax Street, Gaffield Place, Simpson Street, Hamlin Street, and Ayars Court, to the south. These structures are all of concrete, conforming in general to the company's standard design for such structures.

At Central Street, Noyes Street and Foster Street, where stations are to be maintained, it was decided to use a steel



Showing Different Stages of Construction

structure over that part of the ground to be occupied by the buildings and across the street. The portion across the street itself carries a concrete slab floor to prevent any leakage of water onto the sidewalks and pavement below. It is also planned to erect a similar steel structure at Emerson Street. The station buildings are of brick construction, one story, terra cotta front, terrazzo floors and of a general first class construction. The stairways will be of steel construction with concrete treads and risers. The platforms above, which are of the island type, i. e., one platform serving both tracks, are of steel construction, with precast concrete slab floor topped with one inch of asphalt plank for wearing surface. The platform at Central Street is 16 feet 6 inches wide by 450 feet long, with an additional platform on the west side for sole use of the North Shore trains, dimensions 10 feet by 275 feet. Canopies extend the entire length of the platform.

The platforms at Noyes and Foster Streets are of the same length as the other, but two and one-half feet narrower, the Central Street layout being larger on account of the crowds which are handled at that point during the football season at Northwestern University. The stadium is located about three blocks to the west of the railroad and a considerable proportion of the people are handled by the elevated lines.

All of the concrete work in the bridges and retaining walls was done under contract, and the construction of the buildings is being handled in the same way. All of the track work, temporary trestle work and everything connected with actual operation of traffic is being handled by company forces, together with those of the elevated company. The elevated company handles all of the electrical work with their own forces.

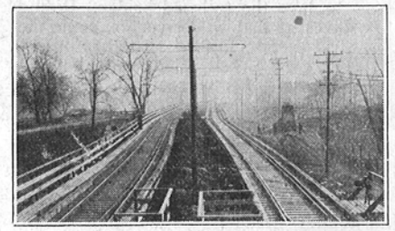
The filling, of which the greater part is already completed, is hauled in to the Church and Main Street Yards, from which places it is taken to the point of unloading, all of the cars being handled by the elevated company's electric locomotives. It will require approximately 150,000 cubic yards of filling for this work and about 5,200 cubic yards of gravel for ballast. This does not include the crushed limestone ballast which is used on concrete bridge floors, of which 1,070 cubic yards will be required. When the work is completed those portions of the right of way which are not protected by full-height retaining walls will be fenced in with a six-foot chain link wire fence.

All of the construction work between Church Street and Central Street is planned on the basis of a four-track layout, with the idea of its ultimately becoming an extension of the present four-track system of the elevated company south of Howard Street. At the present time we have only two tracks from Howard Street north.

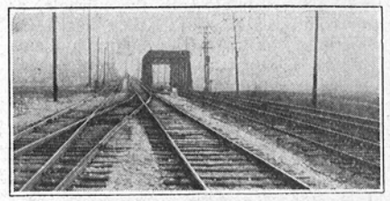
Creosoted ties and new 90-lb. A. S. C. E. section rail are being laid in the permanent tracks and everything in connection with the job is of as permanent nature as is possible to provide, with the exception of ties on the steel structure and the stair housings and platform canopy sheathing.

The total estimated cost of the project is approximately $2,000,000, and it is expected that the work will be completed sometime in 1932.

At the beginning of the work the field office was located in the rear of the building at 1020 Central Street. These quarters did not prove satisfactory, however, and a temporary building was constructed at 830 Noyes Street, where the forces are now located.



Completed Temporary Trestles



Bridge in Original Position—Temporary Tracks on Side

From the above one is able to get an idea of the extent of the Evanston track elevation work. Assistant Engineer V. S. Brokaw is in charge of the field office, with General Foreman Frank Cooksey handling the gangs. Ole Bergen, accountant, with J. W. Drackett, assistant accountant, handle the books, with Harry Winandy, E. Rhode, John Bergen and Art Sheridan looking after time, payrolls, material, etc. The engineering force consists of E. H. Ohlsen and H. G. Johnson, instrumentmen, with Steve Franceson, C. Jefferson, H. Monroe as assistants. The job has had its ups and downs, griefs and pleasures, but it has been no different than the ordinary run of construction jobs and when completed and accounts closed, we will be looking forward to something new.

The Valley Bridge

By the Old Story Teller

"RAILROAD bridges in my day," began the Old Story Teller, "weren't built as they are today. You never saw any great steel spans erected on mammoth concrete piers, like we have them now. Didn't need such big bridges anyway, because locomotives and trains were not so big and heavy and they didn't run so fast. But if you ask me, I guess they were as stout and as useful for what was expected of them, as any of these new ones. At least, the Old Valley Bridge of the Midland Railroad, up in New England, was one of the reliable sort and it proved itself in the big freshet up Mad River Valley way in 1897. It was put up by the forefathers, as you might say, of railroad building. It was made of heavy oak timbers bolted together strong and firm, and it stood on an old coffer-dam pier, likewise of timbers, filled with the granite of those rock-ribbed hills.

"And then came that flood, every other bridge on the river went out, except the Center Bridge, half a mile upstream from the Midland Road, and everyone said if that went, too, there wasn't any hope of saving anything below. The Center Bridge was one of the most pretentious affairs of the kind in the state. It was the newest one on the river, built of steel, with a stone pier, calculated to stand most any kind of a strain, and so we all figured that if it went out, down stream it would come, head-on to the Valley, and then it would be all up with the railroad, and any hope of getting into the Valley, where everyone was washed out, with most of their homes and belongings gone, together with their crops and stock, too.

"Cold, driving, pitiless rain it was, and it kept up without ceasing day in and day out; the country roads were impassable and the railroad was fighting washouts, one after the other, and trying its best to get in food and necessaries to the beleagered people.

"It was November 25th and no sign of the rain stopping, the river kept on rising and rumors began to be more and more frequent that the Center Bridge was tottering, but the most careful inspections did not disclose any weakness in the railroad bridge. She stood there staunch and sturdy, then about ten that morning, with a loud crash the Center Bridge went down. Men stood on the river bank paralyzed with the fear of what would come next, what possible

hope to save the railroad bridge. Riding the waves of that wild river, on came the big steel wreck, headed straight for the Valley's pier. Well, 'God works in mysterious ways, his wonders to perform,' isn't it true, for while every breath was held expecting the next deafening crash when the pier was hit; suddenly that rushing current seemed to seize the old wreck, give it a terrible wrench and then toss it high up on the bank just above the Valley Bridge.

"Just while everyone was standing there struck dumb with the miracle, as you could really call it, they heard the whistle of the work-train engine and saw her nose poking around the curve headed for the river. She crept up slowly to the siding and stopped. The crews on that train hadn't been observing any eight hour day—they didn't have any in those times, but even if there had been—not one of that gang would have given up his 'watch' as long as there was work to do helping their neighbors up the Valley. Down out of engine cab and caboose car came the crews and road men, headed by the superintendent, John Bangs, and the roadmaster, Tom Maitland, hurrying toward the river, expecting of course, to see nothing less than the wreck of the railroad bridge, carried out by the big structure from up above. What they did see, however, was the sturdy old wooden bridge standing same as ever across the threatening river.

"Bangs was a quiet sort of a man and not given greatly to,well, you might say, strong language, but he did turn 'round to Tom and we heard him say, 'Well, I'll be damned.' Then he called to his men to come on with him, and they all went down on the bridge to see what the indications were. Carefully, and studying everything closely as they went, they crept across the bridge and back, all the time Bangs seeming to be thinking very intently about something special, and as they got back on our side of the river, he turned to Tom and said, 'If the old man'll go along with me, we'll save that old bridge and keep the Valley folks alive this winter. She hasn't shifted much and she isn't vibrating greatly. I think we can hold her.' Without further explanation he ran off down the track to the railroad station. Grabbing the dispatcher's phone, he excitedly called for the general manager and when he finally got the old man on the wire, he said he wanted four of the road's heaviest engines and the four cars standing on the sidetrack there loaded with granite for shipment. He didn't *ask* for them, mind you, he was too excited, he just said he wanted them; and I expect the old man was some flabbergasted. But after he got his breath, and John said afterward he believed the old man was laughing at him, he said quiet like, 'What do you want with that power?' 'Well, boss,' said John, 'the old bridge didn't go out this morning, when the Center fell, but she's shifting a trifle and I figure if I can get the heavy power with those loaded cars out on her, we can hold her down and get the Valley Line open as soon as it stops raining.' 'John' said the boss, as quietly as he could control his voice, for I expect such a preposterous idea had never been put up to him before. And to risk his valuable power on such an almost foregone losing venture was not to be thought of, so, 'John,' he said, 'I think you've gone bughouse with that mess up there. Better let Tom watch the bridge for a few hours and you try to get some sleep.' 'But honest, boss,' came back John almost with tears in his voice, 'I'm sure the bridge can be saved. The pier's solid and the bridge is shaking only a trifle, so if we can hold her down she'll come through, I know.' 'Well, John,' said the manager, 'I'm a busy man, so I think you'll have to excuse me from this discussion, and you go and get some sleep. Good bye.'

"'Well, I'll be damned,' said John for the second time that day, 'he's hung up on me. Now what's the matter with that idea I'd like to know. If we could weight that bridge down we could hold her and in the place of losing any engines and cars we'd save the whole outfit, bridge and all. It's growing colder every day and this place'll be froze up any time now. And then what are those Valley folks going to do? No coal, darn little food, very few homes left and no chance to get out and help themselves very much before spring. Can't even get into the woods to cut wood; next week, perhaps everything snowed up and no snow plows in there. Tough. I've a mind to call up Bob Ross at the roundhouse and ask him to send me some engines, anyway. But of course he wouldn't do it without orders from the old man.' John started to leave the station, but suddenly turned back, went to the phone again and called Ross. He told him the situation and what he thought could be done, if he could convince the 'front office' that the scheme was feasible, and that they were not 'a pair of nuts.' He did seem to be getting somewhere with Ross, for he finished up like this, 'Now, Bob, call up the old man and if you can sell him on the idea call me up. If you get the engines released, I'll be ready and I'm going back to the river now, to get my work train out of the way and get the cars ready to push out on the main.' The hours went by and John heard nothing from Ross, or from headquarters. Hourly he went over the old bridge and thought he could detect a slight shifting, but so slight as to give only momentary anxiety, as the rising river tore across rails and ties.

"He had about given up and was resigning himself to seeing the old bridge go the way of all the rest, when a long whistle, then another, then two shorts toots, and the tail lights of a train came slowly around the curve. Backing up in the gathering gloom, Bangs could see a business car, a caboose and *four* locomotives. Eagerly he watched them come up to the siding, stop and then he saw what he afterwards said was 'the whole damn family piling out of the business car.' The president, a couple of vice-presidents, and the general manager, with Bob Ross. Good old Bob, he had sold the idea and here was rescue for the bridge and the folks in the Valley. President Sloan, leading the party came up to John, and as they got nearer him, they all looked so solemn, his thought was 'they've come to get me.' But that didn't seem to be the idea, for they stopped beside John and Ross had time to whisper, 'Well, I got 'em started anyway. We've brought the power along, and if they decide the old bridge can stand the load, why, out there they go.' As they stood silently for a moment watching the river and the bridge, Bangs thought he saw it

(Continued on page 24)



Cutting the Jubilee Cake

In Service 50 Years

IN this picture we see a group of the Freight Department supervisors in the Milwaukee Freight Shop, eagerly awaiting a cut of cake which Mr. P. N. Moore is ready to serve. They are, from left to right, Charles Klug, J. Starosta, G. A. Greeman, T. J. Reidy, G. Reichart, W. Heaney, A. Kania, H. A. Grothe and J. Holub.

Cake and flowers, along with hearty congratulations, were extended to Mr. Moore by the supervisors on September 15th, when he rounded out fifty years of active and faithful service with the Milwaukee Road. During all these years he has never suffered a personal iniury or the loss of a single pay day.

Mr. Moore started his career back in 1881 in the old Mississippi Shop, then located in the Fourth Ward in Milwaukee, and was transferred when the shops were years and at present is actively engaged moved to the present location. He recalls the first efforts made to build and construct new freight cars, which gradually developed until an output of twenty-eight cars per day was accomplished.

During his fifty years of service, Mr. Moore has seen the road gradually grow from a small, short line to one of the most important railroads in the country. The small, dinky locomotives have gradually been replaced by the great monsters of the present time and small, wood-constructed freight cars of 24,000 pound capacity have been replaced by large, modern, steel cars, having a capacity up to 400,000 pounds.

ACCIDENT SAFETY FIRST PREVENTION

Safety on The Milwaukee

Joe Fiala, Apprentice Supervisor, Dubuque Shops

WHAT is this Safety First they are all talking about?"

That's what the modern mythical Rip Van Winkle asked when he woke up from a sleep that lasted something like 2,000 years.

Everyone seemed to evade poor old Rip. They believed he was only joking. In this day and age, everybody took Safety for granted.

Finally I came along and recognizing his distressful mental condition, took pity on the old gentleman, and decided to explain to him the miracles that were being wrought with the aid of this new science. This humane science, as I term it, because of its benevolence, its kindness and because of its broad mantle of charity.

I began to tell dear old Rip about Safety First. "Rip, old man, it started something like this. Man is able and always has been able to solve the various difficulties confronting him from time to time in his creative art. Architecture, the building of machinery, the measuring of the tiniest atom, the measuring and weighing of the distant planets, all require the application of a certain science. Branches of science quickly follow one another, as they are needed, to be used by man to guide him with his great and good work. Mathematics, geometry, astronomy, rhetoric, navigation and geography are all striking examples of science and thoughtfully remind us of the Divine Wisdom that man inherited from his Creator."

"Yes," interrupted Rip, "but what about Safety First, what has that to do with all these various branches of science?"

"Just this," I replied, "that it will take its place in the world as an art that will stand on its own. Unlike many of the sciences that can be thoroughly understood by a select few who are gifted with high intellect, this new science will be familiar to all humanity, and in fact, must be in order that wealth, health and prosperity may become firmly established in the individual, the family group and society at large. Yes, yes, I know what you are going to ask me, but have patience, Rip, I am coming to the point now. In your restless mood you were about to ask me to define for you more clearly the meaning of the words, 'Safety First.' I was about to do this and even at this moment I will answer your unspoken question. Even though the two words seem very plain as they are, yet many like you do not seem to be able to define them as clearly as they should. But I am going to tell you in plain every-day language what the two words actually mean. I'll even take them apart and with you will carefully analyze one word at a time. To do this I must apply one of the known sciences to find the unknown. Applying the science of the meaning of words in language, I discover that the word 'Safety' denotes *'Freedom from Danger.'* And again applying the science I discover the solution for the unknown word, 'First.' It is this, *'In preference to anything else'."*

"Well stranger," replied the very much amazed Rip, "that certainly sounds fine. It has cleared up the meaning for me in good shape. But what is the opposite of Safety First?"

"The opposite of Safety First, Rip, is Danger. And when analyzed as before, it means exposure or liability to loss, pain, evil or even death. So you can see at a glance that when adhering to Safety First you are free from loss, pain, evil or even death. And you can equally see and understand how adhering to Safety First would bring an abundance of wealth, health and happiness to the individual, the family and society in general. One science invariably leads to another. Many of the mechanical devices constructed by man with the aid of the various branches of science, to my mind, brought about this Safety First you hear everyone speak of. The wheel, one of the most common devices, and one of the most useful today, is a striking example. Its most important advances were made even in our own day. It is an outstanding development that has made our modern age possible, if you please. Almost every place you look today you see wheels. They are under the bed you sleep in. Beneath the footboard of the automobile you drive. Under the chair at your desk in your office; even your favorite dentist uses them to grind away the decay on your tooth. They are in power plants, mills and railroads, providing you with the comforts and necessities of life that this day and age demand. Yet the wheel alone stands out to be one of the greatest reasons for the enforcements of Safety First.

"Thus far the subject of Safety First has been based on human experience. The experience, of course, has been costly and tragic. All the more reason that it should be carefully analyzed and studied, that future generations will be able to apply it to their daily needs and in a scientific manner. A very bright spark of this new science is gradually being recognized in the fact that dangers are detected and safeguards installed against them. That, to my estimation, is the biggest step that has been taken as yet. A continuation of these safeguards will eventually lead toward promoting everlasting safety. At first when man created the wheel, he saw that the wheel was dangerous, so he immediately



Henry A. Johnson

A Good Safety Record

Henry A. Johnson

A record of almost 40 years' service without a reportable or lost-time injury is credited to Section Foreman Henry A. Johnson of Lantry, South Dakota, whose picture appears above. Mr. Johnson entered the service of the company as a section laborer in 1892, working at Delmar Junction on the Iowa Division, and in 1895 was promoted to section foreman under Roadmaster George Barnoske. He later transferred to Anamore, Iowa, working under Roadmaster Drury, and from there he went to Wakapala, S. D., in 1906, and later to Lantry, where he is at the present time working under Roadmaster P. Richardson.

He has served well at these various points, establishing a good safety record and he intends to continue this record indefinitely.



P. R. Horr

Keep the Record Clear Indefinitely

Mr. Horr has been employed at Tacoma Shops since May, 1909, and during his entire period of service has never suffered a personal injury. For the past 13 years he has had supervision over from 30 to 80 men and his record for these men is clear of personal injuries since 1927. This is a nice showing and Mr. Horr proposes to keep the record clear indefinitely.

began to set up a safeguard which led to the crude hand brake of several years ago. As the wheel improved the brake also improved. So we find the wheel and the brake marching hand in hand, to the tune of progress.

"There is no other place on earth where Safety First is closer to a man's heart than on a railroad. The reason for this is plain, when we stop to note that due again to the fact that danger lurked first on or about a railroad yard or on the right of way, safeguards had to be created and installed as a remedy. The remedy was nothing less than the 'Safety Appliance Act' passed in Congress on the second day of March, eighteen ninety-three, additional acts being passed from time to time. There is no safer way to travel today, than that provided by the railroads of this country. The safeguards set up so many years ago and improved upon so progressively, have established a standard that danger can no longer penetrate. Not only is the important consideration made to protect every railway employe from even a minor scratch but the protection of every man, woman and child that rides the trains is of first and greatest importance to those who are responsible for their transportation. Such is the greatest purpose to which any man can devote himself."

Danger May Be Anywhere

O. H. Haase

"SAFETY FIRST" is a slogan, you hear it everywhere,
On railroad trains and highways and even in the air.
It makes us think and be alert, as we go around the corner;
But it's better to go out of our way than it is to be a mourner.

Careless people you'll always find, no matter where you are,
And if you do not watch your step you may be hit by a car;
Or, working with your fellow man on the street or in the shop,
Danger may be anywhere, but when you see it, "Stop!"

It's easy enough to warn a man of the danger in his path,
But if he does not think for himself he may meet that awful wrath
Which, when it comes, is almost beyond endurance.
Too bad, should it be a case to collect the man's insurance.

The daily papers have in print most major injuries,
But little do we hear of those received in the industries;
Although they seem of less import,
Were they all made known, 'twould be a bad report.

So, let's get together and do our bit for accident prevention,
And show our neighbor we want to help by giving our attention
To this most important subject on this "Milwaukee Road,"
And feel we've done our duty—from our minds relieved a load.



Seattle Freight House and Office Force

Some Aspects of Safety First

W. H. Campbell, Local Agent, Seattle

IN order to reach the goal in our "Safety First" movement, everyone connected with the Milwaukee Family must become "Safety" conscious.

The human factor occupies a dominant position in the causation of accidental injuries, hence the determination of responsibility is a matter of *no* little importance.

"Safety" is not a mental garment which a man may put on with his overalls and divest himself of when he leaves his work, and the careful man is careful, in the better sense of the word, at home as well as in the shop. Furthermore, "Safety" inculcated through his home will accentuate what he learns during his employment. To this end his wife and children may be utilized to support the efforts of his foreman and Safety Committee.

The executives, supervisors or foremen who have established their "Safety" program and conceive that they may sit quietly by and watch them do their work, are doomed to disappointment. The mere launching of the program is not half the battle.

We may say to those responsible for the "Safety" work, if the accident record shows a reduction, by all means feel encouraged, but remember that a large reduction has probably been affected through appeal to the emotions, the freshness of which may soon wear off, and that the men are at any moment likely to slip back into carelessness that has been the accustomed habit for years.

New habit of thought and action must not only be formed but firmly established. "Safety" must become the atmosphere of the department; so potent as to make the influence felt by all. To accomplish this may well be the work of years, not months. Throughout the effort the movement must be vitalized; interest must be maintained and fed constantly with new and constructive ideas.



Keeping Safety Always Before the Crew

This is a picture of Section Foreman James H. Buckett, in charge of Section BN-6 at Maple Falls, Wash., on the Coast Division, working under the supervision of Roadmaster George Nick.

Mr. Buckett entered the service of the Bellingham Bay & British Columbia Railroad as a section laborer on July 8, 1901, and was promoted to section foreman on May 1, 1903, which position he held until the time this railroad was taken over by The Milwaukee, several years ago. He has a very good safety record, with no reportable or lost-time injuries to himself or to the number of men who have worked under him, which varied from two to eight men. Mr. Buckett states: "I feel that my good safety record was due to being alert, constantly watching the men and keeping the subject of safety always before the crew."

Safety First

Safety First the call today,
Let it shine in bright array,
In your heart and mind to stay,
Safety First the right of way.

Let this slogan be for all,
That no grevious days recall,
And as the tender years decline
You'll praise the Safety First ensign.

Let Safety First your motto be,
On the land or on the sea,
Whether on passenger or on freight
With Safety First all dangers meet.

Let us together hand in hand
Form a zealous safety band,
That in the shop and roundhouse we
May always safety workers be

Milwaukee Road then to the fray,
And not the safety move betray,
But all our might and powers display
And Safety First will win the day.

—William Glen, Machinist Helper,
Milwaukee Roundhouse No. 1.

His Outdoor Recreation — A "Home Made" Country Home



N. A. Meyer

ON this page we see the cozy and friendly country home of Norman A. Meyer, assistant superintendent of transportation, Lines West, and this home is Norm's "hobby." It is, in fact, the hobby of the Meyer family, for they have all (three of 'em) had a hand in its creation.

It is located on a sightly eminence above Puget Sound, not far from Port Edmonds—an easy daily drive from Seattle. Here Mr. Meyer has evolved from the forest primeval, a wonderful home and he has evolved it all himself, in the spare hours of the long twilights of the North Country, in as he expresses it, consistent "violation of Sabbath laws," and the hours of early dawn between five o'clock of the morning and the time for "on time" appearance at his office; and right here let it be said that "Norm" is an "on time" specialist.

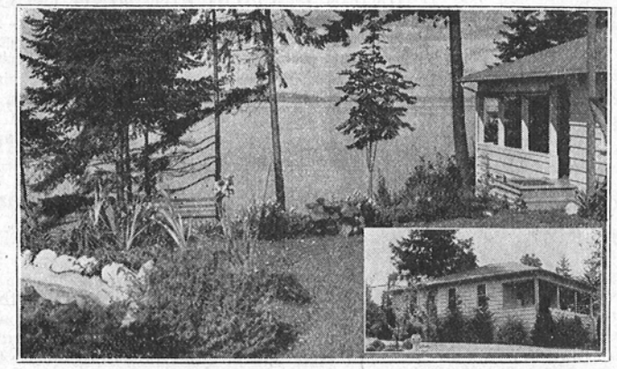
This home of his has been years in the making, and is still undergoing the construction process. He says that people who have not tried this sort of "recreation" cannot understand the possibilities of a determined application together with early rising and violation of Sabbath laws. These pictures of "Alcroft," Mr. Meyer's home, portray the efforts of more than three years continuous effort, which means there is no winter layoff, because winter out there in that favored land is almost wholly a name, and out-door work progresses twelve months in the year.

"Alcroft" is named for Mrs. Meyer, who works with her husband in the adornment and beautification of the home. She it is who has planned the landscaping to make it fit in with the peculiar contour of the grounds; and while the actual tilling of soil was accomplished by Mr. Meyer, the selection and planting of flowers and flower seeds has been one of her contributions to the family hobby.

In addition to the main home cottage, there is an attractive log cabin, the especial sanctum of the daughter of the house. Here she studies, lives with her school work and friends, and is very much a part of the happy atmosphere that pervades "Alcroft."

Like all Puget Sounders who live where a vegetable garden is a possibility, there is the usual rivalry among the suburbanites. Mr. Meyer's next-door neighbor is Solicitor A. J. Laughon, of the Milwaukee's Legal Department. And one of the specialties of these suburbanites is mushrooms, Mr. Meyer exhibiting a specimen from his "mushroom preserve" measuring nine and one-half inches in diameter. Mr. Meyer says, "My good neighbor Laughon, who takes farming more seriously than I do, demonstrated his care of good soil by producing cabbages fully 16 inches in diameter and potatoes that would make the famous 'baked potatoes' look like infants. Mr. Laughon and myself start the day for that community by 4:30 or 5:00 o'clock each morning and I'll admit he generally is working when I get up, and you may believe that two hours each morning can be turned into wonderful accomplishments. It is quite a joke between us that neither of us have fallen for the lure of golf, regardless of doctor's prescriptions—to him for his health and to me for exercise in place of handball, which was my favorite pastime until the doctor reminded me of reaching the forty-age limit. And so we both turned to country life for our outlets and the necessary recreations that seemingly must be kept up to please the doctors (particularly the Milwaukee doctors) so that we shall not take up their time diagnosing our ailments."

The hospitable home at "Alcroft" always welcomes friends of the Milwaukee family and a visit there is a certain demonstration of the value of a "home hobby."

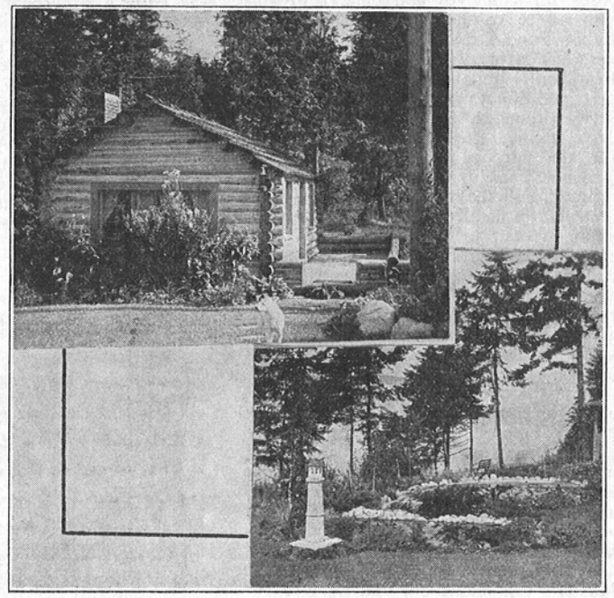


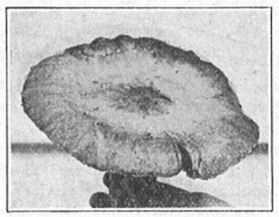
View of the Sound from Mr. Meyer's Front Porch

(Inset) The House

(Above) The Log Cabin

(Below) The Lily Pond





From His "Mushroom Preserve"—Nine Inches Across

THE MILWAUKEE MAGAZINE

Vol. XIX November, 1931 No. 8

UNION STATION BUILDING, CHICAGO

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

CARPENTER KENDALL, Editor
ALBERT G. DUPUIS, Assistant Editor
In Charge of Advertising

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Unemployment Relief Program

FOR many considerations which are set forth in a circular issued by the Executive Committee for Unemployment Relief on this railroad, and which follows, it has been deemed best for all purposes for employes and officers of this railroad to co-operate with the various Relief Fund Drives in their own localities, in conformity with the plan of the President's Relief Commission.

In addition to that plan of procedure, it was thought advisable to conduct a drive among employes of this railroad for the purpose of securing coal and medicines for the unemployed of this railroad, and the circular following gives that plan in detail together with the minimum amount to be asked of each employe now at work. The contribution will not work any hardship among our employes, for the amount is small. The coal can be purchased on similar terms as last year and will be handled in the same manner in respect to the transportation.

Read the circular carefully and be prepared to comply with its request to the extent of your ability.

These are times that try the souls of men and to the extent that we measure up to the emergencies that confront us and accept the truth that we and our brothers are of one family, to that extent we shall find our reward in the knowledge that we have obeyed the Master's Commandment that we love our neighbor as ourselves.

By giving we get and by giving without thought of reward, the greater is our happiness and our consciousness of the "Peace that Passeth Understanding."

Chicago, October 15, 1931.

At a meeting held in Chicago this date attended by general officers of the railroad and all of the general chairmen of the various organizations of employes, the question of a relief program was thoroughly discussed for the coming winter.

It was the consensus of those present that the need for relief will be greater during the coming winter than ever before.

It is expected that all of the employes of this railroad will donate to this worthy cause when solicited by local or county relief committees.

It was the opinion of those present that with the great reductions that have been made in our forces and the short time basis many are working, we would not be in a position to support a fund to do the work which was done last winter; and that the money contributed by railroad men to the different county and state drives entitled railroad men to the same consideration as would be given others in want. However, the committee does feel that in addition to the amount donated by the individual employes for local funds, a contribution of at least one dollar should be made to create a fund to be used in purchasing fuel and medicine for families in want who were on the payroll January 1, 1930. We believe those of us who are continuing in the service will feel better if we know that by making such a contribution, employes now out of work, and their families, will, at least, have fuel to keep them warm and for this reason this executive committee was formed by the general officers and the general chairmen of the various organizations to formulate a plan for the collection of a fund by voluntary contribution for the purpose of providing such fuel and medicine as the fund will permit.

All contributions are voluntary and may be made by payroll deductions or otherwise, and if desired, may be deducted monthly over the next four months. These payroll deductions will be made in favor of Mr. John Dickie, treasurer of the company at Chicago, and those desiring to do so, may make their contributions direct to him.

The committee urges all officers and employes of the company to contribute to this Fuel and Medicine Fund to the extent of their ability and as the winter is soon upon us and each day makes the situation more acute, they should, without delay, fill out one of the cards provided for this purpose in order that these contributions may be made available at once.

Each division and terminal organization will consist of a representative of the Women's Club, the superintendent, as chairman, the master mechanic, division storekeeper and three employes appointed by the organizations.

Each applicant in need of fuel or medicine will fill out the necessary information called for to enable the committee to determine his or her needs and such application shall be signed by the foreman or supervisory officer under whom such employe was last engaged.

The application will be passed upon by the division or terminal relief committee.

The division and terminal relief committees shall have charge of the solicitation of funds and arrangements for deductions from the payroll, the investigation of the fuel needs of employes' families in distress and the extension of aid to such families.

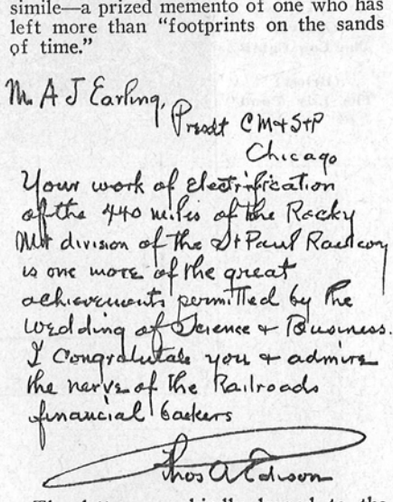
ORGANIZATION OF EXECUTIVE COMMITTEE

Isabelle C. Kendall, 1st Vice-President, Milwaukee Railroad Women's Club
J. T. Gillick
W. W. K. Sparrow
H. E. Pierpont
John Dickie
D. C. Curtis
O. P. Barry, Chairman
Wm. F. Hartzheim, General Chairman, I. B. of E. W.
John Kolanda, General Chairman, A. S. N. W. I. A.
John Johnson, General Chairman, B. R. C. of A.
John Pelkofer, General Chairman, I. B. of B. D. F. & H.
Albert Kesten, General Chairman, Boilermakers
George H. Pederson, General Chairman, I. A. of M.
E. R. Kinley, General Chairman, Clerks
H. C. Kearby, General Chairman, O. R. T.
M. L. Hauser, General Chairman, B. R. R. S.
J. H. Vanderhie, General Chairman, M. of W. E.
H. C. Beeler, General Chairman, O. R. C.
Perry L. Gray, General Chairman, B. of L. E.
H. J. Toward, General Chairman, B. of L. F. & E.
W. P. Kennedy, General Chairman, B. of R. T.

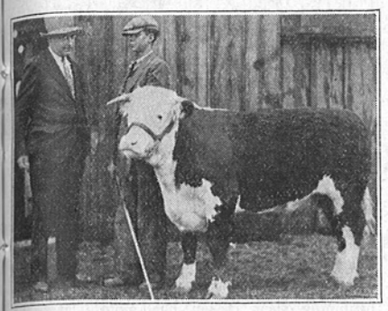
In Memory of a Great Man

THOMAS A. EDISON was one of the world's really great. His passing is a distinct loss to all mankind, and while we, as Americans and citizens of the United States, are proud that he was one of us, his life work knew no boundaries of state and no limitation of peoples. It was truly a life spent for the common good of all.

In 1916, at the time of the opening of the first 440 miles of electrified section of our Coast Line, Mr. Edison was among those who personally extended congratulations to The Milwaukee Road through its president, the late A. J. Earling, and his letter, published at the time in the Magazine is here given again in facsimile—a prized memento of one who has left more than "footprints on the sands of time."



The letter was kindly loaned to the Magazine for reproduction purposes by Mr. S. M. Earling, of Chicago.



Milwaukee Road Buys Champion Baby Beef

80 Cents a Pound for Beef Sets High Record

Milwaukee Road Pays High Price for Champion Stock at Auction

EIGHTY cents a pound was brought by the Hereford calf winning the grand championship award at the Sioux City Interstate Baby Beef Show and Sale, held September 24th at the Sioux City stockyards. The beef was bought by L. M. Jones, superintendent, dining car service, shown above with Alan Bogue, of Canton, S. D., and his entry, which was awarded the grand championship trophy. The first prize winner weighed 1,025 pounds.

Several other prize winning beeves were purchased at the auction by Mrs. Jones and have been featured on the dining car menus.

Spirited bidding marked the sale and a good crowd was present despite rainy weather. Sioux City buyers were well represented.

The price brought by the grand champion is considered exceptional and it is believed it will not be surpassed at any sale in this section of the country.



A part of the huge crowd gathered outside the city ticket office of the Milwaukee Road, watching the second game of the world's series, depicted play by play, on an ingenious window diagram devised by "Bob" Morton, assistant ticket agent. The detailed play was received inside on a radio receiving set.

"Bob's" diagram was complete in every respect even to recording "time out for argument."

Milwaukee Road advertising placards were displayed at frequent intervals while the crowd was assembled.

John G. Whitty

ON September 5, 1931, at Saint Paul, Minnesota, occurred the death of John G. Whitty, locomotive engineer, due to a stroke which he suffered on September 4th.

Mr. Whitty was born at Horicon, Wis., on October 7, 1873. He early became associated with the Chicago, Milwaukee, St. Paul and Pacific Railroad, first as engine wiper at Horicon, later as fireman and engineer, in which last capacity he served at Milwaukee, Granville, Rockford and Ladd, Illinois, and at St. Paul, Minnesota.

He was the last of five brothers, all of whom followed railroad pursuits. Mr. Whitty's service date with the C. M. St. P. and P. was 43 years.

A great number of railroad friends extended their services and sympathy in every way possible and the floral tributes were exceptionally beautiful, the two railroad wreathes, one from the Brotherhood of Locomotive Engineers, and one from the "Milwaukee Boys" being very lovely and fitting.

Mrs. Whitty and daughter, Anne, wish to thank all friends who assisted them during the illness and departure of their beloved husband and father.

Pioneer Travel Service Receives Thanks

THE Pioneer Travel Service under the direction of Assistant General Passenger Agent J. J. Oslie, St. Paul, conducted a highly successful Eastern Educational and Vacation Tour, June 13th-21st, inclusive.

Mr. Oslie and his aides arranged the details, and members of the Passenger Department in the Twin Cities went along on the tour to see that everything was carried out according to schedule, and that this was done is evidenced by the testimonial letters received, some of which are quoted here, as well as a rhymed description of the trip:

From the Baldwin Bulletin, Baldwin, Wisconsin:

The pen pusher of the Bulletin is again back at his desk trying to settle down to work after one of the most delightful vacation trips any person on earth ever took, in our estimation.

Frances Kreul, Dorothy Ketelhut, Frances Schirmer, Alta Ness, St. Paul:

Although more than a week has passed since arriving home from that wonderful trip through Washington and New York City, memories become even more vivid and real than when we arrived in St. Paul a week ago. Your company and the St. Paul Road are to be congratulated on conducting such a trip—a trip long to be remembered—a trip made possible to many because of the low cost involved.

Mrs. Edward Mergens, St. Paul:

The trip was wonderful and we enjoyed it more than we anticipated, and hope we may be members of a trip in some other direction another year.

Alice Olson, Ruth Olson, Minneapolis:

My sister and I wish to take this opportunity to thank the Pioneer Travel Service Bureau for making it possible for us to take the wonderful tour which began June 13th and ended June 21st.

Special thanks should be given to the convoys who did everything in their power to make the trip a most pleasant and memorable one.

We have been singing your praises ever since we returned and shall continue to do so.

A. P. Boock, New Ulm, Minn.:

Sunday forenoon we returned from the delightful tour arranged by your bureau and feel impelled to drop you a few lines to assure you of our appreciation of the efficient manner in which every detail was planned.

It is also proper to mention Mr. J. J. Oslie and his able assistants, Messrs. Harry Lindahl and E. H. LeCouteur, who had charge of the arrangements. They deserve commendation for their courtesy, ability and willingness at all times to be of service.

Milwaukees Employees Pension Association

Members Entered on Pension Roll September, 1931

THE following members of the Milwaukee Employees Pension Association have been placed on the pension roll during the month of September, 1931:

Name	Occupation	Division or Department
F. William Beckmann	Telegraph Operator	Iowa and S. Minn. Division
Lincoln C. Benson	Section Foreman	Kansas City Division
John Capretz	Carman	Dubuque and Illinois Division
Henry Clark	Trucker	Twin City Terminal
Elmer E. Clothier	Chief Carpenter	Iowa Division
Francis H. Dersch	Machinist	Dubuque and Illinois Division
Frank Dunlavy	Assistant Foreman	Kansas City Division
Ignatz Ender	Machinist	Dubuque and Illinois Division
William Fritz	Conductor	Dubuque and Illinois Division
Edson B. Green	Yard Foreman	Kansas City Division
William Hyde	Machinist	Dubuque and Illinois Division
Julius J. Jones	Boilermaker	Dubuque and Illinois Division
William H. Kane	Blacksmith Helper	Milwaukee Shops
Andy J. Kassel	Section Foreman	Iowa Division
August W. Lewin	Carpenter Helper	Dubuque and Illinois Division
Edward N. Packard	Locomotive Engineer	Iowa Division
Aron Palmer	Section Foreman	La Crosse and River Division
Charles A. Ringstrand	Carman	Iowa Division
George M. Roberts	Section Laborer	Kansas City Division
Albert J. Rosinski	Pipe Layer	Milwaukee Terminal
John Schwartz	Section Foreman	Madison Division
Robert F. Scott	Section Laborer	Kansas City Division
James Shand	Laborer	Milwaukee Shops
Michael Sullivan	Laborer	Tomah Shops
Thomas M. Swanton	Carman	Trans-Missouri Division
Alex Volkert	Pipe Fitter Helper	Dubuque and Illinois Division
Frank Watson	Blacksmith	Dubuque and Illinois Division
George Wajda	Laborer	Minneapolis Shops
William T. Wright	Checker	Twin City Terminal
Robert York	Section Foreman	Madison Division

C. W. MITCHELL, Secretary-Treasurer.

Sports

Play Ball for Charity

Marion vs. Savanna

ON Saturday, September 19th, a diamond ball game was played at Savanna between a club from Marion, composed of Iowa Division men and a Savanna club of Dubuque and Illinois Division players. In the seven-inning game the Marion contingent came off victorious to the tune of 14 to 8. Mayor C. N. Jenks, of Savanna, threw the first ball, the batter swung and missed.

A large crowd attended and the game was marked by good and bad plays by both teams. The Marion players got to Donald for 19 safe hits, while the Savanna team made 13 off Elder's pitching. Skord, of Marion, made two home runs and Lanning, of Savanna, one.

Before the game the players lined up and paraded through Main Street, Fred Billhorn, announcer, leading, followed by the Legion Junior Band. Following were the players, employes of Marion and Savanna offices.

The proceeds of the game went to Savanna Chapter of The Milwaukee Railroad Women's Club, and it is expected that nearly three hundred dollars will be realized when the returns are all in.

Following is the game:

MARION, IOWA DIVISION

	AB	R	H	PO	A	E
M. Skord, 3b	4	1	2	0	2	0
W. Brousar, c	4	0	1	9	0	0
L. W. King, rs	4	1	1	1	0	0
S. Hines, 1b	4	2	2	5	0	0
M. Kauffman, lf	4	2	2	1	0	0
B. Schenken, ls	4	1	0	1	2	1
H. B. Christianson, 2b	4	3	3	1	0	0
L. F. Cleveland, cf	4	2	1	1	0	0
R. Worthington, rf	1	0	0	0	0	1
F. B. Peters, rf	3	1	2	0	0	0
A. J. Elder, p	4	1	2	2	6	0
	40	14	16	21	10	2

SAVANNA, D. & I. DIVISION

	AB	R	H	PO	A	E
Lanning, 3b	2	1	1	3	0	0
Castle, 3b	2	0	0	3	1	1
Novak, c	4	1	2	0	0	1
Kelsey, cf	2	1	0	0	1	0
Clemen, cf	1	0	0	0	0	0
Bawhl, cf	1	0	1	0	0	1
Donald, p	4	1	2	0	0	0
Smith, rf	2	0	1	0	1	0
Phillips, rf	2	0	1	0	0	0
Bowen, 1b	2	0	1	6	0	0
Dewhick, 1b	1	0	0	3	0	0
Mullen, ls	1	0	0	0	1	0
Cronin, ls	2	0	0	1	1	2
Ferris, lf	2	1	1	0	0	0
Nicholl, lf	1	1	1	0	0	0
Lahey, 2b	3	1	1	4	4	4
Mulden, rs	1	0	0	0	1	1
Feers, rs	2	1	2	1	2	1
	35	8	14	21	12	11

Runs by innings:

Marion .....020 200 10—14
Savanna .....000 341 0— 8

Summary:

Home runs, Skord, Lanning; three base hits, Novak, Donald, Lahey, Feers; two base hits, Hines, Kauffhan (2), Christianson, Peters (2), Elder, Novak, Bawhl, Smith, Phillips, Nicoll, Feers; base on balls, Elder, 0, Donald, 0; strike out, Elder, 3; Donald, 0.

Umpires, Golden at the plate; Layton a mile from 1st when Marion was at bat; E. Cooper at third.

Brilliant work by the Marion battery and timely hitting by the team and poor defensive playing by Savanna won the game for Marion.

On the way from Marion, the party of over fifty enjoyed a picnic dinner, and after the game supper was served by Savanna Chapter of the Women's Club, which was much enjoyed and appreciated by the visitors.

Marion and Cedar Rapids Play Ball

DIAMOND ball game played at Thomas Park, Marion, between the Marion supervisors and a team made up of Milwaukee employes at Cedar Rapids, for the benefit of the Marion Milwaukee Railroad Women's Club, resulted in a victory for the Cedar Rapids' team by a score of 15 to 6. As a result of this game the sum of about $90.00 was turned over to the Women's Club for relief work.

CEDAR RAPIDS

	AB	R	H	PO	A	E
G. Broussard, ls	5	4	4	1	1	1
T. Brousard, 3b	5	1	2	1	4	4
C. Warner, 2b	5	1	2	0	0	0
W. Brousard, p	5	2	2	4	5	0
F. Barnes, 1b	5	1	1	7	0	0
C. Snyder, c	3	2	2	7	1	0
R. Smith, rs	4	1	1	0	1	0
G. McNabb, lf	4	2	2	0	0	1
W. McCracken, cf	1	1	0	0	0	0
G. Cooper, cf	2	0	2	0	0	0
J. Paul, rf	2	0	0	1	0	0
J. Boyle, rf	2	0	0	0	0	0
	43	15	18	21	12	6

MARION SUPERVISORS

	AB	R	H	PO	A	E
M. Skord, 3kord, 3b.	4	2	1	1	1	4
J. Johnson, ls	4	1	2	4	0	0
L. W. King, rs	4	1	1	1	1	1
S. Hines 1b	4	0	0	5	0	2
H. B. Christ'son,lf,2b	2	0	0	0	0	1
F. B. Peters, cf	2	0	1	0	0	0
M. Kauffman, cf	1	0	1	2	0	0
R. Worthington, rf	3	0	0	0	0	0
B. Schenken, 2b, lf	3	0	1	4	1	0
H. Ballard, c	3	1	1	2	0	0
A. J. Elder, p	2	1	0	2	3	0
	32	6	7	21	6	8

Cedar Rapids .....334 500 0—15—18—6
Marion .....100 050 0— 6— 8— 8

Summary:

Home runs, Brousard, McNabb (2), W. Brousard, H. Ballard; three base hits, G. Broussard (2), Smith, Snyder, Peters; two base hits, Cooper, McCracken, Warner (2), W. Brousard, Barnes, Skord, Johnson, Schenken.

Struck out, Elder, 2; Broussard, 5.

Base on balls, Elder, 2; Brousard, 2.

The Bowlers

THE ALL STAR BOWLERS of Milwaukee had the following scores for their first game of the season, October 5th:

	1st	2nd	3rd	Total
Frank C. Stubbe	143	179	191	513
Robert J. Foley	165	140	160	465
John J. Crowley	138	157	126	421
R. D. Miller	145	122	105	372

The ALL STAR BOWLERS had the following scores for their next game which was held October 12th:



	1st	2nd	3rd	Total
Robert J. Foley	173	196	153	522
John J. Crowley	178	158	165	501
R. D. Miller	102	151	171	424
Frank C. Stubbe	101	122	161	384

The regular Milwaukee League Bowlers are beginning their esason one month later this year. William J. Cary will be glad to hear from anyone who wishes to join their league this year. You may reach Bill at Muskego Yard Office, Milwaukee.

Watch this column for further sports news from Milwaukee.

Terre Haute Division Bowlers

FROM all reports, the Terre Haute Division bowling team seems to be going along very well. While they are not leading the league at this writing, they are well up in the first division and the members of the team are showing better form every week. Roundhouse Foreman Paul Mueller is not in top form yet, and occasionally gets a "Polish Church," but he has rolled some good games and shows all the ear marks of being one of the heavy wood getters of the league before the end of the season; and "Tony" Huberti, with his hook under control at all times, is going to be right on his heels—if not ahead of him. "Lefty" Scholl has been shooting his usual consistent game right from the start, and can always be depended upon to average about the same at each meeting. "Lefty" is getting a haircut oftener now so the hair won't get down over his eyes and spoil his shot. Keep your hair brushed back, George, and let's get the wood. Division Accountant Tom Walters, whose bowling alias is "Nate," started out a little below normal, but after the first couple of weeks he got warmed up, and, if he had not had some bad breaks, would have grabbed off the prize for high weekly score once or twice. Our new chief clerk, L. W. King, just recently joined the team, and it is felt that after he hits his stride it won't be long before some of the other strong teams will realize that they have some really tough competition. Keep that ball right in the pocket, gang.

American Soft Ball Tourney

AFTER reaching the finals in the American Soft Ball Tourney the Milwaukee Road team went down to defeat by a score of 24 to 10. The Western Trunk Lines' long distance hitters had little difficulty in propelling high flies into the stands out of reach of the outfielders. The place hitting Milwaukee Road team was no match for the Trunk Lines at this sort of game on a short field.

Heuel, the Western Trunk Lines' pitcher, was master of the situation at all times. Specht starred for the Milwaukee Road team at second base by spearing several flies off the right field wall.

(Continued on page 26)

Chicago, Milwaukee, St. Paul and Pacific Railroad Company



COURTESY is CONTAGIOUS

COURTESY has been described as the art of showing by external signs, the internal regard we have for others. The truest courtesy comes of sincerity. It must be the outcome of the heart or make no lasting impression, for no amount of polish can dispense with truthfulness. It has been well said that true courtesy is the finest of the fine arts.

Observers know that courtesy is contagious.

One innately courteous employe in a ticket office, a freight office, a station or on a train, will usually attract attention and patronage to the practical exclusion of his fellow workers who may be indifferent in this respect. When this becomes noticeable, and it always does, the other workers naturally become courteous, too, and eventually the entire force is on its very best behavior—IT'S CONTAGIOUS!

We have received thousands of letters complimenting our courteous employes upon their kindly service. These letters are always encouraging to the management, demonstrating, as they do, the fact that real courtesy is always appreciated and frequently reciprocated in a substantial business way. In these times of stress and depression courtesy is more important than ever before—because competition is keener. Each and every employe in every department of the MILWAUKEE ROAD should bear in mind always the great importance of treating everybody, at all times, including fellow employes, with the greatest possible courtesy, consideration and respect. It costs nothing and the dividends are fabulous. Let your motto be COURTESY WITH A SMILE.

"A SMILE IS WORTH A THOUSAND SMIRKS IN ANY MARKET."

Contributed by W. B. Dixon, General Passenger Agent

J. D. Gillick

Vice-President.

Chicago, Ill., November 1, 1931.





"An Important Report"

THE "32 Report" a daily except Sunday report made by agents of cars of freight loaded is of more than usual importance. The data shown on this report is a daily barometer of the amount of freight business we are handling indicating our current earnings. It provides for reporting cars loaded and received from connecting lines showing revenue and non-revenue (company material) separately, the revenue freight being divided into seventeen major commodity separations.

The data for this report is transmitted by agents to the train dispatcher by telegraph, who in turn consolidates into one report for the division, which is telegraphed to the Transportation Department. Upon receipt in the General Office the figures are consolidated into one large report covering the entire system, this consolidated report being distributed to the various executive officers and others. In addition to the statistical use that is made of the figures they are used for forecasting earnings.

Average earnings per car of each of the seventeen commodity segregations are compiled and kept up to date by the Accounting Department so that in advance of the final accounting, estimates of earnings can be made by applying the average earning figures to the cars as currently reported on the 32 report.

It will be observed that failure to report all cars loaded or failure to properly distribute the loading among the seventeen different commodity groups causes incorrect estimates which is serious when such figures are used in connection with expenditures. The individual station or division also in many cases as result of such errors does not receive full credit for the business they are doing.

To assist in reducing the possibility of error in compilation, the Transportation Department recently issued a circular showing in which of the seventeen commodity segregations on the "32 Report" each of the one hundred and fifty-one general commodities listed in the Interstate Commerce Commission reports should be included.

All reports are, of course, important and necessary otherwise they would not be required, and they should all be compiled carefully and correctly, but this is especially true in connection with the "32 Report" on account of the use that is made of this data.

Some Questions and Answers in Connection with Regulations for Safe Transportation of Explosives and Other Dangerous Articles

Question 451: When packages bearing red or yellow labels, that is to say, inflammable liquids or solids, are loaded in a box car in which are also placed packages bearing poison labels, is it sufficient to place the "Inflammable" placard on the car or must the "Poisonous" placard be used, or further, must both be used?

Answer: There is nothing in the regulations which permits the shipment of poisonous articles requiring placards and inflammable articles requiring placards in the same car without the car being protected by both the "Poisonous" and "Inflammable" placards. Poisonous articles, Class B, particularly the poisonous solids, and inflammable liquids have two distinct hazards in transportation. Therefore, cars containing both types of materials, as indicated above, must bear both kinds of placards.

Question 452: It is understood that wooden boxes for shipping containers under I. C. C. regulations 15A should have the stamp on the top cover of the box. Would it be permissible to put the stamp ICC-15, etc., on one side of the box with the words "THIS SIDE UP" on the top cover?

Answer: There is no requirement in the I. C. C. Regulations as to the location of marks applied to the boxes made under that specification. It is entirely permissible to place the specification marking on the side of the box. The mark "THIS SIDE UP" must, however, be placed on the top of the box, as this is definitely specified in various paragraphs of the I. C. C. Regulations, as for example, paragraph 234(a).

Question 453: The question has been raised as to handling of blasting caps, shipments having been received which were not braced. Is it necessary to brace shipments of blasting caps, and, if so, what rule covers this?

Answer: Paragraph 96 of the I. C. C. Freight Regulations reads as follows:

"96. Packages containing any of the explosives for the transportation of which a certified and placarded car is prescribed (see par. 86), and blasting caps or electric blasting caps in any quantity, must be stayed (blocked and braced) by the one who loads the car, so as to prevent change of position by the ordinary shocks incident to transportation. Special care must be used to prevent such packages from falling to the floor or from having anything fall on them or slide against them during transit. (See note.)

"NOTE. — For recommended methods of blocking and bracing see Bureau of Explosives' Pamphlet 6."

You will note from this that it is very necessary that careful bracing should be given such highly dangerous material.

Question 454: Paragraph 666 of the I. C. C. Regulations states that charged electric storage batteries must be well insulated to prevent short circuit and must not be loaded or stored with explosives. Is a battery considered insulated in compliance with this paragraph if cables or lead wires are removed or securely taped?

Answer: The removal or taping of battery lead wires constitutes a safety measure, but nevertheless a short circuit may occur on the battery unless not only the terminals but all the lead cell-connectors on the top of the battery are also protected from chance conduct with any conducting material. To be truly insulated, therefore, lead-wires should be removed or securely taped and the top of the battery, if it snot individually boxed, should be covered in some manner which would prevent contact with a conducting material. It is not sufficient to box a charged battery if a metal handle intended for use with it is so packed that it can possibly fall upon the top of the battery and cause a short circuit.

Question 455: A tank car loaded with cresylic acid was noted in freight yard leaking at bottom outlet. There were no placards on this car. Does a car of cresylic acid require placards, and if so, what kind?

Answer: Under the I. C. C. Regulations, revised effective October 1, 1930, cresylic acid is properly classed as a Class B Poisonous Liquid and subject to the regulation requirements therefor. According to paragraph 519 of the Regulations, a car containing any poisonous article, Class B, must be protected by the "Poisonous" placard as prescribed in paragraph 641(e).



The Milwaukee Road Team Which Finished Second in the Industrial Division of The Chicago Evening American Soft Ball Tournament

The Agricultural and Colonization Department

THANKSGIVING

THIS month of Thanksgiving cannot help but bring to all real Americans the picture of our early forefathers sitting around a roughly hewn table, feasting on fowls from the woods and vegetables from their early day gardens. The evident expression of thanks was on the face of every one of those pioneers. The spoken word was unnecessary.

Down through the history of this country of ours, Thanksgiving has become an annual event. Sometimes it is observed with more or less evident regret. Too often, in our hustle, we are wont to forget our blessings and celebrate the month and day more or less in the spirit of "the world owes it to me." Possibly so.

It did a member of this department a lot of good recently to visit a farm home in northern Wisconsin. While there, the good wife of the farm owner said, "We are going to have a real old-fashioned Thanksgiving this year. We have our own turkey, pumpkins, potatoes, peas, apples, and we have gathered from the nearby marshes and woodlands our holiday nuts and cranberries. We can truly give thanks, for our feast will be from the fruits of our own labor. My husband used to think, when we lived in a mining town, that the world owed him a good Thanksgiving. Maybe it did. Anyway, we never got it while there. Now he agrees with the rest of us, for he has come to see that Thanksgiving is to give thanks to God for having had the opportunity to provide for one's self. Here we have had that opportunity. I only wish thousands more could enjoy it with us."



In These Burlington, Wis., Yards, Three Western Ranchmen Expect to Produce 30,000 Prime Legs o' Lamb. Want One?

Montanans to Finish Lambs

Western Ranchmen to Feed 15,000 Sheep in Wisconsin

ONE hot day, early in August, a man stepped through the open door to the office of this department and briskly came forward with hand extended, saying: "I am Trethewey, from Deer Lodge, Montana." We shook hands and invited the gentleman to have a chair. "I prefer to stand," replied Mr. Trethewey, "for I am more at ease. I came in here to find out where I can feed about 15,000 good lambs this winter."

This statement rather surprised us. We, however, soon learned that Mr. Trethewey is one of the three large ranchers who were reluctant about selling their crop of lambs at prevailing prices and had co-operatively decided to feed their own. These men had studied the proposed plan as best they could from a distance and decided to send one of their number east to study conditions near a terminal market and get all available facts by personal contact.

"You understand this is a new game for us," continued Trethewey. "We think we know how to grow good lambs under western conditions but of course we have had little experience fattening lambs on grain feeds. We have it figured out in our own minds that with the present cheap feeds, we ought to be able to put on 20 pounds of fat at a reasonable cost and then be able to sell the finished lambs at top or near top prices. If we can, we should be able to do well and thereby bring to ourselves a good market value for the lambs we have grown."

While Trethewey was pacing the office floor, telling his story, we learned that he had visited several places on his way east and in the vicinity of Chicago. He had considered feeding on contract and also that of paying experienced sheep feeders certain set sums for putting on 20 pounds of gain. But after both of these propositions had been thoroughly studied, he felt certain that he could do better if he could in some way arrange to feed the lambs, near market, himself.

We soon learned what Mr. Trethewey would like to do. When we did, we described to him a sheep feeding plant that had not been in use for a few years. When we had finished, Trethewey stopped his nervous pacing and said, "That is what I am looking for. When can we see it?"

At once we set out for Burlington, Wisconsin. There he saw the yards with their complete equipment, big sheds, feeders, hay racks, automatic water system and satisfactory railroad loading and unloading facilities. The result was a bargain made with the owners. And, on Saturday, September 26th, over 7,700 lambs were unloaded from Milwaukee cars to start the feeding experiment. Soon 16 more double-deck cars will be unloaded at these same yards and a little later on, 11 more carloads will find their way to the feeding plant.

Many western ranchmen will, no doubt, watch the results of these three ranchmen. They, too, are interested in finishing the lambs they have grown. Already some of these men are looking to The Milwaukee Road to furnish the connecting link between the ranch and the fat lamb market. This road is in position to furnish that service for many others as it did for Mr. L. Trethewey and his associates.

4-H Club Congress Soon Here

Many Winners Will Come Because of Milwaukee Co-operation

SOON Chicago will be host to 1,200 or more of the liveliest, go-gettingest bunch of rural youngsters to be found in the 48 states of the Union. Right now these boys and girls are in the keenest sort of a race to see who shall be the lucky one to come to this city during the International Live Stock Exposition.

Every winner must be a champion 4-H Club member. He or she must have been selected as the outstanding state 4-H pig, calf, sheep, poultry, garden, corn, potato, bean, forstry, handicraft, canning, sewing, food study, home decoration, health or other duly organized club member.

The competition has been on for a year. Every detail has counted. Every club member has known that not more than 50 club members from any one state would be allowed to attend the National Club Congress. Some states have 25,000 to 30,000 club enrollments, so you can see that only the cream of the lot gets this privilege.

The Milwaukee Road makes it possible for the following 189 state club winners to make this annual trip, distributed as follows: Washington, 35; Idaho, 12; Montana, 40; North Dakota, 15; South Dakota, 20; Minnesota, 12; Iowa, 10; Wisconsin, 12; Michigan, 5; Illinois, 10, and Missouri, 12. Almost daily different ones of these winners and their leaders are getting information about our train schedules, sleepers, meals, the Union Station location, hotel accommodations, as well as the program of the week while they are here in this awe inspiring city.

Do you suppose it is safe to say that G. L. Noble, secretary of the National 4-H Club committee, and B. H. Heide, secretary of the International, are to be godfathers to this group of seething humanity when they arrive for their annual congress? Sure! We know they will enjoy the job, for out of it will come the honor of being godfathers of the national champions.

That opportunity to compete for these national honors is worth the trip alone. In addition these young folks have the opportunity of meeting all the other outstanding club members from every one of the states. Inasmuch as it will be but a few years until these winners will be the men and women who will be the leaders in their home communities, this national acquaintanceship becomes of inestimable value. Through it we may not only hope for but actually expect that the progress of our country will in the future be in the hands of better trained, better acquainted men and women than is the case today.

This road feels honored, and is indeed happy that it can in a small way assist in this great 4-H Club movement. Our only regret is that we are unable to do more for these young folks.

To a lot of you other folks we would just like to suggest that you, too, come

to this International Live Stock Exposition and 4-H Club Congress. If you have never been there you will have the surprise of your life when you see what our young folks can do now as compared with what we did only a few years ago. Then, too, you will see the live stock aristocracy of the country on parade all during the week of November 30 to December 5, 1931.

Will You Give us a Hand?

We Need Translators of Foreign Languages

IN a large organization like The Milwaukee, with its thousands of employes, there must be many who can read and write languages of foreign countries. It would be interesting to know just how many tongues the folks in The Milwaukee family can speak.

Every year this department gets mail from prospective settlers who write in a foreign language. Of course we have to send them to a translation bureau where they are translated into English before we can answer them. That causes delay and sometimes that delay is construed as a lack of interest on our part. We, of course, cannot do otherwise under our present arrangement but hope that this appeal may help us find a way to give much more prompt service.

If you can read and write German, Italian, Norwegian, Swedish, Polish, Hungarian, Finnish or other foreign languages and would like to help us out by translating some of the letters we receive, will you not just let us know where we may reach you? We are going to need the services of translators more than ever now, inasmuch as we have just started a series of ads in papers published in the above languages. We will be most grateful to those of you who can help us out during the next few weeks. For the best interest of the road as a whole, we hope that some of you will give us a lift by co-operating with us so that we may be able to give that prompt and efficient service for which The Milwaukee is noted.

Columbia Basin Development

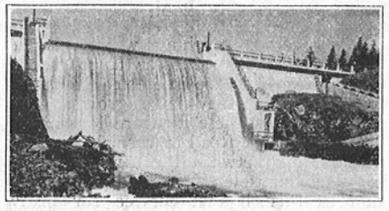
Insurance Against Future Unemployment

A job for everyone is the foremost problem of the day. From the president down, everyone is concerned about the future employment of our 122,000,000 people. Estimators point to the fact that nearly 7,000,000 able-bodied heads of families are without jobs. Many of them ask only the privilege of supplying their dependents with daily food, shelter and clothing. Certainly they could not want less, and surely this nation should be able to supply the opportunity to meet these desires.

The state of Washington offers a partial solution to this whole unemployment problem. It offers a state within a state. Its offer is the Columbia Basin Reclamation Project. Over 1,880,000 acres of productive soil awaits only water to become the largest "garden spot" of the West. With water, 25,500 farm families could have jobs of their own where they might at least provide their simple needs. With complete development, it is conservatively estimated that 3,000,000 people could go to the Northwest and be reasonably assured of success in addition to those already living there.

Surveys show that the development of the Columbia Basin Project will add $600,000,000 in taxable wealth to the Northwest. It would make a market for $180,000,000 worth of manufactured products. It would produce $300,000,000 in new wealth each year.

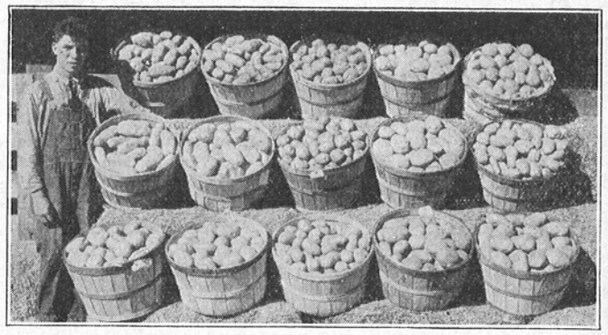
Recently, R. W. Reynolds, commissioner of this department, H. B. Earling, vice-president, C. H. Buford, general manager of Lines West, W. P. Warner, division freight and passenger agent, and C. C. McCormick, agricultural development agent of the road, made an extended trip over this Columbia Basin Project. They did it in conjunction with the members of the Congressional Committee on Irrigation and Reclamation, under the chairmanship of Congressman Addison T. Smith.



Flood Gates, Kititas Valley Reclamation Dam

Thousands of people were on hand to greet the congressmen and railroad officials at every point of investigation. At Grand Coulee, 4,000 folks listened to Ray Biggs detail the merits of the pumping-power development in the Columbia River.

The interest of all the visitors was marked by their evident desire to get at the bottom of all the statements and recommendations brought forth. All were keenly alive to the possibilities of the Project and to the fact that its development is a program covering years of work. In its development, work will be provided for thousands of laborers. When completed, it will furnish a home and a livelihood for some of our increased population as well as a source of income for men and women engaged in all the leading trades. It is said that the development of the Columbia River Basin offers one of the best insurance policies, that the future generations of this country will not have to endure as severe a period of unemployment as we are now experiencing. If all this is true, it is a solution of part of our unemployment problem worth the serious attention of all.



Potatoes You'll Like

Lincoln County to Claim Place on Spud Map

SPUDS! Do you like 'em baked, boiled, scalloped or some other way? It makes no difference how you want them. Lincoln County, Wisconsin, growers say they can supply your every desire. It looks like they could from the picture of the 15 baskets selected out of 203 recently shown at the Tomahawk Community Fair.

Some of these were shown at the Wisconsin Potato Show. There the best from all of the potato growing sections of the state competed for the highest honors awarded growers for the year 1931. At that show, Lincoln County growers demonstrated that Green Mountain potatoes grown along The Milwaukee Road deserve the recognition they have justly received as one of the leading varieties of general purpose potatoes. They say you may prepare them for the table in any way you like best and they will meet your most exacting desire.

Having a soil adapted to the growth of potatoes, Lincoln County farmers are setting out to put their county on the potato map. The business men of the county are co-operating in the movement, too. And as the county is served by The Milwaukee Road, the folks there have enlisted the co-operation of this department in their endeavors. Already we have assisted them by helping to set up the necessary potato show committee and, with the co-operation of Superintendent B. F. Hoehn and several of our local agents in the county, fall and winter potato meetings have been arranged for.

One of the first of these meetings has been held at Gleason. County Agent John Omernik, from the adjoining county, took general charge of this first meeting. Omernik is considered an authority on potato growing and has done wonders towards putting potato growing on a sound, commercial basis in the county he represents.

Lincoln County potato growers hope to profit by the experience of others and to do that, they are getting ready to listen to and council with the very best growers, economists, and potato specialists available.



SAID TO BE HUMOROUS



A GOLF BUG

"I call my girl a 'golf bug.'"
"For what reason?"
"It's her ambition to go around in as little as possible."

DIFFERENT

A judge, failing of re-election, was made cashier of the local bank. A man presented a check to be cashed.

"Don't know you," greeted the new cashier. The customer produced a Wall Street credit card, a business card, and a lot of letters, addressed to himself.

"Not sufficient proof of identity," said the cashier, pushing the check back.

"Why, Judge," protested the man, I've known you to hang a man on less evidence than that."

"That may be," said the judge, "but when you're paying out money, you have to be careful."

The bride was very much concerned at seeing twin beds in their bridal suite.

"What's the matter, dearest?" asked the attentive bridegroom.

"Why, I certainly thought that we were going to get a room all to ourselves."

"Bridget, do you know anything concerning my wife's whereabouts?"
"Yes, sir. I put them in the wash."

Excited Tourist: "Information given out here?"
Tired Attendant: "It has."

Patrick: "Bejabers, I think I'm gonna have bad luck."
Doctor: "What makes you think so?"
Patrick: "This is the 13th time I've been run over by an automobile."

Mogul Mike Says:

Every so often somebody rises to inquire: "Why should the railroads ask for special consideration at this time when everybody's business is in bad shape?"

Folks who ask this question surely are mighty ignorant of what has been going on for many years. They don't realize that the reason the railroads need special attention now is because they have had plenty of special attention in the past in the way of laws and regulations and rate control.

With so many public boards and commissions telling them what to do and how to do it, and what not to do, the railroads haven't had the control of their business that other concerns have.

And now we're seeing the result of all this past special attention—and some people are blaming the railroads for it!

The only favor the railroads now seek is a fair break with highway and waterway carriers—something that will help to overcome the handicaps created by "special consideration" in the past.

Seems absolutely O. K. to me.

ENGLISH AS SHE IS SPOKE!

"And as I stepped off the train I was met by a squad of detectives."
"Ah! P'lice to meetcha, eh?"

SPIRIT OF ACCOMMODATION

One of the fine things about traveling is the spirit of accommodation found along the way.

The motorist whose car had suddenly come to a standstill quickly diagnosed the trouble, and then applied at a neighboring cottage for assistance.

"Pardon me," he said to the old lady who answered the knock, "do you by chance have any lubricating oil?"

The old lady shook her head.

"Any oil will do," said the motorist, hopefully—"castor oil, if you have any."

"I ain't got it," said the old lady regretfully, "but I could fix you up with a dose of salts."

WITHOUT THE JINGLE BELLS

Mrs. Brown (with newspaper): "John, it refers here to some gunmen taking a man for a ride. What kind of a ride?"
Brown: "A slay ride, my dear."

HEE HAW!!!

Mule in the barnyard, lazy and sick.
Boy with a pin on the end of a stick.
Boy jabbed mule, mule gave a lurch—
Services Monday at M. E. Church.

WITH SAND-SOAP?

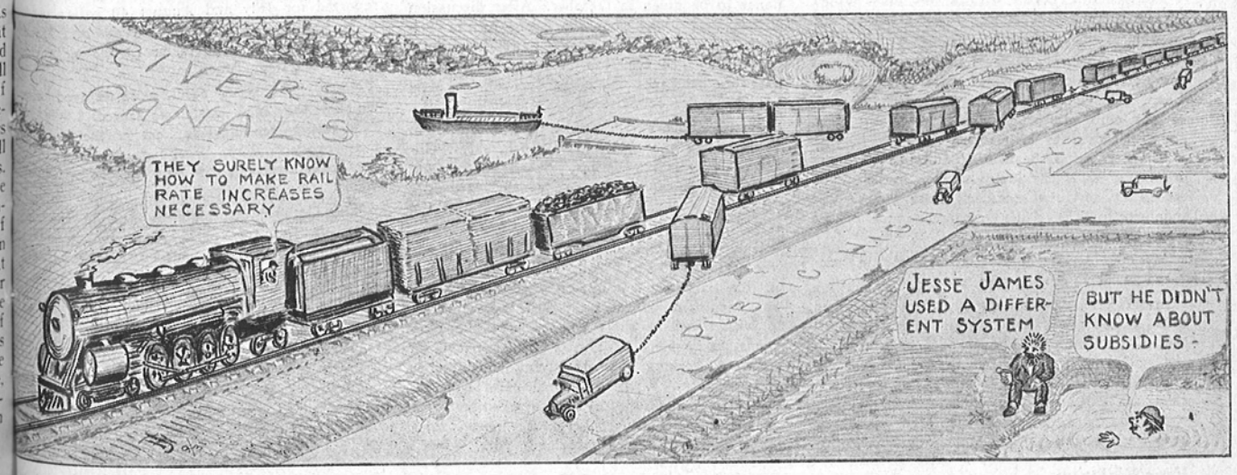
"You remember when you cured my rheumatism a couple years ago, Doc," said the patient, "and you told me I should avoid dampness?"

"Yes, that's right," replied the doctor, approvingly.

"Well, I've come to ask you if I may take a bath."

The man who laughs when a woman has a hard time driving through a ten-foot garage door, usually sobers up when he tries to thread a needle.

Boss: "A man is never older than he feels. Now this morning I feel as fresh as a two-year-old!"
Steno (sweetly): "Horse or egg?"



THE MILWAUKEE RAILROAD WOMEN'S CLUB

Mason City Chapter

Mrs. John A. Nelson, Historian

THE first meeting of the new year of Mason City Chapter was held on the evening of September 29th in the club rooms.

Reports of standing committees were given. Mrs. R. L. Meuwissen, Membership chairman, reported one hundred and forty paid-up members. Mrs. W. F. Ingraham, Ways and Means chairman, reported a card party planned for October 15th. Mrs. Henry Smith, Mutual Benefit chairman, reported the usual welfare work, and asked that all members try to pay dues promptly in order to have money available for relief work. Also asked for used clothing for this much needed work. The secretary, Mrs. Guy Davis, read the resignation of Mrs. S. V. German, president, and of Mrs. M. J. Ramsey, first vice-president. A special election was held and Mrs. O. A. Beerman was elected president; Mrs. W. J. Johnston, first vice-president, and Mrs. S. V. German, second vice-president.

Mrs. German introduced Mrs. Beerman, the new president, who asked the co-operation of all members to carry on a successful year.

The meeting adjourned for a social hour.

Milwaukee Chapter

Mrs. J. D. Thurber, Historian

THE regular business meeting of the Milwaukee Chapter was held on September 21, 1931, at 8 P. M. in the Club Room, Union Station, after a two-months' vacation.

The meeting was preceded by moving pictures presented by the Wisconsin Telephone Co., showing all the various kinds of materials used in the construction of the telephone and showing from what country such material is received. The pictures were very instructive as well as entertaining.

The usual reports of officers and committee chairmen were given. During the summer months several welfare cases were taken care of.

The next meeting will be held on October 19th, at 8 P. M.

Green Bay Chapter

Mrs. Chas. Heyrman, Historian

GREEN BAY Chapter met for the October meeting on the 1st of October.

The meeting began with a pot luck supper served at 6:30. A large crowd attended and all enjoyed it immensely.

The business session followed which was conducted by our president, Mrs. Thomas McLean. The meeting was opened by recitation of the club motto, and singing of the club song, "Boost the Milwaukee."

Chances on a beautiful hand-painted plate are being sold, the lucky winner to be determined at our next regular meeting. We are indebted to Miss Julia Johnson, donor of the plate.

Mrs. E. A. Meyer is chairman of the rummage sale to be held this month.

Mrs. Thos. McLean, our president, has taken over the sale of vanilla. We have all promised to help her, as that is a large order and she will need many willing workers.

Mrs. Chas. Cheany reported 41 personal calls and 10 telephone calls. Our Welfare chairman, Mrs. Maurice Hastings, also has been very active.

Mrs. E. A. Meyer, Membership chairman, reports dues nearly all paid up. Our membership now is larger than ever before.

We are glad to welcome Mr. and Mrs. Ernest Palmer of Sioux City and Mr. and Mrs. Hugh Jones of Dubuque in our midst.

A great deal of enthusiasm is being shown by several of our members about the big "Get-Together Meeting" and luncheon in Chicago.

We expect a large delegation to represent Green Bay at that time.



Mrs. B. M. Smith, President, Aberdeen Chapter

Aberdeen Chapter

A LARGE crowd gathered in the Milwaukee club rooms Monday night, September 21st, to resume activities for the year. Mrs. Gillick, acting president, due to the ill health of Mrs. B. M. Smith, opened the meeting. The club motto was recited in unison. Mrs. Sizer led the group singing, with Mrs. Helander at the piano.

From the reports of the different chairmen, it was easy to see they were not altogether idle during the summer months. Our membership reported 706 members, a report of which we are justly proud. Mrs. Adams, Sunshine chairman, reported weekly visits to the hospital all summer. Mrs. Anney, corresponding secretary, sent twenty-two cards since our last meeting. Mrs. Soike, chairman of the Ways and Means committee, presented plans for a dance to be given in October. After discussion it was decided to hold the dance in the Trianon, which has been newly and beautifully decorated. The selection of the orchestra and date of the dance is to be decided by Mrs. Soike and her committee.

Mrs. Adams announced a bridge dinner to be given by the club October 6th. Mrs. Gillick asked if any ladies wished tables and practically all the tables were reserved before the close of the meeting, so we feel sure the bridge dinner will be a big success.

Due to the absence of Mrs. Claude Williams, who has moved to Virgil, a vacancy was left on the Housing committee. Mrs. Montague was appointed as chairman of this committee. It was voted at this time to rent the club rooms to responsible parties for meetings or social gatherings. There being no further business, Mrs. Wynn presented Miss Dorothy Wipf in two delightful whistling solos, with Miss Katherine Hochgrober at the piano. Miss Joyce Wynn later entertained with several pleasing piano selections. Following club sing-ing the meeting was adjourned.

Marion Chapter

Mrs. Robert Cessford, Historian

THE September meeting of the Mari-Chapter was held on the afternoon of th 10th, at Thomas Park. This meeting was op to all Milwaukee employes and their famili A ball game followed the business meeting a a picnic supper was served to ninety perso at 6:00 o'clock.

Committees reported an expenditure of $2 for relief work, principally for food and me cine; also used clothing was distributed a a layette for a new baby.

Wednesday afternoon, September 16th, t Cedar Rapids Shop team defeated the Mari Supervisors, at Thomas Park in a benefit ba ten ball game by a score of 15 to 6. Abo 200 persons attended the contest. Ninety do lars was realized from this game and the re ceipts will go to needy families of Milwauke employes. The lineups were as follows:

Cedar Rapids—G. Brousard, T. Brousard, C Warner, W. Brousard, F. Barnes, C. Snyde R. Smith, G. McNabb, W. McCracken, C Cooper, J. Paul, J. Boyle.

Marion—M. Skord, J. Johnson, L. W. King S. Hines, H. B. Christianson, F. B. Peters M. Kauffman, R. Worthington, B. Schenken H. Ballard, A. J. Elder.

On Friday, September 18th, the Board met at the home of Mrs. George Hennessey at Atkins. This took the form of a surprise party on Mrs. Hennessey, who has recently moved from Marion to Atkins. At one o'clock a delicious luncheon was served to fourteen members. At the conference that followed the luncheon the probable need for relief and proposed plans for giving assistance to those out of work during the coming winter were discussed.

It was decided to have a charity ball on the night of Hallowe'en, also a moving picture show will be sponsored later.

Committees were appointed for the charity ball and will consist of Mrs. A. J. Elder, president, and Mrs. O. Miller, chairman of the Ways and Means as joint chairmen.

Portage Chapter

Mrs. F. P. Miller, Historian

PORTAGE CHAPTER held its regular meeting September 3rd, at the club room with a good attendance. Sunshine committee reported for July and August 40 calls; cards, three and ten personal calls. Ways and Means reported a neat sum taken in for a moving picture show in June.

After the meeting cards were enjoyed, after which a very nice lunch was served.

A board meeting was held at the home of our president, Mrs. Washburn, in August, to get acquainted with the new officers and chairmen.

The October meeting was held in the club room on the 3rd, Mrs. Washburn presiding. Sunshine committee reported 38 telephone calls, four cards sent and ten personal calls. Relief chairman reported flowers, cooked food, groceries and meat sent to a family where death had entered the home in September.

After the meeting cards were enjoyed and a lovely lunch served by Mrs. Baurer and her committee. A board meeting was held in September at the home of Mrs. Washburn, to discuss ways and means of earning money for the coming winter.

Marmarth Chapter

Mrs. Harry Wood, Historian

MARMARTH CHAPTER met in the club house September 25th. From the report of officers, the chapter, during the vacation period, extended relief and happiness in the payment of a doctor bill and for medicine; bought food and supplies for needy families; a sunshine gift; 75 personal and 50 telephone calls and 5 cards were mailed.

Mrs. Ed Strieble has recently been elected president; Mrs. A. Bude, appointed chairman of the Sunshine committee and Mrs. P. Bott, chairman of the Ways and Means committee.

The club house has been cleaned and renovated and the ladies were delighted with its fine appearance. Plans were made for several social functions which include a card party to be given in the near future. It was reported a new shipment of books for the library had been received, and it is anticipated many will avail themselves of the opportunity to enjoy some of the splendid books just received. Marmarth does not have a public library and the Milwaukee Women's Club is happy to contribute this worthwhile service and is proud of the circulating library of many new and used books which it has to offer for the use of the community.

It was emphasized that warm clothing is especially needed this time of year and if these garments have served our purpose to pass them on to assist someone in this time of depression. If you have something for this department, please send or bring it to the club house. Considerable funds and clothing will, no doubt, be required to care for the needy during the coming months, so "Let's all help the chapter to help others."

After the business session a social time was enjoyed by those present.

Ottumwa Chapter

Mrs. Perry Grubbs, Historian

THE September meeting was held at the club house on the 11th, with a good attendance. The meeting was called to order at 2:30 by our president, Mrs. Sowders.

Mrs. Barnoske, the Welfare chairman, gave a report on help given needy families.

Mrs. Kemp, Sunshine chairman, reported cards sent and good cheer done during the summer months.

The Ways and Means committee reported that about seventy-six dollars was cleared on the concession stand at the Labor Day celebration held in Wildwood Park.

A card party was held September 25th, with Mrs. Toumey as chairman. She reported that they made twelve dollars for the club.

Sioux City Chapter

Lillian Rose

THE first meeting of the Sioux City Chapter, after a summer of suspended activities, was held September 27th.

The always enjoyable pot luck supper brought out a goodly number, who chattered volubly, to make up the lost time. Then followed business and entertainment.

Mrs. E. A. Murphey and Mrs. N. R. Capwell were elected secretary and treasurer, respectively, to fill the offices left vacant by Mrs. E. T. Palmer and Mrs. A. R. Brown, whose husbands were recently transferred to other fields of endeavor.

Mrs. F. T. Buechler, chairman of the Welfare committee, reported the removal of tonsils from a little girl, and two families were stocked up with quite a supply of groceries.

The five-dollar gold piece was raffled off, and Mrs. Frank Nelson was the lucky winner.

Following the business session, Miss Frances Price, one of our Milwaukee girls and a bride-to-be, gave several piano selections, in her own charming and effective way.

Our president, Mrs. R. F. Doud, who has been very ill following a major operation in the Methodist Hospital, is now, we are most glad to report, recuperating very satisfactorily.

"'Bye," everybody, keep us posted on all your "doin's" and we will try to ditto.

Mobridge Chapter

Bess B. Bunker, Historian

MOBRIDGE CHAPTER met in regular session on Monday evening, September 28th, in the club rooms, with Mrs. W. P. Moran, president, presiding.

Preceding the business meeting, a musical program was given featuring Miss Geneva Perry, soprano, and Miss Ida Fritz, pianist. Miss Perry sang for her first number, "Star Eyes," by Oley Speaks. Her second number, an old but beautiful favorite, "End of a Perfect Day," by Carrie Jacobs Bond, was graciously given as an encore. Miss Fritz played the piano number, "Danse Hongroise," by Paul DuVal. This number was greatly enjoyed and appreciated by all.

Reports of the various committees were given. The Membership committee is busy renewing memberships and striving for new. Members have responded in a most gratifying manner and we feel that we will have the co-operation of many in our year's work.

The chapter voted at this time to send its president, Mrs. W. P. Moran, to the annual luncheon to be held in Chicago on November 21st.

The Ways and Means committee is busy perfecting plans for our annual Thanksgiving dance.

$22.80 was reported as having been taken in at a recent bake sale.

A social hour followed the business session, with Mmes. C. W. Nath, J. V. Nord, G. A. Robison and M. Riffle serving refreshments.

Tomah Chapter

Mrs. George Bernett, Historian

TOMAH CHAPTER met Wednesday, the 7th, with the president, Mrs. B. Shaw, presiding.

The meeting was opened by repeating the club motto and community singing.

The reports of the various chairmen were very interesting.

It was decided not to have the annual dance on account of the depression.

The meeting was then turned over to the entertainment committee.

The program was very good and much enjoyed by all.

Twin City Chapter

Mamie Rasmussen, Historian

A board meeting was held Monday, October 5th, at 1 o'clock in the depot club rooms.

We were very happy to have as our guests, Mrs. Carpenter Kendall and Miss Etta Lindskog, of the General Governing Board.

Reports were made by the officers and committees.

Miss Lindskog spoke on the matter of handling the winter's work, and she urged all who could, to attend the annual get-together luncheon of the Medinah Athletic Club, Chicago, Ill. Saturday, November 21st.

It was decided that a card party be given on Saturday, October 17th, at the home of Mrs. Edward Bannon. A five dollar gold piece will be raffled the same evening. Mrs. E. B. Stanley and Mrs. Lyle W. Scoville are in charge of the general arrangements.

The regular meeting of the Twin City Chapter was held at 8 p. m., with Mrs. E. B. Stanley, president, presiding.

The regular business of the club was transacted. Reports from the officers and committees were read and accepted.

Two officers were elected to fill vacancies: first vice-president, Mrs. Lyle W. Scoville; second vice-president, Mrs. E. J. Sainsbury.

Mrs. Carpenter Kendall gave a very interesting talk.

We were very pleased to have them both with us.

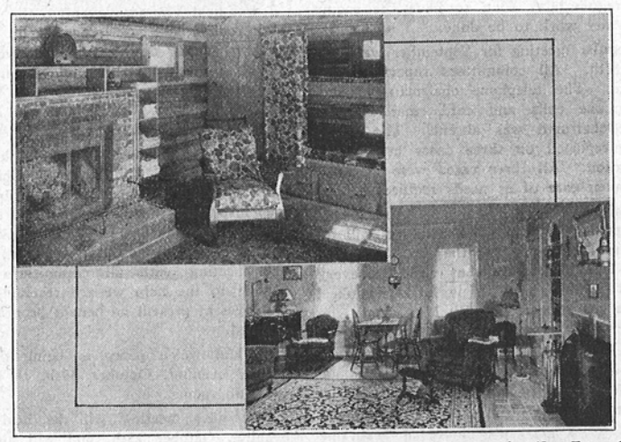
The meeting then adjourned and delicious refreshments were served by our Social chairman, Mrs. A. McCullum.

Austin Chapter

Hattie L. Peck, Historian

A number of our membership responded generously with card parties for the Welfare fund, while others donated the same amount in cash.

Plans are being made for a good attendance at the luncheon of the Women's Club in Chicago on November 21st.



Interior Views of the N. A. Meyer Home—Above: A Corner in the Log Cabin. Below: In the Big Family Living Room.

Mrs. George Haseltine was appointed chairman for the card party on October 22nd.

The same spirit that has heretofore been displayed is now apparent for the fall activities and an interesting winter program for our chapter is anticipated.

During the summer the chapter was rather inactive owing to the intense heat, but an ice cream social netted about $30.00. Mrs. Leonard and Mrs. Ben King were in charge.

At this time we cannot say where our members went on their vacations—most of them would have liked to have gone to the North Pole—but at any rate all are at home again.

Our Welfare work is still being carried on, and at the last board meeting jelly was collected to be distributed later to the sick and needy.

Our president, Mrs. G. A. VanDyke, has gone to Eagle Rock, California, for a visit at the home of a sister. Mr. VanDyke will join her later. They expect to be gone until November 1st.

Seattle Chapter

Mrs. Clyde Medley, Historian

DURING the summer months Seattle Chapter was rather quiet. The board meetings were only held each month. Also the picnic at Woodland Park, at which a good attendance had a lot of fun.

On September 3rd the board members of Seattle Chapter went to Tacoma for a joint board meeting with Tacoma Chapter, staying in the afternoon for their regular meeting, Mrs. Kendall and Miss Lindskog both attending these meetings.

Then on September 4th, Friday night, a special meeting was called for Seattle Chapter to receive Mrs. Kendall and Miss Lindskog, for the opening of our fall activities. We are always glad to welcome them and to hear their wonderful words of help and cheer.

A good number of our members were there to hear them, and ice cream and wafers were served after the meeting for a social hour. Several Tacoma ladies returned our visit to them at this time.

We held the meeting in the new club rooms at the depot. Each Tuesday for a few weeks our new club rooms are to be opened to anyone who wishes to help with the arrangement of the furnishings. Each one is to bring sandwiches, the club to make coffee. Quite a bit of work has been accomplished. We hope to have a regular day soon to have the rooms open for any work to be done.

Our regular meeting for September was held on the 17th. All committees reported work well done. The telephone chairman reported 230 telephone calls and cards mailed. The Sunshine chairman was absent. The Relief chairman reported on three cases brought to our attention. All three cases were attended to and taken care of as needs required.

The resignation of our secreaary, Mrs. Steed, was accepted and Mrs. J. M. Axelson will fill the vacany for the rest of the year. We are sorry to lose Mrs. Steed but wish her every happiness in her new home in Milwaukee, where she has gone to be with Mr. Steed, who has been there for several months.

Mrs. A. H. Barkley announced a bridge tea for September 29th to be given at her home, to raise funds for the treasury, to be followed by one at the home of Mrs. W. H. Campbell. We hope for a good attendance at each one of these.

Perry Chapter

Mrs. John Heinzelman, Historian

THE third annual birthday party of Perry Chapter and the regular monthly business meeting was held Thursday, October 1st, in Perry's attractive club house. Reservations were made for ninety-five members who were comfortably seated at 12 tables named for the months in which their birthdays occurred.

Mrs. R. C. Dodds was chairman and was assisted by members who had charge of the tables as follows: January, Mrs. John Heinzelman, Mrs. W. J. Fuller; February, Mrs. J. M. Losey, Mrs. F. R. Hoes; March, Mrs. Thos. Connell, Mrs. B. Stitzel; April, Mrs. A. E. Coultrin, Mrs. W. D. Rait; May, Mrs. Geo. Taylor, Mrs. Howard Haskell; June, Mrs. J. J. Kindig, Mrs. Thos. Rellihan; July, Mrs. S. Einerson, Mrs. Frank Mullen; August, Mrs. R. C. Dodds, Mrs. C. A. Utterback; September, Mrs. Everett Evans, Mrs. C. A. Trash; October, Mrs. Roy Prettyman, Mrs. John McLane; November, Mrs. W. T. Murphy, Mrs. Geo. Havill; December, Mrs. Earl Lane, Mrs. Harold Hass.

The program included three-minute talks by members at the tables, vocal solo by Mrs. Frank Mullen, with Mrs. Frank Chapman accompanist; reading by Mrs. Geo. Havill; violin solo by Mrs. Devere Krohnke, Mrs. Gerald Riffell, accompanist; piano duet by Mrs. H. I. Steltzer and Mrs. Chapman; community singing of club songs by members.

Five new members were introduced and welcomed into our chapter. They are: Mrs. W. N. Foster, Mrs. Walter Applegate, Mrs. A. A. Brown, Mrs. Bert Brandt and Mrs. W. B. Smith.

The business session of reports from chairmen of committees, a rummage sale held last month, a home town play to be given this month and a sewing bee to be held one day a month throughout the winter were the announcements made and acted upon. Our sewing will consist of making quilts, comforters or other things needed in our Welfare work.

The fourth Friday bridge club had their last meeting of the year September 25th. Madames Trine, Rathman, Rankin, J. P. Slater, Murphy and Thompson were the hostesses. We will reorganize a new bridge club on October 23rd and invite any member of the chapter to join us if they wish to do so at our next meeting.

Terre Haute Chapter

Mrs. Harold Patton, Historian

THE regular monthly meeting for September was held Thursday evening, the 17th, in the club rooms, and was preceded by a pot luck supper, which despite the hot weather, was attended by about 40 employes and families. The chairman in charge was Mrs. V. E. Engmann, with Mrs. W. W. Griffith, Mrs. O. G. McCurdy and Mrs. Harold Patton assisting.

It was our pleasure to have with us at this time Miss Etta Lindskog, of Chicago, who gave us some very helpful suggestions and she was also very much pleased with the manner in which the relief work is being taken care of.

Mrs. J. H. Valentine, president, conducted the meeting with all committees reporting. Owing to the help we are receiving from the employes at present no benefit program is being planned.

A Hallowe'en party is being planned for Friday evening, October 30th, to be held in the club rooms.

The next meeting will be held Thursday evening, October 15th, and will also be preceded by a pot luck supper.

Sioux Falls Chapter

Mrs. Tom Cavanaugh, Historian

THE regular meeting of the club was held in the club house on October 13th, with a very good attendance. The meeting was called to order by the president, Mrs. Wheeler, at which time all committees present gave their report. The secretary read the minutes of the last meeting, and the treasurer reported a very good balance in the bank to date.

Plans are being made for a get-together party to be held in the passenger depot, honoring Mr. and Mrs. Rabun, who have been transferred here from Kansas City. We bid them welcome, and the evening devoted will be passed in dancing, visiting and playing cards, after which the committee in charge will serve refreshments.

The rummage sale held this month, through the courtesy of Mr. Johnson, of the Wilson Transfer Co., who so kindly gave us the use of his new store building for two days, netted the club $21.35. The club appreciated this very much. The Sunshine committee reported groceries sent to a family in need, and flowers to one of the members who accidently broke her arm.

Mrs. Bankson, who was chairman of the rummage sale, reports her plans for a six o'clock dinner and card party to be held in the passenger depot the end of this month. Both bridge and 500 will be played and prizes given for scores. We expect a good crowd.

Fullerton Avenue Chapter

Marie Nixon, Historian

FULLERTON AVE. CHAPTER held its October meeting on the 10th at 1 o'clock. This was the first meeting held since adjournment for the summer months. After luncheon our president, Mrs. Loderhose, presided at the business meeting. The rest of the afternoon was spent playing bridge, a prize being given for each table.

Our treasurer, Miss Howard, has resigned on account of ill health and Miss Nasheim has been appointed to succeed her.

While no meetings were held during the summer, nevertheless our Relief chairman, Mrs. Borgerson, was kept very busy with relief work. Many requests are being made for clothing and if our members will donate discarded garments they will be gladly appreciated by those who are in need.

The sale of Christmas candy is to be handled by the club again this year so watch for the announcement. As usual the proceeds will go towards Welfare work.

Tacoma Chapter

Mrs. Chas. M. Slightam, Historian

WE deeply regret to report a past president, Mrs. C. F. Negley, in St. Josephs Hospital. She is recuperating very rapidly and latest reports are that she will soon be well enough to return to her home in Puyallup. Mrs. Negley has a host of friends who have been very much concerned, together with the entire club membership with whom she has been in close association since its organization.

The September card party held in the Masonic Roof Garden, with Mrs. George Beachwood as chairman, was a decided success, netting us a substantial sum for our treasury, besides affording an enjoyable time to those who attended. Mrs. Beachwood as chairman deserves a great deal of credit for its success, together with her committee and the members who so generously donated the prizes. Mrs. Harry Micklethwait won the door prize which was a quilted quilt. Bridge honors went to H. E. Jones, G. A. Loomis, Mrs. Netherly and Miss Gilbert. Five hundred awards to Miss Florence Hall and her mother, Mrs. A. Hall, Mr. Morrison and Mr. W. G. Densmore.

The chapter are extending their deepest sympathy to Mrs. Charles Snyder and family in their great loss, Mr. Snyder having passed away last month after a long illness.

The sewing room committee are busy mending clothing and Mrs. Richard Baughn is piecing quilt tops which we will put together in the sewing room to be used as we have need for them this winter. Relief work seems to be rapidly increasing, our largest item being shoes for school children.

Mrs. Harry Hatch is chairman of the rummage sale to be held next week in this manner: we are going to dispose of things we cannot use for our relief work turning it into cash so as to buy the required new clothing.

We are happy to announce that our membership this month will exceed last year's, which was splendid for our chapter. We are indeed grateful to the B. & B. forces who are supporting us one hundred per cent and to each and every individual who has helped to make this possible, Mrs. Devlin and all department heads.

Marion Chapter

Mrs. Robert Cessford, Historian

MISS ETTA LINDSKOG, secretary-general, of Chicago, was a welcome guest at the regular meeting of Marion Chapter on the afternoon of October 8th. It is a pleasure to meet Miss Lindskog as her visit is always an inspiration to carry on the club work.

The meeting was called to order at 4 o'clock by the president, Mrs. A. J. Elder. The minutes of the summer showed that club work had been well taken care of during the vacation season.

Mrs. L. A. Turner, Mutual Benefit and Welfare chairman, reported 11 personal calls, 32 telephone calls and an expenditure of $80.10 during the month of September. This was for clothing and food. Clothing was also furnished children of school age. The treasurer's report showed a balance on hand in all funds, October 1st, of $961.89.

The president announced that Mrs. Philip Shoup would act as chairman of the committee to collect and care for all used clothing which would be distributed locally to needy employes.

Plans for the winter activities were discussed and it was decided to serve a birthday dinner for members and their husbands at the next meeting, November 12th, with a card party to follow, in honor of the seventh anniversary of the organization of our club.

At the close of the meeting a number of Marion club members accompanied Miss Lindskog to Cedar Rapids to attend the club meeting there in the evening.

Miles City Chapter

Millie Wise, Historian

A SPECIAL meeting was held August 29th occasioned by the visiting to the Chapter of Mrs. Carpenter Kendall and Miss Etta Lindskog. The relief work for this winter was outlined and thoroughly gone into.

Mrs. Kendall, in her address, emphasized that if we cannot help financially, a kindly word and smile cost nothing, mean much and help to create an atmosphere of cheer and good will. Miss Lindskog outlined last year's work and expenditure, and advised us as to this year's program.

The first regular meeting was held September 25th, with an attendance of forty members. Mrs. C. A. Niemmerdor, president, presiding, and Mrs. E. B. Walters acting secretary, in the absence of Mrs. A. W. Wickersham. Plans for the winter's relief work were main items of business, and ten women volunteered to make over and repair clothing for the needy cases.

Thirty dollars were taken in in September for party rentals of the club house.

Mrs. G. H. Hill, wife of the superintendent, accepted the chairmanship of the Constitution and By-Laws Committee, vacated by Mrs. Vern Tarbox, who now resides in California.

Miss Gladys Gallagher entertained with a reading, and two piano solos were rendered by Miss Alice Petterson.

Davenport Chapter

Mrs. Chas. G. Baird, Historian

THE October meeting of the Davenport Chapter was held Monday evening, October 12th, and had as their guest Miss Etta Lindskog, seceretary-general.

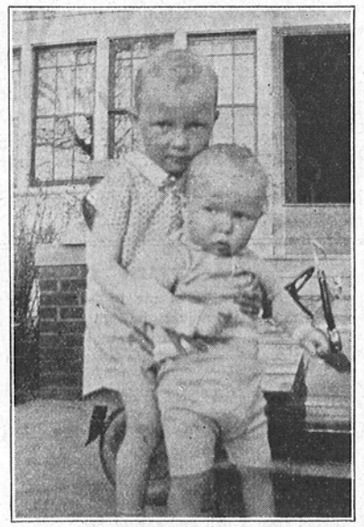
Our meeting was opened by our president, Mrs. Johnson, who introduced Miss Lindskog to the club.

The nominating committee presented the following names to be acted upon by the club: for president, Mrs. E. A. Johnson; for vice-president, Mrs. J. L. Pierce; for second vice-president, Mrs. F. L. Brenton; secretary, Mrs. R. Murphy; treasurer, Mrs. E. W. Braack; recording secretary, Mrs. C. G. Baird. The above officers were duly elected.

Miss Lindskog, secretary-general, installed the officers, which makes Davenport an independent chapter, after which she explained the origin of the club, and the great need of it, especially at this time.

A short program followed by two readings by Miss Helen Kerrigan, three vocal solos by Mr. Bob Lowe, accompanied by Miss Agnita Doyle. The remainder of the evening was spent informally.

Preceding the meeting Miss Lindskog was guest of honor at a dinner at the Pantry Shelf, covers being laid for 14. She returned to Chicago that evening.



Thomas, 3; Arthur, 1—Sons of R. M. Division Conductor T. A. Fairhurst

Wausau Chapter

Mrs. A. I. Lathrop, Historian

A large number of club members attended the October meeting, held at the club house on the thirteenth. It was announced that the board meetings would hereafter be held early in the afternoon on the day of the regular meeting, in order to enable out-of-town members to attend. It was urged that members of the chapter in other towns give suggestions on club affairs. The report of the treasurer, Mrs. B. F. Hoehn, showed a balance of $188.46. The Welfare committee reported that two suits of clothes and two pairs of shoes had been bought, and calls made on the sick. The Ways and Means committee reported that $18.86 was made in September. The Membership committee reported seventy-four voting members and forty contributing. During the informal part of the meeting which followed there were a number of renewals. Mrs. William Borchardt, who moved here from Minocqua, became a new member of the club.

The club has recently had the misfortune to lose two beloved members, Mrs. F. L. Hudson and Miss Ella Goddard, who had endeared themselves to all by their kindness and helpfulness, and who, even through their invalidism, had the welfare of the club at heart. The club also sympathizes deeply with Mrs. Leo Ziebell in the recent loss of her dear mother.

During the social part of the meeting cards were played. Favors in bridge were won by Mrs. William McCarthy and Mrs. Jay Campbell, and in five hundred by Mrs. Emelie Randow and Mrs. Thomas McCarthy. The hostesses were Mrs. Harry Norenberg, Mrs. Ed Urban, Mrs. Louis Schultz, Mrs. Robert Barton, Mrs. Oscar Sutherland, Mrs. E. J. Zeitlach, Mrs. Robert McCarthy, Mrs. William Bingham, Mrs. C. Stiff, Mrs. Carol Siessennop, Mrs. J. W. Flanigan, Mrs. Frank Frederickson, all of Tomahawk; Mrs. E. P. Little and Mrs. Charles Strassman of Irma. The committee served a very fine lunch and had accomplished the difficult task of transporting eleven delicious pumpkin pies from Tomahawk without in any way wrecking them. Mrs. Henry Gilham, a member of the club who has been out of the city, attended the meeting.

On Monday afternoon, preceding the club meeting, a board meeting was held. Nearly all the officers and committee chairmen were in attendance. It was decided to appoint a telephone committee. The sum of twenty-five dollars was voted to the community chest. There was a thorough discussion of Welfare work.

Mrs. Ed Gongaware kindly opened her home at 708 Prospect Avenue, on the afternoon of September 17th for a benefit party. Three tables of bridge were in play, and favors were won by Mrs. Felix Slomske and Mrs. Bert Nelson. An excellent lunch was served.

Mrs. Warren Essells, president of the Wausau Chapter, gave a benefit party Friday afternoon, October 9th, at her home, 519½ Humboldt Avenue. Favors at the three tables of bridge were won by Mrs. Charles Conklin and Mrs. Henry Slavinske. Later a fine lunch was served.

SHE KNEW

"What is your salary as a saleslady?"

"Seven dollars a week."

"Surely, you cannot lead a good Christian life on that!"

"That's the only kind you can lead on seven per."

OUR LITTLE FOLK

The First Thanksgiving

LONG years ago our country was a great wilderness where Indians lived, roaming about shooting game for food and knowing nothing about a great land beyond the seas.

In the year 1620 a sailing vessel named The Mayflower came to New England shores bringing white folk who had left their old homes to seek freedom in a new land. It was a strange and forbidding coast with none of the familiar sights or things they had been accustomed to, and they had to start anew building homes with the few tools they had brought with them; and plow and plant in a soil that had never known a plow. These folks we call the Pilgrims, because of their long and dangerous pilgrimage across the Atlantic Ocean. The Pilgrim Fathers were full of hope as they toiled and the Pilgrim Mothers, too, worked to bring back into their lives some of the accustomed ways of living. All through the long summer they cared for their crops and stored food for the winter ahead; and then came autumn and harvest time. Mothers, fathers and the children all prayed that God would be kind to them and give them food for the long winter. And then the harvest . . . and such a HARVEST. They had never seen such abundance. Their hearts overflowed with happiness, and to show their gratitude they set aside a day for giving thanks, and so we have our Thanksgiving Day.

A Trip to Pixieland

MARY and Jean were later than they had expected to be and later than their mother had expected them to come home. Here it was getting dark. Mary's imagination wandered as they hurried along the darkening streets. "I just bet the Pixies and goblins are out tonight. It's a good thing we aren't any later or they might carry us away."

"What are Pixies, Mary?"

"They're little people like dwarfs. I guess they're always boy Pixies, I never heard of girl Pixies."

"I'd like to see them," said Jean. "I wish they would take us home with them tonight."

As if Jean had been speaking magic words, the two girls were hurried away in a gust of wind and carried off to the top of a hill—the highest hill and the queerest hill they had ever seen. Everything was light as day but when the girls looked, objects seemed to fade away before their eyes. They stood there quite some time before they could see any people, but finally as their eyes became accustomed to the light they saw that they were surrounded by tiny dwarf-like folk, with big heads and noses and small feet. Mary suddenly laughed, "Why, they're the Pixies you were wishing to see, Jean. I wonder if this is Pixieland."



My Dear Little Folk:

I promised Frances last month that I would put my picture on your page some time, so here it is.

And now, little ones, send me some more pictures so some other time we can have another picture page.

I hope you have the very happiest Thanksgiving Day you have ever had.

Your

AUNT BETTY.

One little Pixie answered in a piping voice, "No, this is not our home. This is just the resting place for the journey from the earth to our home. We are ready to start out again. Get in the carriage and sit down."

The girls couldn't see the carriage but as soon as they had entered, it took shape and they could see it. They scarcely seemed to move they were going so fast or so slowly, they didn't know which. Finally they stopped and the Pixies helped them out. It was the same way here—they weren't able to distinguish things at first but after they had looked for a few minutes they could make out streets made of green plush, and they started out with their Pixie guides.

They saw strange houses, with crooked walls and crooked roofs. The houses were pink and green and brown and white, and didn't look at all like the homes Jean and Mary lived in. "They look like candy," said Jean.

"And so they are," answered the Pixie beside her. "Whenever we get hungry for candy we break off a piece of a house and eat it and then another piece grows right on. Try some."

Mary took a piece of a brown house and sure enough it was chocolate and Jean took pink and it was peppermint. As they walked past the houses, crooked windows went up and Pixies gazed at them with curiosity because some of them had never been to the earth. And the children saw that there were Pixie girls as well as boys. And little groups on the plush street gathered together and whispered in a strange language as the girls passed by. And then they went to a Pixie party and what a funny sight that was. There were balloons that never broke and toys that could walk and talk and there was no ice cream. Instead they chewed on twigs from earth trees because the Pixies had no such trees.

"Why did you come here?" asked one little Pixie girl who wore a dress made of butterscotch trimmed with nut meats. Mary answered, "We didn't know we were coming here but we were hurrying home wishing we could see Pixieland some time, and all of a sudden we were swished away and here we are. Oh, Jean, we should be home, it must be dark there."

Everything faded, and thump! the girls landed on their porch. It was pitch dark. "Whew, we must be late," whispered Jean.

And then their mother opened the door and hugged them and said excitedly, "Where have you girls been? I have been so worried that I just sent daddy out to look for you."

"We've been to Pixieland, mama, and we forgot how late it was cause it was daylight there."

"Pixieland?" queried the mother. And then she smiled a knowing smile, because she had been there once, too.

MY PRAYERS

After Mother tucks me in
And leaves on just one light,
She calls from in the hallway,
"Have you said your prayers tonight?"

I like to trace the pictures
On the ceiling and the wall,
And I never think to say my prayers
'Till I hear my mother call.

And then I quickly close my eyes
And talk so she can hear,
And then I call and say to her,
"I've said them, Mother dear."

Thanksgiving Dinner

EVERY Thanksgiving Day your mother has certain things for your dinner—if she didn't, it would just not be Thanksgiving. Start at any letter on the calendar and read up or down, right or left or diagonally and see if you can spell the names of nine things you will have for dinner. Next month I will tell you what they are.

1931 NOVEMBER 1931

S	T	C	N	N	R	C
E	A	I	E	Y	T	O
L	P	K	P	L	A	Y
P	R	M	O	T	E	R
T	U					

The Patterns

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

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

7324. Ladies' House Dress. Designed in sizes 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires 4⅛ yards 32 inches wide if made with sleeves short. With long sleeves 4½ yards. Vestee and belt of contrasting material requires ⅜ yard 35 inches wide. Price 12c.

7318. Ladies' Dress. Designed in sizes 34, 36, 38, 40 and 42 inches bust measure. Size 38 requires 4⅞ yards of 39-inch material if made without contrast. For contrasting material ¾ yard is required. Price 12c.

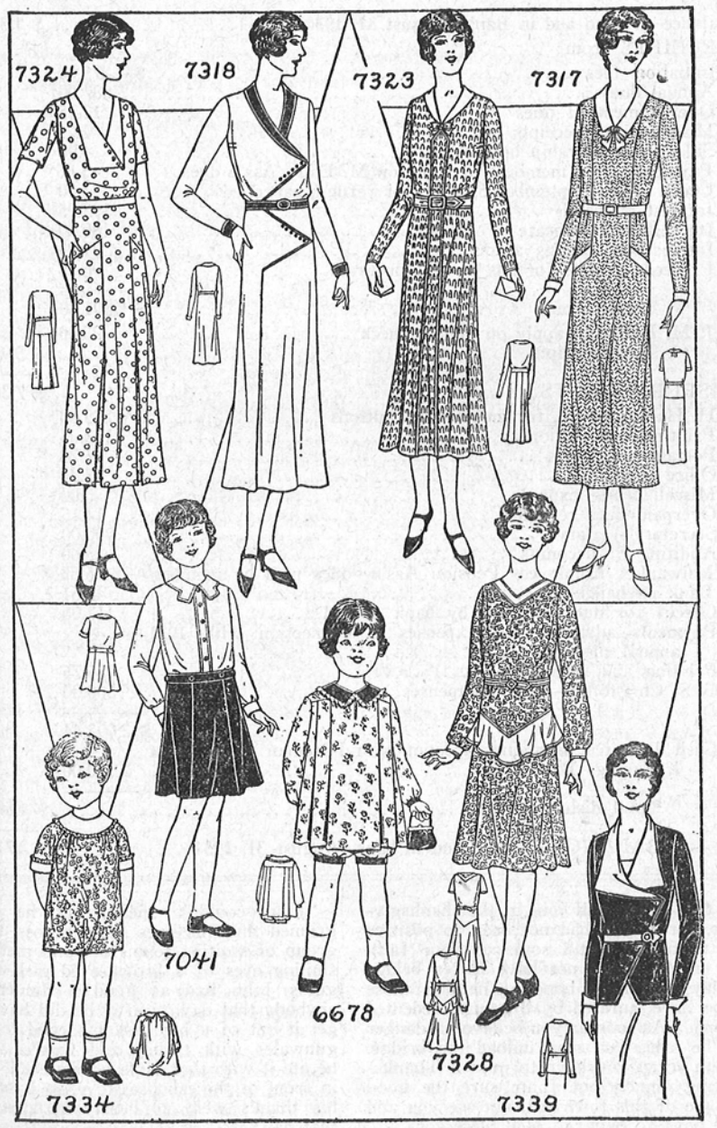
7323. Misses' Dress. Designed in sizes 16, 18 and 20 years. An 18-year size requires 4¼ yards of 35-inch material. Collar and belt of contrasting material requires ½ yard. Price 12c.

7317. Ladies' Dress. Designed in sizes 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 with long sleeves requires 4¼ yards of 36-inch material. With short sleeves it requires 4 yards. Collar, pocket facings, belt, cuffs and tie as illustrated in the large view require ⅔ yard of 36-inch material. Price 12c.

7334. Child's Play Suit. Designed in sizes 1, 2, 3, 4 and 5 years. Size 3 with long sleeves requires 1⅝ yards of material 32 inches wide. With short sleeves it requires 1⅜ yards. Collar and cuffs of contrasting material require ¼ yard 32 inches wide. Price 12c.

7041. Girls' Dress. Designed in sizes 6, 8, 10 and 12 years. An 8-year size requires 1⅜ yards of 35-inch material for the Blouse and 1 yard for the Skirt. With short sleeves in the blouse the quantity of material will be ¼ yard less. To finish the blouse with bias binding requires 2⅛ yards 1½ inches wide. Price 12c.

6678. Girls' Dress with Bloomers. Designed in sizes 2, 4, 6 and 8 years. A 6-year size requires 2⅝ yards of 35-inch material. For collar, cuffs, and leg-bands of contrasting material ⅜ yard is required, 35 inches wide, cut crosswise. For frill or plaiting on the collar 1⅞ yards 1¾ inches wide is required, cut crosswise. Price 12c.



7328. Girls' Dress. Designed in sizes 8, 10, 12 and 14 years. Size 12 requires 3¼ yards of 35-inch material if made with long sleeves and peplum. With short sleeves and without peplum 2½ yards will be required. Peplum, facings, belt and cuffs of contrasting material require ⅞ yard 35 inches wide. To finish with piping or bias binding requires 5½ yards 1½ inches wide. Price 12c.

7339. Ladies' Blouse. Designed in sizes 34, 36, 38, 40, 42 and 44 inches bust measure. If made of one material size 38 requires 2⅔ yards of 39-inch material. As shown in the large view size 38 requires 1⅝ yards of material for waist and sleeve portions, and ⅞ yard of contrasting material for collar, cuffs, vestee and belt. Price 12c.

Favorite Recipes

Cucumber Soup. Peel three large cucumbers and remove seeds. Cook in two tablespoons of butter for ten minutes, then add three tablespoons of flour and three cups of white stock. One thin slice of onion cooked in one cup of milk and two blades of mace. Combine these mixtures and rub through a sieve. Reheat to boiling point and add one-half cup cream and yoke of two eggs, beaten. Season with salt and pepper. This soup is especially recommended for sufferers from arthritis or neuritis.

Veal Tomato Bisque. Three pints of veal stock, one-half cup tomato puree, mixed and heated. Add one-fourth cup heavy cream, one-half teaspoon salt, pepper and one-half teaspoon soda. For making the **Tomato Puree**, place one-half can tomatoes in saucepan, bring to boil, and let simmer until reduced two-thirds, then force through a puree strainer.

Chicken Pie. Two young fowls, dressed, cleaned and cut up. Cook in boiling salted water until tender. Line a deep baking dish around the sides with a short biscuit dough, letting the top of the crust lay over the top of the pan. Place an inverted cup in the center of the pan and lay in the chicken, removing the larger bones, but leaving in enough to hold up the crust between the inverted cup and the edge of the pan. Season with salt and pepper, dot plentifully with butter and pour in about half of the liquor in which the chicken was cooked. Roll top crust half an inch thick and lay over the top, pressing down on the side crust, which has been moistened to make the crusts stick together. Cut a good-sized slit in the top crust and bake in a hot oven until brown. Thicken the remaining chicken liquor and serve on the side. This is the real old-fashioned Thanksgiving chicken pie, and when served with baked potato, creamed onions and crisp celery, is a dinner fit for the gods.

Steamed Lemon Pudding. Spread eight small slices of stale bread with lemon mixture and place in buttered pudding dish. Beat two eggs slightly, add three tablespoons sugar and one cup milk. Strain and add the grated rind of one lemon and pour over the bread. Cover, set in pan of hot water and bake one hour. For the **Lemon Mixture**, cook three tablespoons lemon juice, the grated rind of one lemon and one-fourth cup butter two minutes. Add one cup sugar and three eggs slightly beaten. Cook until mixture thickens and cool.

Steamed Cranberry Pudding. Cream one-half cup butter, gradually add one cup sugar and three eggs, well beaten. Mix three and one-half cups flour and one and one-fourth teaspoons baking powder and add alternately with one-half cup milk to the first mixture. Flour, one and one-half cups cranberries, turn into buttered pudding dish and steam three hours. Serve with any favored pudding sauce, or with sweetened cream.



The Veterans at Excelsior Minnetonka, September 16th.

The Valley Bridge

(Continued from page 6)

tremble a little and he began to be afraid about the delay himself, when he saw the president, Sloan give an emphatic nod of his head as he turned to John and said, 'Mr. Bangs, do you really think we can save the bridge by loading her down?' 'I certainly do, sir,' said John. 'She's not shifted enough to give us any trouble and once the load is out there, she'll hold.' 'Well, John,' said the manager, 'we're going along with you and you can arrange to get the cars and back the train out there. There are four of our heaviest engines and four cars loaded with granite, and God have mercy on you if they and the bridge go down.'

"John lost no time in getting things going and soon the outfit was slowly backed out onto the bridge. It looked good, and yet it sort of gave us the creeps to see that heavy load crawling out over that wild river with that little old wooden bridge the only thing that stood between it and destruction. But finally the wheels ground to a stop and steadily it all stood. The bridge, after a first slight tremor, seemed to settle down securely onto its bed and there it held. All that night and all the next day they stood on watch, the business car giving everyone a little more comfort, while the president and all the rest of them took their turns on watch. What they thought they could do, no one knew or cared, but it was a comfort to have everyone there to help keep the courage up. Just as day was breaking the second morning, Bangs was out, and as he stepped onto the ground, he felt a change in the weather. Surely it wasn't raining so hard, just a little drizzle, and those on the retiring watch said it had begun to let up a little before midnight. As the morning came on the clouds lifted some, the wind changed and—yes, the river had gone down a trifle, indicating the rain was over up above in the valley. In a little while he could see the water guage on the pier and before that night there was definite promise that the worst was over.

"The next morning the sun was shining, and it was Thanksgiving Day, the church bells were pealing joyously as those worn and weary railroad men prepared to call off their long vigil. Stepping over to John Bangs, President Sloan lifted his hat to his subordinate officer and said, 'Mr. Bangs, first of all we render thanks to God, and then we thank you for your faith and courage, and I am sure all of those unfortunate people in the Valley will join in the thanksgiving, for if you had not been so positive as to finally instill some of your faith in us, we might not have had a bridge today, and little hope of helping those who have suffered by this unprecedented storm. As soon as you believe all danger to be over, you may unload the bridge. I am sorry you have to miss a Thanksgiving dinner, but I am sure the good people of this town will not see you and the boys go hungry. God bless you.'

"John couldn't speak, but he just grinned and his eyes stole across to a group of waiting townsfolk and met the smiling eyes of a brown-eyed girl, so I guess John had as good a dinner as anybody that day, even if he did have to get it out of a big basket packed to the gunwales with turkey and fixin's. But he ate it with that same brown-eyed lass, in front of the caboose stove, so I expect his thanks were as hearty as anyone's that day."

Treasurer's Report—Ve Employe's Association

Year Endi 31st, 1931

Statement of Receipts and Disburse ptember 1, 1930 to August 31, 1931

Balance on hand and in Bank, August 31, 1930		$ 1,387.74
RECEIPTS from:		
Initiation fees	$ 275.00	
Annual dues	5,087.00	
Overpayment of dues	12.15	
Miscellaneous receipts	2.27	
Sale of membership buttons	4.98	
Payments from members to apply on M. E. P. Ass'n dues	5.85	
Check issued September 5, 1929, for refund, cancelled	3.00	
Interest on bonds	193.75	
Interest on certificate of deposit	180.00	
Interest on savings account	31.25	
Proceeds to date for ads in 1931 program	96.25	
Total income		$ 5,891.50
J. M. Kelly—to apply on unpaid check	25.00	
Total receipts		$ 5,916.50
		$ 7,304.24
DISBURSEMENTS:		
H. Hammersmith, for membership buttons	$ 235.00	
Printing and stationery	152.06	
Postage	95.78	
Office supplies	13.24	
Miscellaneous expense	5.00	
Overpaid dues refunded	14.15	
Secretary's salary	900.00	
Auditing of accounts	25.00	
Milwaukee Employees Pension Ass'n—dues paid by members	5.85	
Bank exchange	43.61	
Checks for dues returned by bank unpaid	17.00	
Payments advanced for expenses in connection with 1931 annual meeting		
Printing and stationery	85.75	
C. S. Christoffer—sundry expenses	500.00	
	$ 2,092.44	
Cash deposited in savings account with Foreman State Trust & Savings Bank	2,500.00	
Total disbursements		$ 4,592.44
BALANCE on hand and in bank, August 31, 1931		$ 2,711.80

INCOME ACCOUNT

Total income for period—Sept. 1, 1930 to Aug. 31, 1931	$ 5,891.50
Total expenses during period	2,092.44
NET INCOME for period	$ 3,799.06

NET WORTH

Cash on hand and in bank—August 31, 1930	$ 1,387.74	
Invested in securities	9,500.00	
Uncollected check	279.10	
NET WORTH—August 31, 1930		$11,166.84
ADD:		
Net income for period—Sept. 1, 1930 to Aug. 31, 1931		3,799.06
NET WORTH—August 31, 1931		$14,965.90

Consisting of:

Investments in—		
U. S. Liberty Bond No. A-00812461	$ 500.00	
U. S. Liberty Bond No. B-00812462	500.00	
U. S. Liberty Bond No. C-00812463	500.00	
University Court Apt. Bonds Nos. 64 and 67	2,000.00	
Certificate of deposit—First National Bank	6,000.00	
Savings account—First Trust & Savings Bank (formerly Foreman-State Trust & Savings Bank)	2,500.00	
	$12,000.00	
First Trust & Savings Bank—interest on savings account	31.25	
Balance due on uncollected check	254.10	
Cash on hand and in bank:		
First National Bank—checking account	1,997.51	
Cash on hand	683.04	
	$14,965.90	

I. & D. Items

M. G. B.

MR. W. SHEA, assistant engineer, maintenance of way, made an inspection trip over the I. & D. Division, accompanied by Division Engineer M. A. Bost, Superintendent W. F. Ingraham and Roadmaster A. W. Bahr, the latter part of September.

Mr. O. E. Bradford, traveling inspector from Austin, made an inspection trip over the East I. & D. Division in company with Chief Carpenter G. B. Lawrence.

Harry Clough, bridge foreman from the West I. & D. Division, was in Mason City September 25th from which point, he and his crew will be assigned to work around Beulah.

Sympathy is extended to Mr. and Mrs. E. J. Kelly on the death of James Kelly, who died at Glenwood, Ia., September 22nd. James Kelly was the son of Conductor Kelly.

Miriam Ingraham, daughter of Superintendent W. F. Ingraham, left Mason City September 15th for Iowa City, where she will take up a course in journalism.

Mr. and Mrs. E. J. Parker, of Santa Ana, Calif., visited the home of Mr. and Mrs George Smith, of Mason City, the middle of September.

Galen Meuwissen, son of Chief Dispatcher L. R. Meuwissen, left Mason City September 15th for Ames, Ia.

Our genial yardmaster, Mr. Dickhoff, was surely enthused over the World Series. For further details call on Mr. Donovan.

E. W. Webb, claim adjuster from Des Moines, was in Mason City September 17th.

Congratulations are in order for Mr. and Mrs. Blanchard, of Mason City on the birth of a daughter September 27th. Mr. Charles Blanchard is lineman at Mason City.

Mr. S. G. Ingraham, of Evanston, Ill., visited the home of his brother, Mr. W. F. Ingraham, at Mason City, the early part of October.

Mr. W. F. Ingraham and son, Sidney, were the guests of Father C. P. Sweeney, of Fort Dodge, at the Notre Dame-Northwestern game in Chicago, October 10th.

Mr. G. W. Bryan is again on the travelers' list. He is visiting with his brother-in-law and sister at Long Island and Bermuda.

Mr. J. G. Love has returned from an extended visit to Kansas City and points in Kentucky.

George Foresman, baggageman, Mason City, had all his teeth pulled and wishes to sell a good second hand tooth brush, low mileage, lots of extra bristles in fine shape. Call on George for his preference as to a down payment.

The following is modestly submitted by the Yard Office—"All Hail the King!" King of what? Oh, yes, A. E. Johnson, switchman, Spencer, king of horsemen. When it comes to handling horses Art is a good Ludefish trainer. While leading a horse from a car at Spencer, the horse got playful with Arthur and almost jumped in Art's pocket.

Anyone wishing back numbers of Milwaukee Magazines, see Irma Wilhelm, superintendent's office. She has a complete file of old numbers.

Mr. C. B. Higgins is spending his vacation with his son, F. M. Higgins, located at Mitchell, and is also touring North Dakota. Mr. Higgins is dispatcher at Mason City.

Some of the train dispatchers at Mason City are keeping abreast of the times, with their new chest transmitters. Can't quite figure out whether or not they are playing make believe and think they are in the World Series. We hear that Dispatcher Pack at one time received the balls over the plate, now he is receiving for the railroad.

F. H. Dickhoff and C. E. Mutschler have purchased two cases of shells for the duck season. It might take that many—you never can tell!

Don Bolton, P. F. I. at Mason City, has received a fresh shipment of pickled herring for the fall season. The Boltons are surely fond of pickled herring.

SAFETY RECORDS

DUBUQUE SHOPS YARD, under Yardmaster E. G. Kiesele and Night Yardmaster H. M. Wilkinson, has a record of no injuries since November 9, 1929. There are an average of 18 yardmen employed at this point per day, and it is considered that this is a good record.

Marquette Yard, in charge of Yardmaster L. B. Beckwith and Night Yardmaster H. L. Schwartz, where approximately 12 yardmen are employed per day, has a record of no injuries since June 4, 1930. A nice showing.

Agent J. W. Shelby, at Mitchell, South Dakota, states that in his freighthouse, where from six to nine men are employed daily, they have not had a lost time or reportable injury since June 12, 1928.

The Des Moines Division has not had a reportable or lost time injury for a period of 200 days.

Roadmaster G. P. Hall, at CleElum, Washington, reports that Section Foreman Joseph M. Turner, at Maple Valley, Washington, has had no accidents to himself or any of his men since October 14, 1914. While his force is very small, averaging from one to five men, this is a nice showing.

Division Storekeeper C. W. Pearce, at Terre Haute, Indiana, reports that the Store Department employes under his supervision, numbering from 25 to 53, have passed through a period in excess of 1,175 days without a lost time or reportable injury, and over 250 days without even a minor injury. A very good showing.

juries which are disabling employes in practically every branch of the service. Your effort in the past to reduce personal injuries and your determination to accomplish an even better record in the future is appreciated. It would seem logical and fitting in this month of Thanksgiving to consider the plight of the unfortunate fellow worker who, through his own acts or omissions, suffered fatal or serious personal injury. The employes, who were careful to comply with the rules and handle their work in a safe manner, will have an opportunity to fully appreciate the significance of Thanksgiving Day, November 26th.

It is a wonderful relief to your family, as well as to yourself, to know that you are considered a safe employe. There are very few honors of a higher nature which could be conferred upon you. The safe employe is the respected employe. Your safety is in your own hands, and as long as you exercise due care and carry out the safety principles in handling your work, your family, as well as yourself, will be spared the anxiety, extreme discomfort and other unpleasant things which go hand in hand with a personal injury. Be thankful for your security, which, after all, depends entirely upon your efforts to be careful, thoughtful and mindful of the importance of safety.

Agent P. A. Gallagher, at Mason City, Iowa, reports that the freighthouse and yard office force of about 25 employes has not had a reportable or lost time injury since October, 1928. Considering the amount of freight handled and the work of the yard employes in the yards,

The contest records for the eight-month period ended August 31, 1931, show the following officers on the top of the list in their various groups:

Name	Title	Division
B. F. Hoehn	Superintendent	Wisconsin Valley
G. E. Passage	Master Mechanic	Terre Haute
F. D. Campbell	Assistant Superintendent Car Department (Classed with D. M. C. B.)	Lines West
M. M. Harrington	Trainmaster	Wisconsin Valley
W. C. Blase	Traveling Engineer	Twin City Terminals
H. B. Christianson	Division Engineer	Iowa
A. H. Hobert	Roadmaster	Dubuque and Illinois
Tom Koga	General Foreman in Charge of Large Extra Gang	Rocky Mountain
O. E. Blake	Chief Carpenter	Trans-Missouri
W. G. Chipman	General Yardmaster	Dubuque and Illinois
J. P. Fahey	Agent, Large Freighthouse	Minneapolis, Minn.
D. B. Rivers	District Storekeeper	Northern District
J. F. McConahay	Signal Supervisor	Middle District
J. G. Wetherell	Assistant Engineer	Milwaukee Grade Separation
Al Pentecost	Locomotive Shop Superintendent	Tacoma, Wash.
G. Reichart	Car Shop Superintendent	Milwaukee, Wis.
J. J. Roe	Superintendent Rail Mill	Savanna, Ill.

The personal injury figures for the month of August and the eight-month period, 1931, are as follows:

	August, 1931			August, 1930			Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	..	9	6	..	12	13	..	3	7
Lines West	..	2	1	..	7	3	..	5	2
System	..	11	7	..	19	16	..	8	9

A decrease of 42 per cent in reportable cases.

	8 Months, 1931			8 Months, 1930			Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	7	100	82	13	211	141	6	111	59
Lines West	1	13	17	5	60	40	4	47	23
System	8	113	99	18	271	181	10	158	82

A decrease of 58 per cent in reportable cases.

During the month of September, 1931, there were 14 divisions that had clear, reportable injury records and those with the star prefix also went through without a lost time injury, as follows:

*Iowa	Madison	Twin City Terminal
Kansas City	*Wisconsin Valley	*Trans-Missouri
*Terre Haute	*Superior	*Idaho
*Des Moines	I. & D.	*Coast
*Milwaukee	*H. & D.	

The safety record of the Milwaukee Road so far this year shows a nice improvement over 1930, but we still have the opportunity to effect a further reduction in the personal in-

Mr. Gallagher feels that this nice record was attributed to the fact that the employes were thinking and acting in line with safety at all times.

Sports

(Continued from page 12)

Plans for next season are already in progress, among them several road trips have been contemplated.

The first golf tournament ever held by the Fullerton Avenue employes was staged at the Greenview Country Club on September 19th. As far as good golf is concerned, it was not very successful as the weather was stormy and a strong wind was whipping across the fairways. However, the thirty-nine contestants enjoyed themselves as only good fellows and dub golfers can.

The low gross prizes were won by J. Oakley, freight auditor's office, 88; J. Sherlock, T. A. handicap winners were S. Spence, F. A., A. O., 90, and A. Wackrow, A. C., 93. The Johnson, F. A., J. Kowalski, C. A., and C. G. Peterson, F. A.

The duffer's prize was won by Joe Grace, of the auditor of expenditure's office and was given not only for the large score but also for his ability to count so high.

The "Old Timers" of the ticket auditor's office, including the ticket auditor himself, played the "Milwaukee" champions on October 17th. As far as the game was concerned—well, the weather was perfect and we all had our pictures taken.

Team	WL	Av.	H.G.
1—Kansas City	11 4	804	2½
2—Chicago	11 4	782	1½
3—Twin Cities	7 8	817	3
4—Milwaukee	7 8	787	2
5—Omaha	6 9	802	4
6—Seattle	3 12	774	2

Player and Team	Games	Av.
Gavin, Chicago	6	175
Allaire, Chicago	15	126
Ganzer, Chicago	15	151
Larson, Chicago	15	170
Duffy, Chicago	15	160
Weyforth, Milwaukee	15	155
Peterson, Milwaukee	15	178
Neuzil, Milwaukee	12	142
Crickard, Milwaukee	15	150
Woelffer, Milwaukee	15	162
Patock, Twin Cities	15	155
Malcynski, Twin Cities	15	182
Oakley, Twin Cities	15	168
Orlowski, Twin Cities	15	149
Jacobson, Twin Cities	15	163

Player and Team	Games	Av.
Steller, Seattle	15	162
Becker, Seattle	15	168
Stevens, Seattle	12	146
Miller, Seattle	15	138
Gerke, Seattle	15	159
Haidys, Omaha	15	177
Ewalt, Omaha	15	154
Lindmark, Omaha	12	159
Greenwald, Omaha	15	158
Christ, Omaha	15	154
Reinert, Kansas City	15	165
Riplinger, Kansas City	15	134
Pufundt, Kansas City	15	167
Wayrowski, Kansas City	15	168
Ludwig, Kansas City	15	170

High Team Series, 1st—Twin City	2,622
High Team Series, 2nd—Kansas City	2,529
High Team Game, 1st—Seattle	928
High Team Game, 2nd—Twin City	928
High Individual Game, 1st—Ludwig	250
High Individual Game, 2nd—Malcynski	244
High Individual Series, 1st—Malcynski	595
High Individual Series, 2nd—Wayrowski	584

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson	Night Yardmaster, Bensenville
Vila M. Graves	Engineering Department, Chicago
A. M. Dreyer	Fullerton Avenue, Chicago
John T. Raymond	Dispatcher, Marion, Iowa
Ruby M. Eckman	Care of Assistant Supt., Perry, Iowa
Maude French	Care of Superintendent, Des Moines, Iowa
E. L. Sacks	Care of Trainmaster, Dubuque, Iowa
Lucille Millar	Care of Storekeeper, Dubuque, Iowa
M. G. Braheny	Care of Superintendent, Mason City, Iowa
C. M. Gohmann	Care of Superintendent, Ottumwa, Iowa
Sybil M. Clifford	Care of Asst. Supt., Kansas City
Mrs. Ann Millard	Muskego Yard Office, Milwaukee
C. M. Browning	Care of Superintendent, Green Bay, Wis.
Eileen Story	Care of Superintendent, La Crosse, Wis.
L. J. Lightfield	Ticket Office, Beloit, Wis.
Harriette M. Badger	Care of Car Department, Milwaukee Shops
Cora R. Ouimette	Drafting Room, Milwaukee Shops
Mrs. Edna Bintliffe	Care of Trainmaster, Mitchell, S. D.
Viola F. Donahue	Care of Superintendent, Savanna, Ill.
Claire E. Shappee	Care of Western Traffic Manager, Seattle, Wash.
Gertrude Alden	Care of Superintendent, Spokane, Wash.
Leda Mars	Care of Local Agent, Minneapolis, Minn.
N. A. Hiddleson	Care of Mechanical Dept., Minneapolis, Minn.
V. J. Williams	Care of Superintendent, Austin, Minn.
Lillian Atkinson	Care of Superintendent, Wausau, Wis.
B. M. Smith	Care of Superintendent, Aberdeen, S. D.
M. F. Kasak	Care of Superintendent, Sioux City, Iowa
Harriet Shultze	Care of Refrigerator Dept., Fullerton Ave., Chicago
Dora M. Anderson	Care of Local Agent, Mobridge, S. D.
Helen Kirwan	Care of Superintendent, Miles City, Montana
Nora B. Decco	Telegrapher, Three Forks, Mont.
A. M. Maxeiner	Agent, Lewistown, Mont.
L. W. Pratt	Care of Superintendent, Butte, Mont.
R. C. Peterson	Dispatcher, Spokane, Wash.
F. E. Kirkland	Care of Superintendent, Tacoma, Wash.
R. R. Thiele	Care of Local Agent, Tacoma, Wash.
H. W. Anderson	Care of D. M. M., Tacoma, Wash.
Anne Evans	Care of Superintendent, Madison, Wis.

Seattle General Offices

Claire E. Shappee

MISS GRACE GALE, formerly with the Purchasing Deartment, was married September 22nd to Mr. Ed Rydberg. They spent their honeymoon in Vancouver and Victoria, B. C.

Certainly Cupid is fond of picking the Graces as we have lost two of our Milwaukee girls in the last month, the other Grace being now Mrs. Wm. Nelson (formerly Grace Cummings, of the Traffic Department).

Mr. and Mrs. V. E. Strauss are the proud parents of a baby daughter, Margaret Louise, born September 10th. Congratulations.

Nettie Brett, of the Purchasing Department, who suffered a nervous breakdown several weeks ago, has returned to the office. We are glad to have her with us again.

Mr. W. A. MacLeod, of the Traffic Department has been sick for the past few weeks. We certainly miss the "Judge" and hope he will be back soon.

Mr. O. G. Edwards has been appointed Assistant General Attorney at Seattle, to succeed Mr. I. S. Crawford, deceased. Mr. Edwards comes to the Milwaukee Road from the U. P. at Portland. Mr. Edwards has long been active and successful in tax and Interstate Commerce Commission cases while with the Union Pacific. He has been connected with the Union Pacific since 1904, when he entered its service at Pendleton, Oregon. One year later he entered the tax and right-of-way department under the late J. W. Morrow. In 1916, after graduating from the University of Oregon, he was admitted to the Oregon Bar.

His friends of the Milwaukee wish him success.

Frank Bradt, of the Transportation Department, just returned from a trip to Winona, Minn., where Frank and his mother spent their vacation. An amusing incident of the trip was Frank's meeting Annette Standaert, of the Transportation, and Sophie Frank of the Legal, on the train, The surprise was mutual as neither party had any idea the other was on board. When talking to Chief Clerk Stablein he told me that the train was ten minutes late arriving at St. Maries, and he has not been able to figure out the reason for it yet. Maybe one of the foregoing might give this information to Chief Stablein as he seems quite worried.

Mr. F. O. Finn, export and import agent, attended the Foreign Trade Convention at Oakland, Calif., September 16, 17, 18.

Miss Ruth Walla, of the vice-president's office, has just returned from her vacation in California. She visited her brother in Los Angeles and also some friends in Oakland. From all appearances her vacation was very successful.

Dick Hessian, of the Traffic Department is looking for a place to retire to. He had the high honor of taking both the pools made on the first two games for the world series. When it was too late the gang ruled him out. You know that old adage that runs something like, "When the cat's away, don't let the horse out." Miss Shappee, of the same department, couldn't see anybody but Philadelphia in this world's series argument, her cousin is married to the brother of Mickey Cochrane, and she has made it a family row between the Cochranes and St. Louis.

Mr. A. J. McCarthy, district passenger agent, has returned from a trip to Chicago, where he attended a passenger conference.

Mr. and Mrs. W. F. Roark are receiving congratulations on the birth of a son October 3rd.

We are glad to hear that Mr. Gabriel, of the Milwaukee Land Department, is out of the hospital and improving in health.

Mr. C. E. Kent, accountant, is spending his vacation in California and Tia Juana, Mexico. I think maybe he has gone down to Mexico to view the senoritas.

The Traffic Department take their football seriously and it is a real blow to humanity whenever the University of Washington is beaten. That has not happened so far this year owing to the masterly strategy of our co-workers, Vic Strauss and Glenn Williamson. These two see all, know all, and tell all. By the way, Gene Webster, of the Passenger Department has a son, Harry, turning out with the U. of W. squad. He is a sweet football player and will be heard from on the football field in the near future. (Another by the way) Vic Strauss was disappointed that his recent addition was not a half-back but a co-ed.

Seattle "Local Freight"

A novel luncheon was given at the Transportation Club Monday noon, October 5th, by W. H. Campbell, freight agent.

It was occasioned by the fact that the Seattle warehouse did not have any L. C. L. or carload errors over a period of one month.

There were 10 in all present, including L. S. Cunningham, safety inspector, and Mr. A. DeGarmo, traveling inspector.

Mayor Harlin addressed the gathering, stating he was interested in the transportation in and out of Seattle; that the railroads were of vital importance to the Northwest. He was optimistic for the future of Seattle.

The chairman of the club introduced Mr. Campbell and his staff, who were taken there in appreciation of their efforts in making this 100 per cent record.

Besides roast beef and pie a la mode, one is left to guess as to the menu—it was thoroughly enjoyed by all.

Ellen Sjogren, accountant at this office, recently returned from a three weeks' trip to New York City. She visited with Mrs. George Brant (nee Gustavson) while there and reports a fine time.

During her absence her desk was handled by Esther McGregor.

Martha Prentice is spending her leave of absence in Milwaukee and Chicago, having been gone about four weeks now.

Frances Pratt is back at the office, doing temporary work on Miss Prentice's desk.

The agent has just had his Chrysler painted a dark green—to match his new fall suit.

Safety Inspector L. S. Cunningham recently paid the terminal a visit. While here he inspected the waterfront, oil plant, dock and yard.

Candy and cigars were passed around at the local last week—the occasion being the marriage of former Revising Clerk Earl Connelly, who is now working at Ellensburg. Understand Mrs. Connelly is from Spokane. Congratulations, Earl!

Red Hot Coals from the Second District of the Milwaukee Division

L. J. L.

F. T. BLACK, former division accountant at Beloit, and now located at Milwaukee, Wisconsin, is at this writing very ill at the Beloit Municipal Hospital. He is slowly rallying from a major operation. His many friends are wishing for a speedy recovery.

Archie Morrissey, our former dispatcher, and now in the main office at Milwaukee, had the misfortune to slip while going down the stairs from his work and took time out for a few days. His rugged constitution brought him back in tip-top shape in no time and he is as active as ever.

Not so many days are left for your Christmas shopping, so a few presents bought now and then will save you a lot of trouble, as December 25th comes closer.

Auditor Brown is busy checking the ticket office. He states that the ticket clerk is a little underweight.

Operator Shugrue is now holding down a trick at Burlington Tower. Jim says it is an easy town to get acquainted in.

Alfred Koester, star stenographer at Beloit, is now taking a night course at Beloit College. Understand Armock talked him into it.

John Cioni, predictor of world series championships, baseball games, prize fights, etc., made his first mistake this year. Ask Bill Bush about it.

Happy Webber, congenial machinist at the roundhouse, keeps his ears open for prospective passengers. He recently gave us a tip on a passenger going away. Although we were unable to secure, we wish to thank him for his interest and ask him to give us these tips as we all appreciate them.

Messrs. Brown and Day and wives attended an opera in Chicago the first week in October. They report a very fine time.

Civil Engineer Boettcher paid us a visit recently. Mr. Boettcher is now located in Milwaukee and we seldom see his smiling face. We also miss his little jokes, don't we, Mr. Zimmerman?

Yardmaster Wobig is now working on the east end way freight. Art says it is like a vacation after his strenuous work at Beloit.

Brakeman Campbell has his winter's supply of wood ready for cold weather. He used the old fashioned buck saw method and says he will sure enjoy the heat it gives him.

Baggageman Davidson is working on the Janesville-Rockford run. He relieves our genial Mr. Artlipp. When he has put in his necessary mileage.

Harold says, "A car in the ditch is money in your pocket." You tell them, Harold, I can't express.

Roadmaster Barbee and wife are taking a 3,000 mile auto trip through the southwest. Barbee is going to inspect the highways to see how the roadbed is.

Senator Matson says the popular song at one time was "The Yanks are Coming." He has composed a new song "The Dead Heads are Riding." Well, Senator, the unemployed have to have something to do.

Conductor Jack Cavey, while en route from his home to the depot at Milwaukee, got in the way of a passing automobile and is at the present time laid up at his home for repairs. We certainly miss Jack and trust he will be back on his run pronto.

Politicians Messrs. Cioni and Ferrero attended the banquet given by the Progressives at the Legion Hall, Beloit, October 29th. The supper was served by the Milwaukee Women's Club. And believe me, it was a dandy.

Matson says smoke CAMELS and keep kissable.

Willard Scott is on the sick list, although able to be up, he is not his usual self and is planning on a trip to Los Angeles for a long rest, to be spent with a sister there.

Marvin Brick, former timekeeper at Beloit, is now in the Chicago offices and makes his weekly trips to Beloit to see his old friends. Marvin is still as dapper as ever.

The Milwaukee bowling team did not organize this year, and we members of the old team last year are very disappointed. We can perhaps enter some of the events at the Green Bay Tournament in 1933. Let's hope.

November Meditations

Lillian Rose

I know a road once gold and red,
And bronze between,
And there was the yellow of harvest
Where once was green.

But the steady march of the seasons
Move endlessly;
And days are gone on fleetest wings,
Like waves of sea.

I know this road all through the year,
I walk each day,
Charmed by the seasonal changes—
Green—gold—or gray.

When o'er the rim of the western hills,
The sun sinks low,
Shadowy forms dart 'cross the road,
And chill winds blow.

Wind and rain, and the sun's slant rays—
The moonbeams bright—
Crunch of the snow in winter time,
With stars of night.

There on my road—green—gold or gray—
Day-time or night,
I answer the voice that calls me
With sheer delight.

For, on my road the whole year through,
Supreme to me,
Is LIFE and DEATH and JOY and PAIN
And ECSTACY!

Wisconsin Valley Division Notes

Lillian

LINCOLN County potato growers, whose crops have been proclaimed as some of the best in the state, are to make a united effort to take first honors at the Wisconsin Potato Show which is to be held at Rhinelander, October 27th to 30th. A meeting was called by the Commercial Club, the Kiwanis and the Civic Club at Tomahawk on September 30th, at which Professor J. D. Mylward, of the University of Wisconsin, who is secretary of Wisconsin Potato Growers Association, gave a talk to the growers to create a Lincoln County exhibit at the Potato Show at Rhinelander. The meeting was attended by a large delegation of farmers from Lincoln County.

Mr. and Mrs. B. F. Enkhausen have returned from a two weeks' visit in Milwaukee.

Mrs. Guy Reynolds and son visited with relatives at Tomahawk.

Mr. Fred L. Kerr, of New Lisbon, and Mrs. Kuehling, of Tomahawk, were married at Merrill on September 29th. They spent their honeymoon motoring between Merrill and Milwaukee. The many friends of the happy couple wish them a long and happy wedded life.

A card was received from Russ Hensen, who was called to Salt Lake City, Utah, on account of the serious illness of his father that the condition of the patient was much improved.

Our worthy agent, John A. Steele, reports a very good passenger business at Sayner this summer. Camp Highland, Dr. Monilaw's summer school for boys and Warwick Woods, Miss Helen James' summer school for girls are old established camps situated on Plum Lake, and Camp Eagle Crest, located on Found Lake, about five miles from Sayner, had a very good attendance. These are ideal camps for outdoor physical education, which includes all sports and athletic activities as well as instructions in music, art and manual training. The educational advantages derived in attending these summer camp schools are many, classes are held in the morning on various subjects of studies. The boys and girls are allowed to take canoe trips away from camp for two or three weeks at a time, going up to Lake Superior over into Canada, also down south following the chain of lakes down the Mississippi. Students taking the canoe trip must be able to pass the canoe test, which consists of being able to paddle, then to swim tipping the canoe, swimming around it and getting back into it without water being in the canoe after being tipped. They are taught how to rescue anyone in danger, must be able to put them in the canoe and bring them to shore safely, which is quite a feat for the boys and girls. A great many other advantages are gained in an educational way and the attendance at these camps is increased each year.

Dispatcher J. W. Held and Mrs. Held were called to Milwaukee on account of the sudden death of Mrs. Henry Held, which occurred on September 23rd. Mr. and Mrs. Henry Held have visited in Wausau on several occasions and friends and employes extend sympathy to Mr. Henry Held and family.

Mr. and Mrs. W. C. Milne and son, David, have gone to Cedar City, Utah, to make their home. Friends in Wausau have received word that they are comfortably located at the Eden Apartments, near the home of their daughter, Mrs. John Chisholm. They report a pleasant train trip and said that the through trains to the coast were well filled. They found Iowa and Nebraska very dry and report that in some places the corn was so poor that the farmers were not going to even harvest their crop.

A benefit card party was given by Mrs. Warren Essels at her home on Friday afternoon, October 9th, for the Milwaukee Railway Women's Club. Mrs. Charles Conklin and Mrs. Henry Slavinske won favors. Lunch was served after the game.

On October 10th Miss Violet Hammerday, daughter of Mr. and Mrs. William Erickson, was married to Norman McEwen, son of Mr. and Mrs. William McEwen, at the parsonage of Rev. E. C. Grauer, of St. Paul's church. A 6:30 o'clock supper was served to relatives and immediate friends at the Milwaukee Railway Women's Club house, covers being laid for forty, and a wedding dance was given in the evening in the town hall at Nutterville, which was attended by two hundred couples. Mr. and Mrs. McEwen will be at home to friends at 938½ Jackson Street.

A drive along any highway at this season of the year or a trip by rail through the Wisconsin Valley Division is one that will long remain in the memory of those who are fortunate enough to take in the gorgeous color schemes which Jack Frost has painted on every hillside. It was recently said that northern Wisconsin is missing a big bet in not advertising its attractions during the month of October. Every unfolding hill and dale offers a picture of magic beauty, more beautiful than any artist with all his matchless skill could duplicate. People who live in the southern part of the state could well afford a week-end trip to the northern part of the state just to view these spectacles. The pictures afforded would stir even the most unromantic soul. Fall fishing, fall hunting, the pictures made by Mother Nature, could be well capitalized to bring thousands to this part of the state and those who would come would not be disappointed.

Card of Thanks

WE gratefully acknowledge the kind and thoughtful expression of sympathy so tenderly extended by the railway employes during our recent bereavement in the death of our sister, Ella L. Goddard, who passed away on September 21st, after a lingering illness.

MRS. LILLIAN G. ATKINSON,
B. P. GODDARD.

West I. & D. Division

Edna Bintliff

MR. W. F. CODY was a Mitchell visitor October 9th.

Mr. M. A. Bost, division engineer, and Mr. G. B. Lawrence, chief carpenter, were in Mitchell on a building inspection trip early in October.

District Claim Prevention Meeting was held at Mitchell, South Dakota, October 12th. A most interesting meeting was held. Inspectors S. F. Philpot and O. E. Bradford were in attendance at this meeting.

Mr. C. B. Higgins, dispatcher from Mason City, was a Mitchell visitor in October, where he visited with his son, Dispatcher Fay Higgins.

Mr. J. Turney, master mechanic, was in Mitchell October 8th. Mr. Turney has taken the place of Mr. Martinson, who was recently transferred to Milwaukee.

We are glad to see our lineman, Eric Limblad, around the office again. Mr. Limblad has been ill for about two weeks, but now is on the upgrade.

District claim adjuster was in Mitchell October 8th, en route to Plankinton.

Superintendent Ingraham and Division Engineer Bost were in Mitchell October 8th, arriving from the west where they had been on an inspection tour. It is hard to keep track of these gentlemen as they have been very busy this year. We are always glad to see them.

E. O. Wright and Roy Peterson spent their vacation in the far north fishing. And you should hear the fish stories. But what is in a story?

Sympathy is extended to Mr. Harold Lindahl in the loss of his mother, Mrs. Lindahl. Mrs. Lindahl was also the mother of Pearl, who worked at the roundhouse at Mitchell at one time.

W. N. Foster, master mechanic from Perry, Ia., called on us recently. We were all pleased to meet this fine man and hope he comes again.

Sympathy is extended to the Schirmer boys in the loss of their mother. Bill and George are employes at the roundhouse, while Henry and Fred are on the yard force.

Mr. H. L. Wiltrout, with Mrs. Wiltrout and brother, Mr. Snepps, were visiting at various points in Indiana in October.

"Sandy" Rolland, traveling engineer from the S. C. & D., was with us one day in the early part of October.

Since Corn Palace time everyone working at Mitchell has decided that he or she had better come to work in a coat of armor, as did the rail handlers of yore. You know, one of those defensive coverings of steel or iron. What with razor slashers and stray bullets, one must need have some protection. We rather think that a nifty little number in steel with one of the new Eugenie hats might be rather interesting. And speaking of those hats, we saw one of our brave numbers rushing wildly down the street one day shouting, "The British are coming." Upon second inspection he slumped in great disappointment and said, "It is only Mrs. Paul Revere."

L. J. Desomery, instrument man from the office of the division engineer, was in Mitchell early in October on his way to Rapid City, where he planned to stake out paving for the new stock yard at that point. The building of this stock yard would indicate that Rapid City does not take the so-called depression seriously, and that more business is anticipated in the future than in the past.

And the pheasant hunting season is now with us. The days of real sport for South Dakotans. For pheasant hunting is real sport. We do not understand how any object of such brilliant coloring, in a landscape so devoid of coloring can become apparently non-existent. You see them—and then you don't. And what makes everyone so peeved is the fact that on the last day of the hunting season there does not seem to be a bird left in all South Dakota, and the next day what happens? A whole pheasant regiment is out en masse to see whether No. 22 will make the hill or not, flaunting their gaudiness in the face of every railroad man who goes by. Now wouldn't that just about make you use adjectives?

The State Highway Department has been hauling gravel from the gravel pit at Oacoma to Stamford and Okaton, where it is used for improvement of the Custer Battlefield Highway. The railroad receives a nice revenue from this haul, and is one of the items which make us wonder whether the depression is not more of an imaginary disease than an actuality in this part of the country, as far as railroading goes.

Earl Parson, helper at the roundhouse, Mitchell, was quite seriously injured while riding his motorcycle recently. It was necessary that two toes on his right foot be amputated. We wish him a speedy recovery.

Secrets will out. So congratulations are in order for Fire Builder Bert Cross, who recently took the fatal step. Best of luck, Bert.

NO-OX-ID
IRON RUST
TRADE MARK
The Original Rust Preventive

PROTECTING THE WORLD'S CARRIERS

Pan-American Airways System, the International Air Transport System of the United States protects their great flying boats with NO-OX-ID inside and out.

Bradley Transportation Company's self-unloading type cargo carriers are protected with NO-OX-ID.

Illinois Central Railway's electric Suburban cars rendering the country's finest suburban service are treated with NO-OX-ID.

What is your rust problem?

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"NO-OX-ID Treated Steel Is Always Steel"

Creosoted and Zinc Treated Materials

Wood-Block Floors
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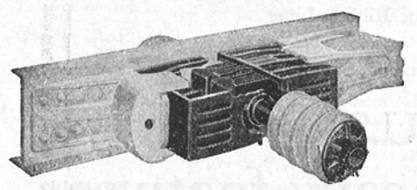
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Built and operated first treating plant north of the Ohio River, year 1876

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Chicago Office: 111 W. Washington St.
Plant: Terre Haute, Ind.

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The New Type L-25 Cardwell Draft Gear



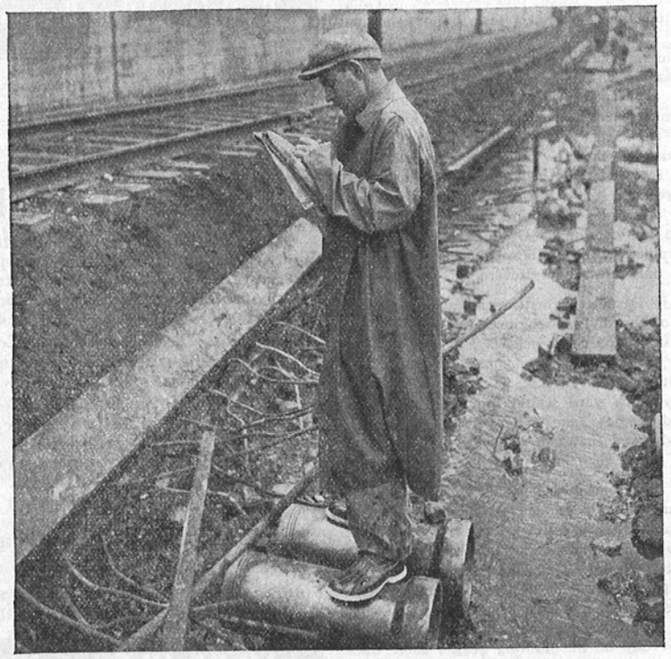
Cardwell and Westinghouse Draft Gears defeat impact. They lengthen the span of the car's life.



The New Type NY-11-D Westinghouse Draft Gear

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RAILROADERS WHO FIND REAL FOOT PROTECTION PAYS



J. S. FRANCIS picks the
"U. S." Ebony Patrol



Don't miss trying on this boot the next time you see your "U. S." dealer. "U.S." Blue Ribbon Boots are mighty popular with railroad men. They give you a snug, comfortable fit—the kind of fit that keeps your feet from getting tired. Note the heavy corrugated soles. They wear like iron—yet they're light enough for real comfort.

He's an assistant engineer in the engineering department of the Illinois Central Railroad. Just look at those heavy-duty rubbers he wears. They give him real protection when out on the job.

"U. S." Ebony Patrols are built to wear like iron. Yet they are light and pliable for solid comfort. The soles are extra tough, built with a heavy non-skid tread. Bumper heels and extension soles give extra reinforcing at wear points. The heavy ribbed vamp gives extra wear and flexibility over the instep.

See your "U. S." dealer. He'll be glad to let you try on a pair of "U. S." Blue Ribbon Ebony Patrols. If you need *boots* or *overshoes* or any other type of footwear, ask him to show you the "U. S." Blue Ribbon Line.

United States Rubber Company

Blue US Ribbon

"U.S." BLUE RIBBON
heavy footwear

S. C. D. Offices

J. B.

SINCEREST sympathy is extended to Harry Belond, our M. C. B. inspector, whose mother died September 29th.

Little things this office
Has never without doubt,
Ever got away from,
Or ever been without!

Johnny Trojan asking questions,
Frank Skola getting sore,
Erv Weber trying to answer them,
And Johnny asking more.

Al Barndt without his lunches,
They seem to last all day,
M. Biller without his hunches, and,
"I knew 'twould turn out that way."

One friend without the other,
The Messrs. Mehan and Brock,
A friendship grown as time went on,
Now strong as the Gibraltar Rock.

C. Kreil without his rushing,
"I must get this out of the way."
Is sure to come at four o'clock,
Is what the stenos say.

"The first mistake in seven years."
No need to mention the name,
No matter the number of mistakes found
The answer remains the same.

Ty Cannon, Carl Wood and F. Campbell,
Three of our special men,
Have a hard time making our stenos
Read the notes they make now and then.

I hope that none will take offense,
Isn't all of this quite true,
Many things you could write about me,
But instead I'm writing about you.

Kansas City Division

C. M. G.

RECENTLY the new electric blocks between Polo and Birmingham were placed in operation; centralized traffic control also governs the operation of trains in this territory. Trains are allowed to enter this section of the track at Birmingham on signal handled by operators in the tower at that point. Traffic is further routed by a centralized traffic control, which is being located at Excelsior Springs where three operators handle all train movements within the limits of the territory. At Polo the trains are permitted to enter this territory or are let out of this territory by remote control, which is operated by operators at that point. This system of operating trains is the latest development in up-to-date railway signaling and is also a great saving in dispatchers' time in handling trains over this busy railroad.

Mrs. F. H. Hahn, wife of conductor, attended the state meeting of the Women's Christian Temperance Union, which was held in Davenport the early part of October.

E. C. Koepke, perishable freight inspector, succeeded Bert Brandt, Ottumwa, who was transferred to Perry, Iowa, serving in the same capacity at his new location. Mr. Koepke came to Ottumwa from Davenport.

Agent P. H. Fluck and Mrs. Fluck recently returned from a visit in Minneapolis, Minn., and West Bend, Wis.

Curtis Adcock has returned to the service after an extended absence account ill health. He is now in switch service at West Yard.

Trainmaster H. C. Munson has moved his residence to 422 North Clay Street and Roadmaster P. J. Weiland is now located on Benton Street.

On Saturday, October 3rd, Mrs. W. C. Givens returned to her home from Sioux City, where she had been a patient in the Methodist Hospital.

Mrs. J. W. Sowder was called to Independence, Missouri, account of the serious illness of her father.

Mr. and Mrs. Clyde Dornsife made an extended trip through the west, including Los Angeles, San Francisco, Portland and Spokane.

Had another treat of candy, this time homemade fudge, which was passed among the employes in the superintendent's office by Jno. Mooney, statistical clerk, who had a birthday on October 14th.

Mr. and Mrs. M. Reynolds recently announced the marriage of their daughter, Susan Madalene, to Wm. Moss Daugherty, son of Dr. R. W. Daugherty and Mrs. Daugherty, of Nicholsville, Ky. The wedding occurred at Jeffersonville, Ind., on December 30, 1930. Both Mr. and Mrs. Daugherty attended the University of Kentucky, Lexington. Mrs. Daugherty has lately been connected with the United Chautauqua Company, spending the past summer as its representative in Des Moines. Mr. Daugherty will enter the medical school of the University of Louisville in 1932.

Chief Dispatcher L. H. Wilson and Mrs. Wilson visited in Ottawa and Lawrence, Kansas, for three weeks in August, en route to Colorado. Because of the ill health of Mr. Wilson they were unable to continue their journey. Mr. Wilson has recovered and has resumed his position.

H. G. Barnard, family, his mother and brother, of Kansas City, motored to points in southern Illinois, to visit with relatives during the early part of September.

Jno. A. Sanford, Mrs. Sanford and Jno., Jr., went to Excelsior Springs and Kansas City for a vacation of two weeks during the latter part of August.

A reduction in section forces was made effective with September 1st, decreasing the number of sections from 54 to 39, making a reduction in the total number of section foremen accordingly.

Labor Day was a great day for Ottumwa and the much planned celebration went over successfully, with the Honorable Wm. H. Green, National President of the American Federation of Labor, as the chief speaker. J. C. Lewis, state president of the labor organizations and many other notables were present. A number of the officials and their wives, also employes and members of the Milwaukee Women's Club were given a real workout during the big event in taking charge of a concession stand at Leighton Park, which was located very close to the speakers' stand. Hot dogs, ham sandwiches, ice cream, pie, coffee, pop, beer, cigars, candy and gum were sold and it kept the workers exceptionally busy at certain intervals in taking care of the many patrons. Everyone co-operated splendidly in making a success of operating the concession stand and the Milwaukee Women's Club is deeply grateful to all those who assisted in this work.

News from the Freight House

Business for September was ahead of the same period a year ago and we are trying to make it still better for October.

Why not have "GET BUSINESS" meetings the same as we have Safety First, fuel savings, etc., meetings? It would help business greatly by having meetings for all employes and instill the spirit of getting more business for the Milwaukee by speaking to the firms they patronize, as well as their friends; also have our traveling representatives at these meetings and give a talk on how to solicit trade, in fact, furnish the necessary information that the employes may ask for on the subject. If every employe would speak to his friend in business, soliciting his patronage for the Milwaukee, we are sure that business would show a good increase.

Our yard checker is getting very particular what path he uses in checking the yards, as the snakes are getting so numerous that he has to watch his step, especially around the brick plant. Yes, sir! eight feet and over, and how they can rattle.

La Crosse-River Division Items

Eileen

LUCKILY at the end of the World Series (serious would be more appropriate) we were a few pence ahead—just a little loyalty to the dear old Cards—but at the end of the football season I'll wager many of us will be looking for cheap breakfasts.

Brakeman Ben Petermeyer is to be commended for service rendered on train No. 263 September 4th. The stoker failed and he assisted the fireman in firing the engine by hand until the stoker was again put in service thus avoiding the necessity of setting out the train or delaying them.

W. J. Whalen, now trainmaster on the D. & I. Division, paid us several visits during the past few weeks.

Fred Shumway and Frank Larkin are among those who are going pheasant hunting in the Dakotas.

In the absence of Yardmaster N. J. Weber, Frank Larkin has been running the yard at La Crosse.

Mrs. Anton Saley, wife of Switchman Anton Saley, is recovering nicely from a serious operation performed in a La Crosse hospital.

Conductor H. Painter is again on the job after having been off for some time on account of illness.

Yard Clerk Ed Scanlon has resumed work after spending his vacation in Kansas City. Must be something secret—anyway he didn't tell a thing about it.

Assistant Night Yardmaster K. R. Schwartz has been laying off on account of sickness.

A daughter was born recently to Mr. and Mrs. Francis Wood. Francis is the storekeeper at La Crosse.

Chief Dispatcher C. D. Galliven is vacationing, whereabouts unknown.

Mike Palmer, baggageman, who is helping out nights, at Tomah, is back at work after being off on account of sickness.

A severe headache, a dizzy spell and "Coal Flat was taken home to recuperate (in the Ford, not on a stretcher). Cause unkown. About the same time the news leaked out—that someone had lost a quarter on the Cards. This, of course, is only coincidence.

On September 29th we had one of the finest Safety First meetings we have ever had. It was held in Yerly Hall, La Crosse, and there were 109 present. It was a pleasure to listen to the enthusiastic speeches and suggestions that were given by the men. There were representatives from nearly all departments.

Wonder who received the lovely bottle of perfume that Barney Larson purchased at the drug store not so long ago? Let's see ,did you go to Winona that night, Barney?

RAILROADERS WHO ARE READY
FOR ANY KIND OF WEATHER



O. L. Johnson likes a
"U.S." RAYNSTER
for *his* job!

He's a busy yard conductor. Here you see him putting the Golden State Limited together, ready for its flight to Los Angeles. It's a bad day.

But look how he's dressed for it!

He depends on his "U. S." Raynster raincoat for complete protection from the weather.

The "U. S." Raynster is an especially sturdy raincoat. It withstands rough handling and *any* kind of weather. It will not crack or tear at folds. No rotting! You're missing something if you haven't tried Raynster protection. See your "U.S." dealer today. Ask him to let you try on a genuine "U. S." Raynster raincoat.

United States Rubber Company

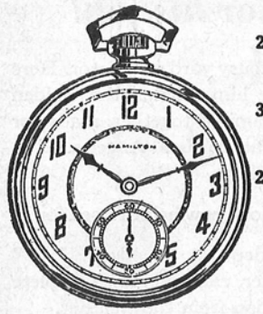
US Raynster
REG. U.S. PAT. OFF.
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CENTRAL REPUBLIC BANK
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Commercial–Trust–Savings

208
South La Salle Street
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Your Local Watch Inspector Deserves Your Patronage!

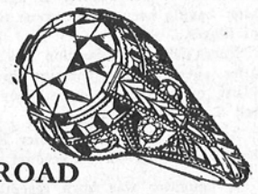


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2353 Madison Street :-: CHICAGO, ILLINOIS

H. HAMMERSMITH
332 W. Wisconsin Avenue MILWAUKEE, WIS.

MILTON PENCE
23 E. Madison Street :-: CHICAGO, ILLINOIS

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The MILWAUKEE ROAD

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Miners and Shippers of

West Virginia Smokeless & Bituminous
Eastern & Western Kentucky
Illinois and Indiana Bituminous Coals

Broadcast from the Madison Division

Ace

DIVISION claim prevention meeting was held at Madison, Friday evening, October 9th, with an attendance of 103. We feel the large attendance was partially due to the keen advertisement on the part of the chief clerk. Understand even Mr. Ennis commented on the "Let's Go" spirit portrayed by the "Goat" on the invitations.

Mr. Rowley, trainmaster, is again back with us, after having spent practically a month at Janesville relieving day and night yardmasters.

A new kind of soap for sale! It meets all the requirements and furnishes a little amusement—so Conductor Henry Commodore Griggs says. Inquire about it.

Adolph Fishnich, night clerk, freight office, recently returned from a trip to his home in Ellsworth, Minn.—the state that produces baseball players, football players, bull throwers—in fact athletics of all descriptions.

On September 25th, a son was born to Mr. and Mrs. Ben Eller. Mr. Eller is ticket agent at Madison.

Wyla Blethen, stenographer, freight office, spent the week-end of October 3rd in Sioux City, Iowa.

Mr. and Mrs. Harold Stormer announce the birth of a daughter, Patricia Ruth, October 9th. Mrs. Stormer will be remembered as Ruth Tessman, who was employed in the freight office for several years.

Mrs. Thos. Taylor, wife of tower signal man, has returned from an extended visit with her daughter in Buffalo, N. Y. She reports having had a lovely time and is greatly improved in health.

Sandy Wilson is looking forward to returning to Florida, where he has been spending the winters the past few years. Mr. Wilson says that after 62 years of active service he is entitled to a vacation during the cold weather. We agree with him.

Engineer Frank Lyne seems to enjoy working in Madison Yard. It seems good to see his smiling face on the 1217.

The many friends of Frank Thompson will be glad to learn that he is up and around again. He was a caller at the roundhouse a few days ago. Here's hoping you will soon be back with us, Frank.

Former Roundhouse Foreman A. H. Johnson and wife were callers at Madison roundhouse recently. They are both looking fine and wished to be remembered to all their friends. Their home address is 181 Benson Street, Albany, N. Y., in case you want to drop them a line.

J. A. Willison, Joe Conahan, W. C. Kenney and several others are looking forward to attending the football game between Wisconsin and Pennsylvania at Philadelphia October 24th. It looks as though the special train is going to be well patronized.

Guess Carl Knope didn't get any chickens during the recent open season. At any rate, we didn't hear about it.

Employes at Madison have been quite liberal in their contributions to the Community Union fund. We know it will be used to good advantage the coming winter.

Mr. and Mrs. MacDonald enjoyed a week's vacation, spending a few days at Streator, Ill., and a few at Sault Ste. Marie, Mich.

Mr. O. T. Olson, retired agent, McFarland, called at the superintendent's office a few days ago, bringing with him a large bouquet of his SPECIAL variety dahlias. He counted those in the office and said, "There's one for each one—according to size—two for the chief clerk." Anyway, they were lovely and we all hope Mr. Olson remembers us next year.

When departing from claim prevention meeting last Friday, Agent Lathrop said, "There are enough hats to go around but someone accidently left a different one for me. Although not a perfect fit, it has a much better silk lining than mine, so I'm satisfied."

Now here's a story hard to beat,
Some real bad man stole Kelly's teeth,
And left old Tom without a bit;
The old scout couldn't even fight,
But now some new teeth are in line,
And everything is going fine.

Coast Division

Kirk

THE Puyallup Fair for this year is now a thing of the past and most of the employes around here were seen or known to be about the grounds at one time or another. The Fair was just a little better than ever before, which is the usual thing as it grows better each year, and no matter what your hobby or where your interests lie, there was something there you wanted to see. Bob Lowery, as usual, conducted an eats emporium and reports very good business.

Due to the "repression" P. B. VanDolah, of the Engineering Department, was laid off effective October 1st.

September 22nd we had a little excitement about the station. Smoke was seen coming up through the planks of the platform by G. I. Russell, who immediately yelled for help. Geo. Freestone ushered a can of water from the lunch counter and soon things were normal again. No damage, no personal injuries.

October 8th the substation bungalow occupied by J. W. Santee at Hyak caught fire from some unknown cause and burned to the ground. Good work was done by the section men and all others on the ground in confining the fire to the one building. Fire pump was sent to Hyak by the Forest Service which aided materially in saving the other bungalows. Section Foreman Frank Shosbeck and Section Laborer John McGrath were injured when the chimney collapsed, being struck by flying bricks.

Train Rules Examiner D. E. Rossiter is here this week examining trainmen.

"Doc" and Mrs. Evans, of Kittitas, were hosts, as usual, to all their scattergun friends on the opening date for upland birds, Sunday, October 11th. Among those present were Mr. and Mrs. Sherman (you all know Ann); Cal Snyder, formerly of the Accounting Department, now a man of leisure; Jess Valleroy, of Taunton substation, and yours truly. The hunting was good, spent all day hunting but no one seemed to get the number of birds that they thought they ought to have.

Sam Hale, sectionman from Tacoma, writes from Omaha, Nebr., that he intends to stay there another two or three months. Must be a powerful drawing card.

Mr. and Mrs. Bert E. Westby, of Madison, Wis., are in Tacoma visiting their son, Rollo Westby. Mr. Westby has worked on Lines East for forty years, the last twenty-eight of which has been as section foreman at Madison and has an enviable record from the standpoint of Safety First.

Operator E. J. Kay returned home September 26th after attending the Veterans' Convention in Minneapolis. Mr. Kay returned home via Canada, where he made several stopovers to visit old friends. Reports a very pleasant trip but glad to be back.

Section Laborer Ray Steuby and wife were called to Lewiston, Idaho, account of the illness of Mrs. Steuby's sister and expect to be gone several weeks.

Section Foreman Wm. Lockhart, of Centralia, will spend the next three or four weeks on his vacation. Mr. Magnus Hestness, of Seattle, will act as section foreman in his place.

The Track and B. & B. Departments are busy making the physical connection with the Northern Pacific at Chehalis, which will open the way for the Milwaukee into Longview. We all hope it will be necessary to put on two or three more freight trains each day to take care of the business.

Mrs. Negley, who underwent an operation a week or so ago, is back at Dunmovin and recovering nicely. Her daughter, Mrs. McCann will be with her while Mrs. Negley recovers her strength.

The annual fall tie inspection is on and all of the engineering force are out on the line this week "walkin' the ties."

Now that the World's Series is over and settled, the "pool" business seems to have quieted down and no doubt will stay in the slump until just before Turkey Day.

Station WLE

Harriet

Take-in Adages

"SUCCESS is one part inspiration and nine parts perspiration."

"Few things are impossible to diligence and skill."

"No person was ever honored for what he received. Honor has been the reward for what he gave."

Wisecrax

Tony: Anybody sick? Who opened the window?

Holcomb: I did, I was getting hungry and wanted to smell the corned beef and cabbage!

Al (after listening to Don trying out some pretty speeches on one of the girls in the office on a Wednesday afternoon): At what library did you get the book, Don?

(The rest of us): What's the new girl's name besides Honey, Don?

IF YOU'RE COLD—reminisce—Bob Weber (on a bright day in August) WHEW! but it's hot; records show we handled a car of eggs from some seaport in the west and Mr. Holcomb has a record to show that the car checked at Chicago as a car of dressed poultry. Boy! I never knew it was that hot!

"They're all crazy about me here," wrote home the new inmate of the lunatic asylum.

S. C. & D. Items

M. F. Kasak

THE Safety First meeting held at Sioux Falls, September 14th, was well attended despite the fact that the Veterans' Convention was in session at Minneapolis and their "doings" were being broadcast at the same hour of the meeting over radio station WCCO.

Mr. M. T. Wood, one of the local attorneys for the company, gave an interesting talk on the subject of "Safety First from the Employe's Economic Standpoint," emphasizing that personal injuries are usually very unprofitable for the workers in any industry.

Sixty-nine employes and visitors were in attendance, and, upon adjournment of the meeting, a group of ladies from the Women's Club served "hot dogs" and coffee.

Beneficiaries of 15 Members

of the

EMPLOYEES' PROTECTIVE ASSOCIATION

Have Each Received $1,000 in payment of

Equitable Group Life Insurance

Three of these Members had $180, $250 and $500 of Other Life Insurance, And Three Others Carried No Other Insurance

This Proves the Value of

Equitable Group Life Insurance

Low Cost
No Medical Examination

THE EQUITABLE
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THOMAS I. PARKINSON, *President*
393 Seventh Avenue New York

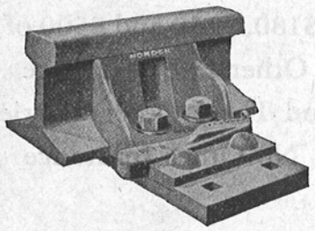
Overcoat Time Is Here!

And you have never before seen such an amazing selection at such agreeable prices.
MELTONS! BURBERRY! BEAVERS!
CAMELS HAIR!
All smartly styled and beautifully needled. You're bound to find just what you want.
Cleaning and Pressing Service

JOSEPH KAHN Union Station Est. 1904 CHICAGO



The Morden Adjustable Rail Brace
Standard on the
Chicago, Milwaukee, St. Paul & Pacific R. R.



Morden Frog and Crossing Works
CHICAGO

Kenneth V. Gray, agent at Baltic, has joined the ranks of the "Benedicts," this all taking place on the 12th of August at Baltic, where he married Miss Katie M. Nelson, daughter of Andrew Nelson, who has been section foreman at Baltic for the past 42 years. Immediately after the ceremony they left for a short trip to northern Minnesota, where Mr. Gray formerly made his home, to renew old acquaintances. We all wish you the best of everything that helps to make life worth while.

Mrs. Carl W. Nelson, wife of section laborer at Baltic, is in the sanitarium at Custer, S. D., receiving treatment for a lung ailment from which she has been suffering for some time. She made the trip by automobile accompanied by her husband, Carl, also Andrew Nelson, Jr., Amanda Nelson and Mrs. Andrew Nelson, Sr. We certainly hope that Mrs. Nelson can return to her home in good health very soon.

Frosty Akers, chief carpenter's clerk, has completed his fall house cleaning and is comfortably located in his new quarters at the shops. We suspect that he will have to guard his new office on Hallowe'en to prevent mischievous small boys from relocating it.

A football party of 28 from Sioux Falls College used our trains 316 and 16 to Aberdeen and return on August 25th. A cafe-coach was attached to 316 to provide meals for the group. Lloyd West, P. T. A. at Sioux Falls, accompanied the party.

I am indebted to Engineers Bill Hop and Al Main for the following information relative to the activities of the S. C. & D. veterans at the recent convention. I appreciate very much your efforts and interest in supplying the information which, I am sure, will be of interest to the veterans.

The following from the division were present at the convention in Minneapolis:

William Bowers, wife and granddaughter
A. B. Main and wife
F. H. Sutherland and wife
L. A. Cline and wife
Dave Thompson and wife
Bob O'Hern and wife
Wm. Hopkinson and wife
Omar Wells
John Miller and wife
Christ Olson and wife
J. R. Bankson and wife.

A good time was had by all and, if you don't believe it, read on—The veterans were taken on a sightseeing trip about the Twin Cities, having a motorcycle escort to eliminate traffic delays. After noon day lunch they were entertained at an Orpheum party. The banquet was the high light of the entire session. Amos and Andy put on a performance and did not overlook mentioning our officers, this all being broadcast over WCCO.

Jim Sutherland said that he had a better time in Vancouver than he had in Minneapolis and we wonder why?

During the convention many of the veterans had an opportunity to visit with our old friend Earl Jefferson.

At Excelsior, Mrs. Main rode everything on the grounds, including the wheel barrow.

In the fun house Dave Thompson discovered that his eyes were O. K. and he will not need glasses for some time. If laughing makes some fat, Mrs. Thompson should have gained at least ten pounds. Dave got sick on the Tilt-a-Whirl, but says that it was cheap entertainment anyway.

Omar Wells didn't miss a thing from the soup to the fun house.

Al Main won a $2.00 pipe in the smoking contest and also won the fat men's race (we didn't hear what the prize was).

Ross Bankson had to be helped through the barrel after drinking a Coco Cola, but we are not quite sure whether the barrel was too much for him or the Coco Cola.

Bill Hop drank two big bottles of spring water at the banquet and had to be helped away from the table, possibly Bill took on too much tonnage and stalled!

Al Main lost his glasses at the park, but he reports that he was not seriously inconvenienced without them. (The glasses were found and returned to him about two weeks later.)

Mrs. Bankson and a party of the other veteran's cooks spent some time riding the merry-go-'round, Mrs. Bankson having a good time enjoying the difficulties of some of the ladies in mounting their steeds—the laugh was on her later, when the merry-go-'round stopped for some unknown reason or other and left her high and dry. The horse stopped too high up for her to dismount—the laughs reversed!

Mr. and Mrs. William Lagan, demurrage clerk, and wife at Sioux Falls, spent a few days at Hot Springs during the first half of October. They report a good time but that the weather was hot.

Joe Griller and wife visited in Sioux Falls for a few days during the first half of October, at the home of his mother. Joe, as you all know, is city passenger agent at Detroit. Glad to see you again, folks.

Tom Cavanaugh, second trick operator at Sioux Falls, has been eating with the cat since September 28th account having fourteen of his tusks pulled out. He went through the ordeal O. K. and discovered he had a lot of fighting qualities that he knew nothing about, so his dentist informed him, after he woke up from the gas.

Laura Sievert spent a few days visiting her sister near New Hampton, Iowa, during the last half of September.

Harry Hopkinson underwent an operation at Rochester during the last half of September. We certainly hope that he has improved.

Section Laborer Victor Nelson returned to work again, having disposed of his grocery store.

Mrs. D. Murphy and Vivian, mother and sister of Jerry Murphy, were called to Washington, D. C., account sickness in the Daniel Murphy family during the first half of October. We surely hope that all is well now.

Our cars are heavily insulated and maintained in a high state of repair. Carriers can depend on this equipment to protect them against claims due to lading damage by heat or cold.

Union Refrigerator Transit Co.
Milwaukee, Wisconsin

Chicago Terminals

Guy E. Sampson

THE wind is whistling through the trees,
The corn has sure grown tall,
And everything we see and hear
Announces "This is fall."

October one-half gone and before we realize it another winter will be here, the season when extraordinary care must be taken to avoid personal injuries. Cold, slippery weather, when one is very uncertain of his footing and when one is apt to have ears covered, extreme carefulness on the part of everyone will assist greatly in avoiding accidents. If we begin at once—today, to take those extra precautions which always prove a life-saver, we will be able to keep the accident reports on the decline, even in the long winter months ahead.

Mr. Finley, of the Bensenville roundhouse forces, must have been doing some good work down east inspecting the new locomotives that are to come to our line as two of the F-6 engines came through the first of the week.

We were sorry to note the omission from our last items the note pertaining to the death of one of the Chicago Terminals' efficient employes. In fact we asked for particulars from those best known to him and not receiving any fully expected that they had been sent to some other department. The whole terminal were shockd a couple of months ago when they heard that Chief Car Clerk Walter Franz had passed away. Walter had been with the company for a great many years and was well known to most of the employes in the terminal. Our sympathy is extended to his bereaved family.

Train Director James Kirby took a couple of weeks' vacation this month and spent a part of that time visiting a sister in Ohio, Sampson relieving Mr. Kirby in the director's office.

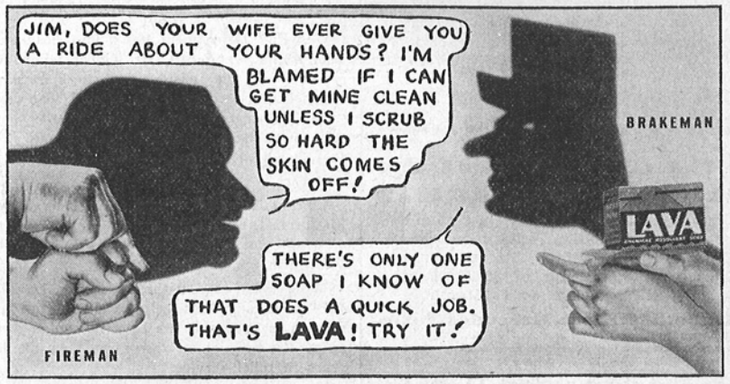
Tom Ryecroft, chief clerk in the assistant superintendent's office, enjoyed his vacation the latter part of September and when we say enjoyed, we mean it, for Tom went to Detroit with the Legionaires and he must have had a real good time for we have positive proof that he didn't bring home a single drop—so what did he do with his share of the liquid entertainment furnished there?

The traveling cranes, the tamping machines and rail laying machines, or as the crews in merchandise transfer service call them, "The night crawlers," have been busily engaged the past two months repairing tracks around Bensenville, but as the fall winds have begun to blow quite cold and the work is completed, they have been packed up and moved to other fields.

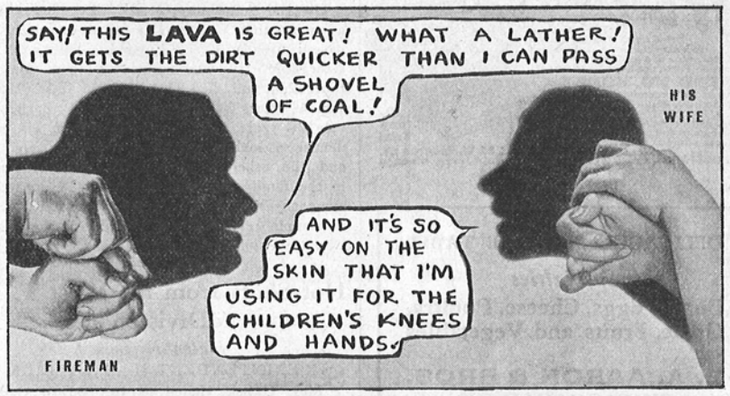
Mr. Harry Potter, who for a number of years has had charge of the janitor duties at the north hump office, resigned from his position October 10th to accept employment elsewhere. Harry, always a jolly good fellow, will be missed around the office. His place is at this time being filled by Bob Alexander, a switchman whose whiskers were quite a bit too short to hold a job switching since the depression hit America and Chicago Terminals as well. Bob says he never was very strong on spreading hot air but that he will make an effort to supply enough heat in the building to keep that frail little fellow, Wm. Doyle, from shivering.

Along with the expectation of cold weather comes the usual scramble for refrigerators to move the Wisconsin cabbage crop. Send 10 here and 12 there and 7 somewhere else is a common message to be received from the car distributor's office every day except Sunday, and we ought to be thankful for one day's rest from the same routine.

LAVA SHADOW PICTURES



2 DAYS LATER



LAVA GETS *ANY* DIRT
in less than a minute!

Hot water or cold, hard or soft—it makes no difference! Scrub for only a minute and the dirtiest hands you can offer are as spick and span as a newly-laid rail. Lava's thick, heavy lather goes right in after the dirt.

The pumice in Lava is what gets the dirt. But it's soft and powdery, to protect the skin. Scrub as hard as you like—there's glycerine in Lava, which gives full protection.

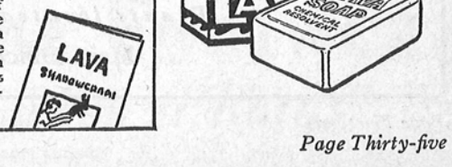
Lava has dozens of uses about the house, too! It cleans fruit and vegetable stains. It quickly shines pots and pans. It puts a lustre on porcelain and wash basins.

Order Lava from your grocer today. Two large sizes—6¢ and 10¢.

LAVA SOAP
takes the dirt—protects the skin

LAVA SHADOW PICTURE BOOK FOR THE CHILDREN

Write today for this book. Shows the children how to make all kinds of funny shadow pictures with the hands. Just cut the front from a Lava Soap Box. Write your name and address on the back. Place in envelope and mail to: Procter & Gamble Co., Dept. LK-111, Cincinnati, Ohio.



TO MEN WHO SMOKE

Genuine French Briar Pipe—entirely new principle gives cool, dry smoke and positively prevents "soup" or slugs being drawn into your mouth. Patented, manufactured and sold direct to you at special introductory price of $2.00. Your money back if not satisfied after receiving and examining pipe.

G. T. Ivory, 1153 So. Grove Ave. Oak Park, Ill.

Texas Oranges and Grapefruit

Tree-ripened, ungassed, twenty pounds, straight or mixed, prepaid to any express office in United States east of Rockies, upon receipt of $2.50. Forty pounds, $4.00. November to March.

Elizabeth M. Riess, Mercedes, Texas

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Save over ½-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!!

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17 17

Galewood Shops

It is an established fact that business cannot function without organization, and so it is with us at Galewood.

Our Fire Department has a new head and a head to be proud of. Mr. Gobat is our new fire eater and his assistant fire eaters are picked for their fearlessness in the face of that demon "fire. The organization is perfect. Other points and towns have already inquired about it.

Our slogan is: "Every fire gets a ride on our hose cart."

Chicago Terminal Division Engineer Edward McCormick died October 4th after an illness of one month. He was burned at Columbus, Wisconsin on October 6th.

McCormick entered the service in the fall of 1879 as a machinist helper. Hired out as a fireman in 1882 and has been in engine service up to the time of his death, working the later years in relief service.

Mr. McCormick leaves one daughter, also an employe of this company at Fullerton Ave.

On the same day Mr. McCormick passed away another Chicago Terminal engineer also passed to The Great Beyond. This was Mr. George Morris, who suffered a stroke on October 2nd and died October 4th. Mr. Morris was 46 years of age and had been in the service 26 years. He leaves to mourn his early demise a loving wife and two sons, one 16, and the other 8 years old. He was buried in the family lot in a Chicago cemetery. The sympathy of all employes is extended to the mourning relatives and friends of these two valuable employes of our railroad.

Hot Shots from the West T. M. Division

Helen Kirwan

SUPERINTENDENT H. M. GILLICK and Mrs. Gillick visited at the Edwin Carlson home during the first week of September, coming up from Aberdeen to be present at the christening of little Gene Ann Carlson. Mr. and Mrs. Martin Walsh, of Harlowton, were also present at the ceremony, acting as godparents for the little lass.

Miss Catherine Rivers, daughter of Mr. H. B. Rivers, departed for Bozeman early in September to take up her school work. Miss Catherine is majoring in domestic art.

Mr. and Mrs. J. V. Anderson were recently called to Owatonna, Minn., on account of the death of Mrs. Anderson's brother-in-law, Mr. Floyd Preston. Mr. Preston passed away September 27th at the Kahler Hospital in Rochester, Minn. Acute appendicitis was said to be the cause of his death.

Neil Grogan, dispatcher, is entitled to special mention on account of being instrumental in securing a shipment of 1 car of horses and 1 car emigrants destined to Ft. Browning, Montana, from Miles City.

A. J. Frawley accompanied his mother to Milwaukee, Wisconsin, when she returned home in September after spending the summer with her son, A. J., and family in Miles City and Edward J. in California.

The division was saddened by the death of J. C. Flaherty, who passed away in Chicago during September. Our sincere sympathy is extended to the sorrowing family.

Mr. and Mrs. H. V. Winsor returned home in September from an extended trip to Alaska.

Mrs. Walter Martin, of Melstone, is a patient in the Holy Rosary Hospital in Miles City convalescing after a serious operation.

Roadmaster and Mrs. Sam Lee spent a pleasant vacation on the coast during September.

Rita, little daughter of Lineman Frank Wolf, has been quite ill for several weeks. Miss Desse Wise, sister of Mrs. Wolf, is here from Chicago assisting in the care of the little girl during her illness.

1,208 cars of stock were loaded on the T. M. Division last month, September, 1931, which was a considerable increase over any month's shipments for some time. 800 cars were shipped the previous month.

Mr. and Mrs. Kurt Wiel departed for Seattle, Wash., October 1st, where they expect to make their home. Kurt was connected with the Engineering Department at Miles City in the capacity of instrumentman.

Twin City Terminals—Mechanical and Store Departments

N. A. H.

MISS ELIZABETH MURPHY and Mr. O. G. Neuwirth, of the Store Department, exchanged marriage vows in September.

Her bridesmaid was Miss Vivian Britton, also of the Store Department, and cousin of the bride. Mr. M. E. Neuwirth, the groom's brother, was best man.

A wedding breakfast was held for the immediate family at the home of the bride. Mr. and Mrs. Neuwirth left for a motor trip to northern Minnesota.

Our best wishes follow the couple throughout their long journey of matrimony.

The office force entertained Miss Murphy and Mr. Neuwirth at a 6 o'clock dinner and a very entertaining evening was spent in various ways. Besides Miss Murphy was given many showers by her various and numerous friends.

The bridal couple then in turn entertained the entire office force at a chow mein dinner at their river home.

Miss Vivian Britton was lost somewhere up in northern Minnesota enjoying a vacation, and as usual Miss Britton reports a wonderful time upon her return.

Mr. Lawrence McMakin, formerly employed at Minneapolis roundhouse, made his annual call at the office. Mr. McMakin has been located at Fort Smith, Arkansas, for the past years. His brother, George, also a former employee as machinist in the back shops, is still in the jungles of South Africa, having been located there for a number of years in business.

Mr. H. Wandberg has been confined to his home for a number of weeks but at this writing the report is he is getting along fine and will soon be with us.

Mr. Axel Edlund, who has been located with the Baldwin Locomotive Works in Philadelphia for the past few months, was called home account of serious illness of his mother who passed away at St. Mary's Hospital.

Mr. and Mrs. George W. Rushlow, of Long Beach, California, received the prize of coming the longest distance to attend the Veterans Convention. He just got under the ropes as there was another veteran employe who resided just four blocks closer to Minneapolis. Mr. Rushlow reports 100 per cent time due to his "Whoopee Girl" being amongst the old gang.

Mr. J. G. Whitty, former engineer on the Duluth Division, passed away at his home in St. Paul, September 5, 1931.

Mr. Walter Youngstrand, machinist, Minneapolis locomotive shops, passed away October 13th, suddenly, he having performed nis duties up to the end.

On September 22nd a delegation from the Minneapolis roundhouse journeyed to the home of Walter Savage in Bloomington for a lawn party, but as Mr. Savage lives on a farm and the lawn space is very restricted, they used the corn field instead.

There was the usual ball game, which is an age old custom, that whenever a group from the roundhouse get away from work awhile they must play ball. It was just like the "World Series" to see these teams in action.

A delicious and plentiful meal was served by Mrs. Savage and the little Savages, and we are certainly deeply indebted to them for the use of their place and for the work they were required to do to make this outing the success that it turned out to be.

We must mention the entertainment furnished by George Miller, songs and dances, Wm. Boche mostly talks with gestures and customers. Dave Holmberg, songs; and last but not least, the music furnished by Melvin DeField at the piano and his singing was a real treat.

The least that can be said for this outing is that it was enjoyed to the utmost by all in attendance and we again want to thank Mr. and Mrs. Savage (and the little Savages) for making this good time possible.

Iowa (Middle and West) Division

Ruby Eckman

DONALD, the eighteen-year-old son of Switchman Henry Hall, had to submit to an emergency operation for appendicitis the fore part of October. Donald took sick while his parents were away for a short visit and they were called home.

Engineer Orville Balsbaugh, who was one of the first to join the 13th Engineers, was honored by the Perry Post of the American Legion by being selected as post commander for the coming year. The Perry Post is one of the largest and most active in the district and Orville will find he has quite a busy job.

F. W. Bean, operator at Herndon, received word on September 18th that he was grandpa again, as a seven and one-half pound son was born to Mr. and Mrs. Ruppert Gustafson in Chicago. Mrs. Gustafson is a daughter of Operator Bean.

WEST COAST WOOD PRESERVING CO.

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Pacific Creosoting Company *and* J. M. Colman Company

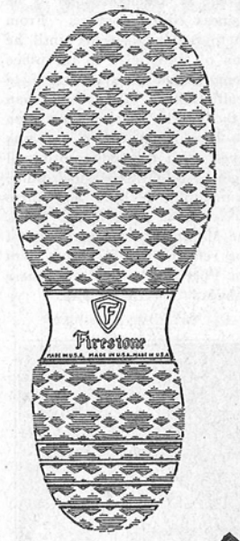
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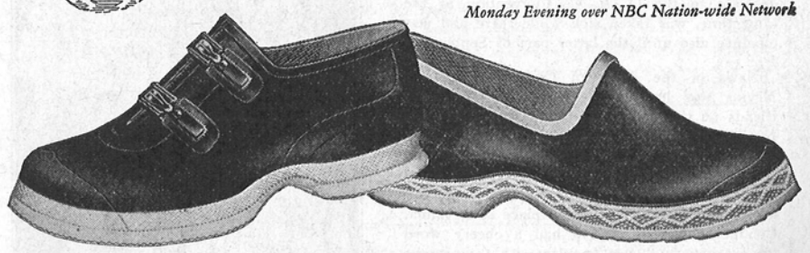
The Mark of Quality

2-Buckle Titan (left) Semi-Storm Titan (right) and the non-skid sole.

ONE of the outstanding rubbers made by Firestone is particularly adapted to railroad use. It is shown here — the Titan with its clincher-like, cinder-resisting sole that grips the ground and keeps you on your feet — the only safe position for an active railroad man. And there's extra wear in that tough upper of best quality rubber, reinforced wherever the strain of buckles or toes or heels requires it. And comfort—man, if you haven't worn a pair of Titans, you have made your job harder than was necessary. For safety's sake, for health and comfort, you should equip yourself with Titans, no matter what the price. But here again you'll be pleasantly surprised, for the cost is inconsiderable. See your dealer—he has Titans and other Firestone Footwear for railroad men and the family, too.

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Firestone Footwear

"Reigns *when it Rains*"

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Storekeeper H. R. Meyer figured in an auto accident the middle of October, which resulted very fortunately for him, although his auto was badly damaged. He was driving from Marion to Perry in a rain storm and in attempting to pass a bus slipped on the wet pavement and to avoid striking the bus he headed for a corn field. After his car had left the grade it turned over and was quite badly damaged. Harry escaped without injury other than a few scratches.

Jesse W. Moore, of the Milwaukee roundhouse force, who is a very enthusiastic Mason, attended the Grand Chapter session of the Royal Arch Masons in Sioux City in October, and came home with the honor of election to one of the offices in the Grand Chapter. Jesse has been High Priest of Palmyra Chapter in Perry and at the Grand Lodge meeting was appointed Grand Master of the Second Vail. Jesse' Masonic friends are especially proud of him. He has worked hard in the lodge and his friends were glad to see the honor of a Grand Lodge office given to him.

Ray Blakslee, of the Telephone and Telegraph Department, with a helper, came out on the Iowa Division in October and changed out a lot of old date telephone equipment improving the service on the dispatcher's telephone one hundred per cent.

Saturday, October 10th, was the day Engineer Henry Hansjosten selected as his wedding day and at 7:30 a. m. was united in marriage to Mrs. Virgie Reynolds. Mr. and Mrs. Hansjosten left soon after the ceremony in their car for a honeymoon trip in the west. Henry has been an engineer on the Iowa Division for a number of years and has always been considered a confirmed bachelor. His friends will all extend congratulations.

Charles Cornelius went back to work the middle of October after a month's lay off which started with his trip to Minneapolis to the Veterans' Convention. Friends of Engineer Henry Nichols and Conductor Cornelius have been wondering just how they happened to be in front of the camera so often.

The consolidation of some of the sections on the Middle and West Division has made a reassignment of foremen. To date J. O. Rodholm, who was at Council Bluffs, has found a place which took him to Dedham, on the job Albert Stangl held. Mat Sinkey, who was at Underwood, took the Defiance section which John Frederick held.

Conductor Frank Morgan, who had his ankle broken while attending the B. of R. T. Convention in Texas in April, was able to resume work the latter part of September. Frank turned his ankle over while in the convention hall the day before the convention closed. Conductor Frank Cornelius, who was the Marion delegate to the O. R. C. Convention at the same time, was taken sick while there and was off duty also until the latter part of September.

News of the death of Conductor Thomas Nevins was heard with regret by his many friends on the Iowa Division October 7th. Mr. Nevins completed his 43rd year with the Milwaukee in September, and when he went in on Number Eight on September 24th, was forced to lay off. Death resulted two weeks later following a stroke. Burial took place in Savanna. Conductor Nevins always had a cheery word for everyone and was popular with the patrons of the road.

Mrs. Emma Anderson, aged 76, mother of Conductor Edward Green's wife, died at the family home in Perry, September 25th. Mrs. Anderson was the widow of Gus Anderson, who for years was car foreman for the Milwaukee at Perry.

Engineer and Mrs. William Thompson were called to Chicago the fore part of October to be with their daughter, Margaret, who submitted to a serious operation. Margaret has been at the Wesley Memorial Hospital taking nurses' training and it was there that the operation was performed.

It was fortunate for the company that the schedule of Number 4 was just so, on October 6th as lightning had gone in on the telephone wires and set fire to the depot at Portsmouth just before the arrival of Number 4. Engineer Howe and Fireman Dibbern forced an entrance to the building and extinguished the flames which were still confined to the vicinity of the switchboard. E. T. Corbett, the regular agent at Portsmouth, was away at the time and when no one could be awakened the crew of Number 4 were alarmed for a while thinking the agent might have been overcome. An entrance was forced to the living rooms which were filled with smoke, but it was learned then that the Corbetts were away.

Conductor A. J. Gregg took a few days off in the fore part of October and went to Kansas City to visit his daughter. Mr. Gregg was accompanied by his sister-in-law, who also visited his daughter and other relatives.

It was with regret that friends on the Iowa Division learned of the death of Muriel H. McCurdy, who passed away at Veterans' Hospital at Fort Lyon, Colorado, the latter part of September, following a long illness. Muriel was one of the boys who started his railroad career on the Iowa Division. He worked in the roadmaster's office at Tama as soon as he completed his business college course. From there he advanced to better positions until he reached the position of statistician in the office of the vice-president, which he was forced to leave when his health failed. The young man was a veteran of the World War, having been one of the first to leave Tama when war was declared. He served with a good record and returned at the close of the war to resume work with the company. A wife and three small children survive him. An uncle, J. A. McCurdy, is in the Maintenance Department of the company. The remains of the young man were brought from Fort Lyon to Tama where he was buried with full military honors.



Elvin Jay, 6; Iva Mavis, 3—Children of Section Foreman Ed Lee, Huxley, Iowa

YOUR Fire Pail and Barrel Equipment

Becomes

Much More Effective When

SOLVAY
TRADE MARK REG. U.S. PAT. OFF.
CALCIUM CHLORIDE

is added to the water

Write today for prices and valuable booklet on fire extinguishing systems

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61 BROADWAY · NEW YORK

Fullerton Avenue Building

A. M. D.

JULIA FEINDT and Louise Schellenberger, who have been absent on sick leave for some time, are reported as convalescing rapidly. Their friends and especially those in "D" bureau, will be pleased to learn that both girls are expected to report for duty very soon.

Hazel Stickler, of the ticket auditor's office, was injured in an automobile accident September 19th. After a week's absence Hazel came back to work but her injuries were such that she is again absent. We hope to see you with us soon in the best of health, Hazel.

Our dashing ex-cavalryman now signs himself "P. Francis Walton." The best explanation we could get regarding this change was that good old Pete (pardon us, P. Francis) has recently taken up residence in a classy neighborhood and, in order to keep up with the Joneses, he has even purchased a beaver hat several months ahead of the season. Cheerio, old topper!

Our good friend, Sherman Arpp, freight auditor's office, just returned from a short visit to Excelsior Springs, Mo. He says it's doctor's orders—we are wondering if the doctor is equipped with bow and arrow.

Lillian Schoepf, central typing bureau, returned recently after a five-week sojourn in Los Angeles, Calif. Lil had many exciting tales to relate. She said the movie actors and actresses were very lovely but they had nothing on the police force. It seems Lil decided to do some walking and the cops felt sorry for her and decided to give her a ride. Ask Lil for more details.

Laura, Marie, Florence and Margaret, all from "K" bureau, made a trip to Niagara Falls about the middle of October, dolled up in their finest. This combination was sufficient to turn the river from its natural course and increase the dizzy motion of the whirlpool. Just why this quartette went to the "Falls" at this time is not quite clear unless, maybe, it was a desire to cross the bridge as many do. At any rate, let them explain when they return.

A bit late, but here are congratulations, anyway. Ray Gentz, of the freight auditor's office, is the proud father of a future rate clerk. The mother is none other than the former Mamie Girard, also of the freight auditor's office.

On Saturday, October 10th, Miss Ruth Jensen, of the central typing bureau, threw freedom to the winds and set sail with Mr. Arlin Weardahl upon the sea of matrimony. The marriage took place at the Grace Evangelical Church, Kimball and Wrightwood. Our Ruth made a beautiful bride in her gown of white lace.

The afternoon was very damp, but a good number of the sugar drops of the central typing bureau were present to give moral support to Ruth. When the soloist sang "I Love You Truly," the sobs of the maidens of the typing bureau were heard above the others. However, they recovered in sufficient time to shower the bride with rice.

Among the old timers present was Mrs. G. Edee, who, before her marriage, was Romaine Running. Romaine certainly looked happy though married. Mrs. Weardahl was honored with several showers at which she received many beautiful gifts.

Mr. Arthur Gentzcke just returned from his vacation which he spent in seeing Chicago's interesting places. He also visited the Swift and Armour Companys which was very educational and enjoyable. Art is a real Chicagoan—he believes in seeing our fair city first.

Mrs. Louise Woelffer has been entertaining a number of her friends from the office during the past few weeks.

On Saturday, October 10, Josephine LaZare, of the ticket auditor's office, entertained with a luncheon at her home in honor of Mrs. Naomi Bombard, who has left the service. Those present were Mrs. Mina Yowther (nee Baier) Dorothy LaVigne, Eveley Lehman, Emily Lukes, Lora Dudle, Dorothy Wilson, May Geroni, Catherine Mau, Marie Klebb. A lovely luncheon was served after which games were played, Naomi carrying off first prize.

A number of employes in the car accountant's office attended a bridge party at the Edgewater Beach Hotel October 15th. The proceeds will be applied to relief measures for the unemployed, undertaken by the Church of the Atonement. Aside from some handsome prizes that were distributed, those attending expressed themselves as having enjoyed the party very much.

Iowa and S. M. Division

V. J. W.

MUCH credit is due Ticket Agent John Schultz, Austin, in securing the routing of the Austin Drum Corps over our line to Chicago, en route to the national convention at Detroit in September. John acted as escort, accompanying the boys in their special car. He had planned to go only as far as Chicago but was prevailed upon by the boys to make the entire trip, and much favorable comment was made by the party of the excellent service rendered by John in making all necessary arrangements and the service in general.

Carman Thomas Mork returned recently from an extended motor trip through the south. The party spent some time in New Orleans and covered more than 3,000 miles.

Merrit S. Olson, first assistant to Agent C. H. Moore of Lime Springs, is now employed as roadmaster clerk in the division engineer's office at Austin (delayed).

Several new arrivals in the home of local employes have been announced the past month: a baby girl, Mary Elizabeth, arrived at the home of Clerk and Mrs. Henry Stark, August 21st; a baby boy, Richard Arthur, arrived at

PILOT PREFERS PIPE



IF YOU don't think piloting is a real man's job, ask W. F. Hartman in the Coach Yard at the Union Station in Chicago. On a job like his, a man needs the pleasure and contentment that a pipeful of Edgeworth gives.

Edgeworth has proved exactly the right smoke for hundreds of railroad men. It keeps them cool and clear-headed. And it gives them more real smoking pleasure.

If you have never tried Edgeworth, by all means buy a tin of it today. If you prefer, write to Larus & Bro. Co., 108 S. 22d Street, Richmond, Va., for a special sample packet free.



15¢

Edgeworth is a blend of fine old burleys, with its natural savor enhanced by Edgeworth's distinctive and exclusive eleventh process. Buy Edgeworth anywhere in two forms—Edgeworth Ready-Rubbed and Edgeworth Plug Slice. All sizes, 15¢ pocket package to $1.50 pound humidor tin.

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"CONTINENTAL" is a name well known to Milwaukee men. When accident or illness stops the pay it means PROTECTION of the income; indemnity for loss of limb or eye. In the case of a fatal injury it means a generous sum for the widow and children. Thousands of your fellow employes have fortified themselves against the unexpected. Here are a few cases where foresight has helped the family meet the emergencies of a fatal accident to the breadwinner. Ask the following Milwaukee employes or their beneficiaries:

Name	Address	Occupation	Loss	Amount
Bert Alger	Clinton, Mont.	Section Foreman	Life	$1,026.00
Olaf M. Johnson	Lombard, Mont.	Section Foreman	Life	1,011.85
Orville Hill	Bedford, Md.	Switchman	Life	535.25
Robert Cadden	St. Paul, Minn.	Roundhouse Foreman	Ulcer	192.00
Herbert L. Comstock	Miles City, Mont.	Station Fireman	Typhoid	247.97
Jake Berquist	Deer Lodge, Mont.	Br. and Tr. Builder	Life	750.00
Jack Dickerson	Chicago, Ill.	Chef	Diabetes	240.00
John Snider	Madrid, Iowa	Trackman	Life	642.70

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Continental Casualty Company

General Offices CHICAGO

Canadian Office TORONTO

Name.....

Address.....

.....*Age*.....

Occupation.....*C.M.St.P.&P.*

PROTECTION—WHY WAIT? GET IT NOW!

"MADE A NEW PERSON OF ME"

Conductor on M. & S. Railroad Relieved of Severe Case of Hemorrhoids (Piles)

Railroad men and members of their families who are afflicted with Hemorrhoids (Piles) or other rectal trouble cannot help but be impressed by the following letter written to the McCleary Clinic, 2651 Elms Boulevard, Excelsior Springs, Mo., by Claude Hungerford, 1212 Eleventh Ave., S., Fort Dodge, Iowa, conductor for the M. & S. Railroad.

"Dear Dr. McCleary:

"I want you to know how very grateful I am to you and your entire staff of physicians. Only those who are afflicted as I was will ever know how terribly I suffered before coming to you for treatment. I went to work on my run on Monday following my return home and since that time I have worked every day and am experiencing the best of health.

"Your treatments made a new person of me and I am going to take care of myself. Your treatments were less painful than the suffering I went through in the past. I will gladly recommend your institution to my railroad friends and I assure you I appreciate the very kind way in which I was treated by you."

If you or any member of your family are afflicted with any form of rectal trouble, write The McCleary Clinic, 2651 Elms Boulevard, Excelsior Springs, Mo., for a free copy of their book. The McCleary reference list of former patients contains more than 23,000 names.—Adv.

the home of Clerk and Mrs. Harold Swank, September 28th; a baby boy at the home of Brakeman and Mrs. Francis Reinartz, September 30th, and a baby daughter at the home of Fireman and Mrs. Arnold Mohs, October 2nd.

We are pleased to hear that Agent C. J. Olson, Whalan, reported for work again October 17th, after a long illness.

Frank Falkinham, of the mechanical office force, has been undergoing treatment at Rochester since September 22nd. It is expected that he will be able to return home about November 1st. Mrs. Bernice Sherman is relieving him.

Assistant Ticket Agent H. C. Scott is taking a two months' leave effective October 12th. Curtis McCoy, of the Austin yard office force, has been appointed to relieve him. Robert Hartsock has taken over the yard clerk job.

Baggageman and Mrs. J. D. Williams were called to Argo, Ill., September 29th, due to the accidental death of Mr. Williams' brother, which occurred while he was at work in the Argo mills. Cashier and Mrs. G. B. Williams also attended the funeral which was held in Argo September 31st.

Conductor R. J. Thornton was called home from a trip to the west coast due to the serious illness of Mrs. Thornton. "Rollie" made the trip west for a rest and recuperation from a recent illness and we are sorry to hear that his condition is not much improved since his return.

On Monday, September 14th, lightning struck in the superintendent's office. Luckily Violet Beatty was absent from her desk as the contact was made at that point. Clerk Harold Rappe fell from his chair into the waste basket and escaped injury. The only damage reported was the total loss of one waste basket.

Arrangements were finally made for the long talked of golf match between Conductors Henry Heslip and Geo. Damm. Geo. was granted a handicap inasmuch as "Hienie" knew which clubs to use. We are sorry that we cannot give the score but the match was never completed. On arrival at the sixth tee it was discovered that all of the balls had been lost.

The trainmen cannot hope to hold the spotlight in the field. Quite a contest is on between the boys in the dispatcher's office. Scores cannot be furnished and a winner declared as



V. J. Williams Takes to Golf

the boys' hours do not permit them to all appear on the links at one time, and to date we have been unable to get them to accept each other's score card.

Not to be outdone, the clerks entered three entrants in the Invitational Tournament held at the Austin Country Club September 20th. General Clerk Dwight "Tang" Kneeskern had recovered sufficiently from the sunburn suffered in the Labor Day flights to enter, and together with Assistant Ticket Clerk H. C. Scott and Bill Clerk Robert McCoy, enjoyed the distinction of being in the first foursome to tee off. "Red" drew the honors and lead off with the first drive to officially open the tournament.

We also have other boys carrying off the honors in other lines of sport. Weighmaster Lloyd Mordaunt is teaming with his brother, "Lefty," as first string quarterbacks on the Austin Blue Jacket Football Team and their aggregation is leading the Southern Minnesota League at the present time, with two wins and no losses. The boys are sons of Operator Harry Mordaunt, third trick at Ramsey.

The boys from the Valley again prevailed upon our ice house bone crusher, Verne "Moco" Evenson, to return and die for dear old Lanesboro, and on Sunday, October 4th, he went in to defend the honor of his old home town and evidently did a good job of it as his lone touchdown was enough to bring a victory in a hard fought battle with Preston. Gigantic posters notified the world in general to come to Lanesboro October 10th, to see "Pile Driver Evenson" hit the line against the ancient rival, Rushford, but "Moco" reports that the Root River took possession of the Lanesboro Bowl and the game had to be postponed.

Had our entertaining merchant, Ellery "In at the death" Barker, probably better known as "Buck," not been attending the "Personal Maid" the evening of October 7th, he no doubt would be able to give us a better version of the attempted hold-up of his establishment. As it is, we only know that a large man with curly hair and heavily armed made his appearance at the stand and threw a scare into all of the attendants, including the CAT.

Mankato Items

Operator J. C. Creedon and family spent several weeks in California. Jas. Sheehy worked first trick and Operator R. W. Schultz worked second trick during the absence of Operator Creedon.

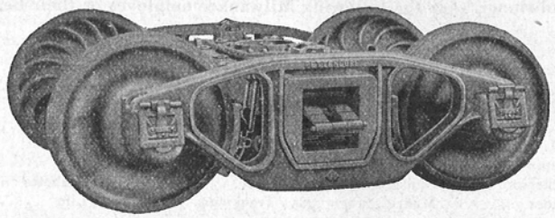
Operator Jas. Sheehy and wife motored to Milwaukee early in September, visiting their son, Ray. They also visited in Chicago, where they had an opportunity to take in a couple of ball games and see Babe Ruth play.

Splinters from the Wooden Shoe

Browning

THE two outstanding questions asked around this place of late is: "Were you at the football game Sunday?" and "Were you duck hunting, and how many did you get?"

The BETTENDORF
Swing Motion Caboose Car Truck



with CAST STEEL TRANSOMS

There are, already, approximately 6,000 caboose cars equipped with Bettendorf Swing Motion Caboose Car Trucks. We are now offering these same caboose car trucks with cast steel transoms — a valuable feature which adds strength and reduces the number of parts without increasing the weight or cost. It will be a pleasure to supply detailed information concerning these, the finest of caboose trucks.

THE BETTENDORF COMPANY

Offices and Works: BETTENDORF, IOWA

The football games—and what a team the Green Bay Packers have turned out to be. Well on their way to the third championship. We have been very fortunate in bringing the following teams to Green Bay: Chicago Bears, New York Giants and the Chicago Cardinals. This is certainly nice business to receive and a good deal of credit is due Art Gotto, city ticket agent, in securing same.

Ed Brick, of the Engineering Department, has sadly been informed of a six weeks' stroll over the division on the inspection. This is sure sad news to Ed as he is a newly married man.

Quin Ryan is certainly running into some very heated opposition in broadcasting, and the opponent being none other than Red Ryan, roundhouse clerk at Green Bay. If "Red" keeps on Quin will not have to come to Green Bay next year to broadcast the Packers' football games. "Red" is now broadcasting every Tuesday night over station "WHBY" for the Veterans Association.

Our office looks very vacant of late—clerks being taken off and then General Car Foreman Palmer moved over in the shops proper and took John Sullivan along with him. Then up moves Fred Krug into the division storekeeper's office. Of course, Fred is still in the same building, but we miss his daily round with Gehrke every morning.

Ralph Christianson, formerly employed in the Engineering Department, has decided to at last do some real work and notice he is now laboring on the section. Well, Chris, remember this, "Another day—another dollar. A million days—a million dollars."

Engineer Ted Hansen buys chickens live weight. In the performance of killing said roosters, Ted lost his grip and then got his nose in the way of a set of claws, after which he had to chase same through a few vacant lots.

The Superior Division bowling team is on the top once again, having won 9 games and lost none. This is sure a fine record and hope they can keep up the good work. We hope Mr. Hynes sees this as he was one of the champions in the past and is missed on the team this year.

We received the following notice from C. P. Brossel, agent at Waldo, Wis.: "My cash drawer has the following note—'Bought October 15, 1881.'" He invited the entire office down to celebrate its 50th anniversary.

Trainmaster A. W. Hervin is enjoying a week's vacation at Seattle, Wash.

John Van Oss, carman, says you'd never know there was a depression by the amount of cigar butts picked up every morning in the engineer's office. What about it, Bill?

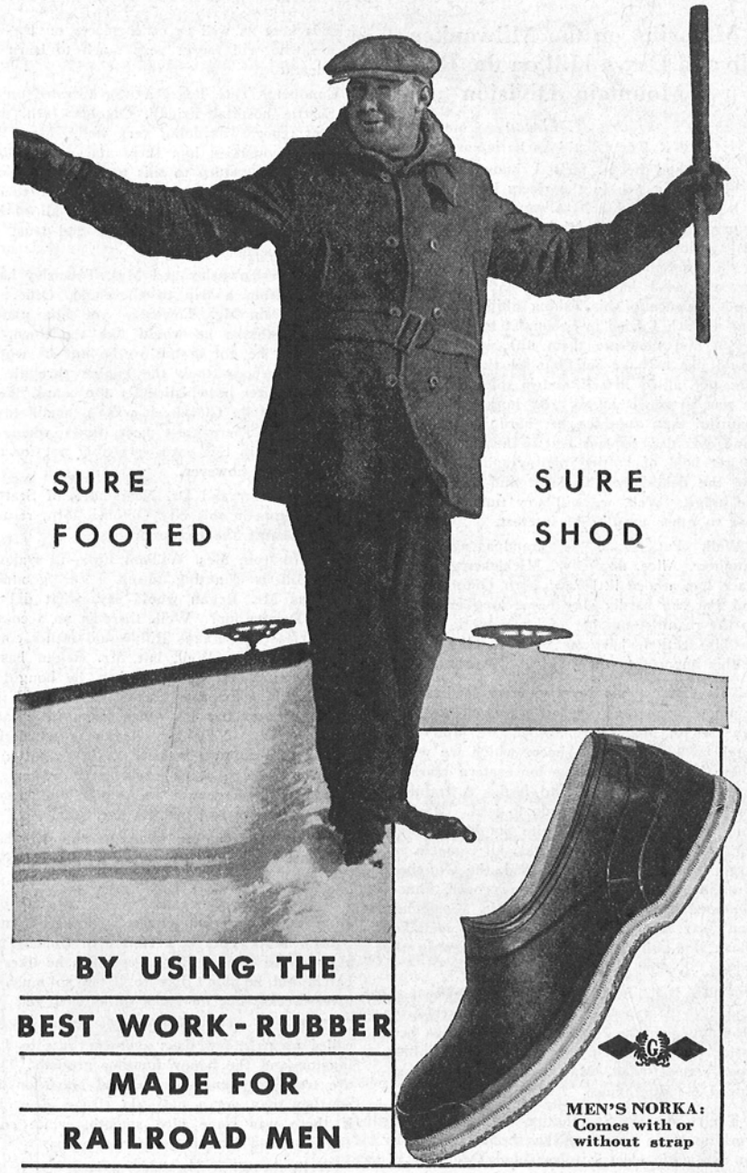
Engineer Geo. Buntin and John Cochran stand on the corner and talk things over and the result was that O'Neill caught the switch engine and Cochran catches No. 70. O'Neill, 100 miles and Cochran, 245 miles. He claims the boys are framing on him.

Lost or Stolen: The party who took the First National bicycle is known, return at once or prosecution will follow. The bicycle is a late 1903 model.

Herbert Haskins has been laid up for the past two weeks due to being crowded off the road with his car.

The 1932 color scheme for cars will be out soon. F. B. M. has just given his "Mongrel" its 17th annual painting. Also the tires have gained five pounds within the past two weeks and the car on the whole appears to be on the road to recovery.

Machinist Helper Harry Cormier has gone on the night shift due to the duck season.



The Goodrich
Railroad Rubber *another B.F.Goodrich Product*

It is with sorrow that we chronicle the death of Engineer John F. Meulendyke, who passed away September 28, 1931. Engineer Meulendyke had been in service on the Superior Division for 40 years and we all miss his bright face. We extend our heartfelt sympathy to his wife and family.

Conductor Ed Smith and Engineer Ed Redline have a monopoly on the ducks. Chief Dispatcher Dinwoodie don't bother them, he goes to Artichoke Lake in Minnesota. John says he doesn't need a gun there, just bring a sling shot along.

Ed Boettcher's little daughter, Joyce, was unexpectedly taken to the hospital to undergo an operation for appendicitis. We all wish her a speedy recovery.

Redline says he can't very well take Eric Gehrke duck hunting with him because he keeps falling out of the boat and in that way scaring the ducks away because my, what a splash that long man can make.

Had a very serious derailment near Hayton October 14th. Eleven cars piled up due to a broken journal. This is the first serious derailment the Superior Division has had for quite some time.

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

Nora B. Decco

CHESTER BALES thinks he is some fisherman, and he is, far's I know, he brings in all the big fish in the rivers hereabouts, or at least that is what he always said. Has his name and pictures in the papers, gets prizes, packs a lot of fishing tackle in his hat and five or six different kinds of poles and lines in his car, and as I have been presented with very good evidence of his fishing ability, now and then (which I fried in bacon fat to a nice deep brown and then ate them up), still, folks, I would like to have had you see the FISH the Mrs. got, all by herself, and in spite of Chester. It was so much bigger and longer and more beautiful than anything her hard working husband ever dragged out that if there is any way to get hold of both a photograph of the fish and the fisherlady I'll do it and you can be the judge. Well, we will now turn our attention to other matters of interest.

Well, Pat Walsh is grandpa again, his daughter, Alice, now Mrs. Mickleberry, of this place has a nice little girl born October 11th, and Pat can hardly stay home long enough to do the required number of hours work per day on his section, between trips to take a look at this important young lady. Congratulations.

This division has been so busy loading and shipping stock the past few weeks, if we don't run out of stock cars, which we won't, we surely will run out of sheep, which we won't. There is a heavy loading for eastern markets, as well as shipping out to feed. A trainload was also shipped to Colorado to feed. Martinsdale, Lennep, Ringling, White Sulphur Springs, our own town of Three Forks, all came in for large loadings this month and the Northern Montana, added to Harlowton proper, almost swamped the second trick train dispatcher. Can't say as to the others. May be mistaken about him, all I know is what I see in the papers . . . or hear.

Agent Bell, from Two Dot, has been assigned to Martinsdale, and Agent Biser, from Montague, on the Northern Montana, has been assigned to Two Dot agency. Operator Collins, from second trick, Martinsdale, has been assigned to Montague.

The tower at Sappington, for many years working three operators, has been replaced by an automatic electric tower, and Operator Elliott has gone to Lewistown Yard, Operator Herrington to Three Forks and Operator Haskell, who has been working extra at Sappington now working extra at Martinsdale. Operator Byrne, from Gallatin Gateway, now in Bozeman and Operator O'Boyle working extra. Operator Jimmy Campbell, who has been working third, Three Forks, for eight or nine months, has gone to Olympia, Wash. He has a ninety day leave of absence and will try his luck in the popcorn business, having put in a nice shop in that city where Mrs. Campbell has been for several weeks. This is a new business and we wish the Campbells lots of good luck in their new undertaking.

We regret to write of the sudden death of Engineer Fred B. Sutton early the morning of September 28th in this city. Mr. Sutton was in apparently good health, returning to the hotel after breakfast, he died shortly afterward. The remains were taken to Hammondton, New Jersey, accompanied by Engineer George Brentnall. He leaves a sister in Chicago, and two brothers in the east. We offer our sympathy to this family. Mr. Sutton was a popular and kindly man and leaves many friends here as well as other places on the division who will regret very much to learn of his death.

Conductor Pete Pogreba was operated on in a Seattle hospital Friday, October 16th, and at last report was doing very well. Mrs. Pogreba accompanied him there and we all hope for his quick return to this town and division. Mr. Pogreba is one we cannot afford to let lay off too long, we miss him and all of his friends wish him a short illness and trust he will soon be home again.

Engineer Townsley and Mrs. Townsley have returned from a trip to Cleveland, Ohio. I haven't seen Mr. Townsley yet but understand he thinks he would like the town all right once he got in the yards, but he would rather somebody took the engine through to the depot after he whistled for the board. Well, you can't tell, Cleveland was a small town once, too. There have been times when he couldn't get in this yard—probably not for the same reason, however.

Dr. Boufleur and Dr. Narramore, of Seattle, were visitors in this city October 16th, returning to Seattle the next morning.

A card from Mrs. William Fink, in Dakota, says Bill is counting sheep. For goodness sake, as Mr. Regan would say, what did he go to Dakota for? Well, there is no accounting for tastes, perhaps Bill would rather count his own sheep. Well, but Mr. Regan has a sheep, too. Yes, he really has, he bought it for Mr. Hill for five dollars, and Mr. Hill's message cancelling his order for a little lamb was delayed. Now Mr. Regan is wondering if he ought to turn it loose as is, or fatten it for the Chicago stock show next winter. I should think he ought to keep it and maybe get a big prize and get his five back.

Fireman Wade has gone to the Northern Montana for a while to work during the slow season.

Brakeman Burrow and wife have gone east for a few weeks' visit with relatives and friends.

Mrs. Matt Voss is a visitor in Chicago for about three weeks. Mr. Voss says he likes to batch, but he don't like to batch so much as three weeks, but he looks quite well yet.

Couple of operators from the Missoula side called on us a few days ago, en route to Livingston and the happy hunting grounds. They are trusting young fellows, and good looking, so they may get a nice big elk or deer, but if there was some nice smooth, white snow things would look better for them.

Well, the oil trucks have arrived and if you lived in Three Forks you would know that means something. So from now on if I am not to work on time the only reason will be stuck in the oil that is going to soon run down Main Street.

General Office—Chicago

Vila

THE golf tournament held by the Engineering Department was cut short due to the fact that one of the participants broke under the strain of paying the heavy dues.

Radford Dove proved himself the best golfer by taking first place after doing some real golfing. Henry Lorence took second place due to his adaptability in keeping out of sand traps and water holes. Frederick Austerman had a hard fight, but managed to hold third place after doing some spectacular putting. Matt Lewis, fourth place holder, could have done better but was held down because of his violent temper and as he was a contender for a quoit championship he just couldn't seem to get his mind on golf.

The Engineering Department has two new benedicts—Mr. Henry Johnson, of the track elevation force at Evanston, was married on October 8th, and Mr. P. McCann, resident engineer, Polo-Birmingham construction work, was married October 3rd at Paducah, Ky. Our congratulations are extended to both these young men and their wives.

Miss Anna Peska, of Mr. Bainbridge's office, is wearing a very pretty diamond ring—the culmination of a real Engineering Department romance and our best wishes are for "Anna and Bill."

Miss Catherine Henry, of the Legal Department, is recovering nicely from an emergency appendicitis operation. During her absence Mrs. Ryan, formerly of the Engineering Department, is filling her place.

The deepest sympathy is offered to Mr. Harry E. Moore in the loss of his wife who passed away October 14th. Services were held Saturday at 2 o'clock at the Mayfair Methodist Church. Mrs. Moore was a retired veteran school teacher having served twenty-three years in the Logan School. She was a member of the Chicago Women's Shelter and a member of the board of the Methodist Episcopal Old People's Home. She leaves to mourn her, beside her husband, two brothers and a host of friends.

Office of Auditor of Investment and Joint Facility Accounts

Well, it isn't very often that this office is heard from, but what with the decline of the baseball season, the advent of the football season, bowling, etc., we just have to say something.

Now there is that matter of Henry Weise, whose receding waistline and a borrowed youthful vivacity has lead us to believe that he has found some new elixir that stopped the advance of years. His repeated statements that he is not going to play golf until he is an old man has convinced us that he is too young to play. He went out and further proved this to us the other day when he nonchalantly mentioned the fact that he was going to be married and so it happened on October 4th, somewhere in the west.

Now that we have that off your chest don't go away until you get a load of this. There have been no less than three premier birthdays in our midst in the past three months—all girls, too.

We are a little tardy reporting the announcement of the arrival of Lois Marjorie Nordstrom, bag and baggage, on July 27, 1931. We have all noticed the happy look on her daddy's face during the last six weeks. If you don't believe us when we tell you that Lois has brought a cradle full of joy to Mr. and Mrs. Ted Nordstrom you just ask Ted, or better still, dad, he knows.

Some late news! A baby girl arrived at the home of Mr. and Mrs. Harold Niksch on October 15, 1931, and we are told that her name is Marolyn.

On October 16, 1931, the stork tapped lightly on the door of our good friend Jakie's home and upon opening, the big bird stalked in with a dandy baby girl. And is Mr. Jacobson conceited—well, there are just no more buttons left on his vest. We all extend our heartiest congratulations to all three of the new daddies.

While all this has been going on John Jansson and Alex Hendrickson have been struggling away with a couple of old Springfield rifles out at Camp Logan, learning to become sharpshooters. Latest reports have it that John is a much sought after marksman by the various rifle teams of the Illinois National Guard. John and Alex, as you, must know, are two ardent and enthusiastic members of the 108th Engineers, Company "F." Alex says that he could shoot better if there were fewer officers about. You see he just gets his aim nicely and up pops an officer. Of course Alex has to stop and salute, which spoils his aim—and so it goes.

Mr. and Mrs. William Broberg and family had a very delightful trip to Niagara Falls two weeks ago. As the Broberg family came to reside here a couple of years ago from Minneapolis, the home of Minnehaha Falls, they were not astounded or amazed at the terriffic force of the water leaping over the giant precipice at Niagara.

Mr. and Mrs. James Vichory made a trip to Detroit to join the American Legion boys in their festivities a short time ago. Needless to say they had an enjoyable time.

There was quite a ball game played out at the 124th Infantry Armory at 5200 Cottage Grove Avenue Tuesday, September 29, 1931. The Western Trunk Line Association defeated our Milwaukee team 24 to 10, despite the good work of "Red" Theis, Joe Shemroske and Felix Specht (Fullerton Avenue) who tried hard with the other boys, but it was no use.

Idaho Division

Gertrude Alden

PETE Colwell, who was a conductor on Idaho Division since 1908, died August 12th, age 68 years, at St. Maries Hospital. Cause of death was cancer of the bowels.

Mr. Colwell went to the hospital June 27th. He was a very patient sufferer, never complaining, and always hoping for speedy recovery.

He was a conductor on the Superior Division between Green Bay and Milwaukee for over 20 years before coming to Idaho Division. His remains were taken to Askeaton, Wisconsin. Conductor M. H. Donovan accompanied the remains to Askeaton.

Those that survive are Mrs. Kate Walsh, Askeaton, Wis., and Mrs. Gill, Quarry, Wisconsin, both are sisters, and several nieces and nephews.

Conductor W. J. Peters, of Idaho Division, died at Milwaukee, Wisconsin, August 13th. The cause of his death was a general breakdown. Funeral was at Woodland, Wisconsin. Those that survive are his wife, Mrs. Peters, and other relatives.

Genevieve Steiner, daughter of George Steiner, former Idaho Division conductor, was visiting friends in Spokane during September and October.

Mrs. G. A. Rossback, who has been visiting her son, Ernest, in Paris, France, since the early summer, has returned to the United States. She has been visiting with friends in New York City, Chicago and Milwaukee. She is expected in Spokane shortly.

Kendrick Grobel, son of Mr. and Mrs. E. M. Grobel, who is attending Chicago University, was home for a visit the latter part of September. Kendrick's many friends enjoyed hearing him sing in an entertainment which the Spokane Musical Society gave while he was home.

Mr. and Mrs. T. E. Corbett have returned from a two weeks' vacation in San Diego, where they visited relatives and friends.

Engineer X. E. Harrington and family have moved from Malden to Spokane. Welcome to our city!

Since office of traveling engineer was abolished we all miss the cheery countenance of Bill Emerson around the Union Station.

Agent and Mrs. H. B. Parker, Tekoa, have returned from a visit to their old home in Wisconsin, where Mr. Parker has a brother in poor health. The Parkers have made this trip eleven times during the past 22 years.

Agent and Mrs. J. H. Vassey, Malden, returned from Kansas City October 2nd after an absence of a month. They were in Colorado National Park for two weeks.

Mr. and Mrs. Thos. Hughes are the proud grandparents of a lovely baby girl, born to their daughter, Mrs. Francis Crowley, Seattle, Wash., on October 11th. Heartiest congratulations to the proud parents.

Miss DeEtta Hudson, daughter of Agent Kelly Hudson, Spirit Lake, Idaho, was married August 28th to Sydney Burns, mining engineer. They will make their home in Funter, Alaska, near Juneau.

Mr. E. M. Grobel won two "baseball pots" in the superintendent's office. The clerks still have a treat coming from E. M. G. Don't keep us waiting too long!

Jimmy Kearnes and "his girl" have arrived back from Wallace.

St. Maries, Idaho

Roundhouse Foreman Bill Smith returned from his vacation and reports a good time. Nels Stromberg, acted as roundhouse foreman while Mr. Smith was away.

Conductors Clizer and Titus are now cooking in the caboose—some menu! We checked up on them the other day—bread, butter, jell and buttermilk, all Rector style. Conductor Murcar won't go in with them as he stays by uncooked foods, such as corned beef and cabbage.

A. DeGarmo and R. W. Gallagher may be O. K. in certain lines of work, but when it comes to loading a mule with no loading platform they're not there.

Protect Your Earning Power with a PROVIDENT POLICY

Railroad Men all over the United States Testify to Provident Promptness in Payment of Claims



Agency Proposition to Furloughed Men

LIGHT

WHEN and WHERE YOU NEED IT



Handy Light

The Handy Light is of the safe and economical carbide-to-water type. The feed plunger automatically drops the carbide into the water only when the light is in use and shuts the carbide off instantly when the light is turned out.

Greater Candle Power

—Stronger and better diffused light.
—Sturdy construction.

Burns eight hours on eight ounces of Carbide with only one filling of water.



"Carbide Lantern" With or without rear light

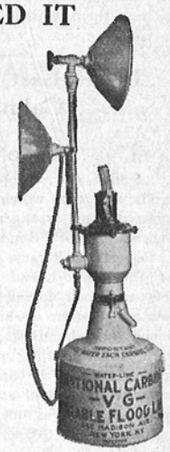
Especially adaptable for Car Inspection, Maintenance of Way and Signal Departments. Supplied with spring bracket for vehicles if specified.

WRITE TODAY FOR FREE BOOKLET AND SPECIAL PRICE. USE COUPON BELOW.

On the job there is no substitute 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 afternoons, this "portable daylight" 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 instant use and will run either intermittently or continuously.



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 .....

.....

Engineer Dick Swift is sporting a new Chevvy, but NO CHICKENS ALLOWED.

Wrecking Foreman Kritzer was called to Spokane account of the death of his sister. All of the employes extend their sympathy in his bereavement.

Ponderings from the Pendorville Line

Operator Brown has returned to Spirit Lake from his vacation. We don't know just where Mr. Brown went but, not having heard of any run on the Bank of Monte Carlo, we know he has not been visiting the prince of Monaco.

Operator Bruneau surely kept the ball rolling at Spirit Lake during Brown's absence.

Fireman Eseke was compelled to be off a few trips account of neuritis in one of his legs.

Fireman Guy Poole and Fireman Lane kept the oil hot while Eseke was recuperating.

Clerk McManamon, at Newport, is taking a long vacation. His place was taken by Carl Zeimer, who ably filled Mac's shoes while he spends his vacation money.

Considerable exictement was caused on the P. O. R. Line a few days ago when the rumor started that Conductor "Dutch" Schurch had made a small bet on the St. Louis Cards, but on asking for verification of this rumor, your scribe was told it was another "Church" not the one of his faith.

Brakeman Shaner is off to the Clearwater country again on his annual big game hunt. We know John will come back with some good pictures. (Now, Wm. Hart, you know he will bring back some big game, too.)

Brakeman Walter Fewkes, who was on Conductor Schurch's car, had to be taken to Spokane a short time ago with what later developed into pneumonia, and at last accounts he was a very sick boy, but was holding his own and expected to fight the battle successfully.

Our P. O. R. Line works have again been listening to a real engine whistle in and out on No. 203 and 218, due to the fact that the galloping goose had to be shopped to have her tires turned down. Seemed like old times to hear them whistle again, same as in days of yore.

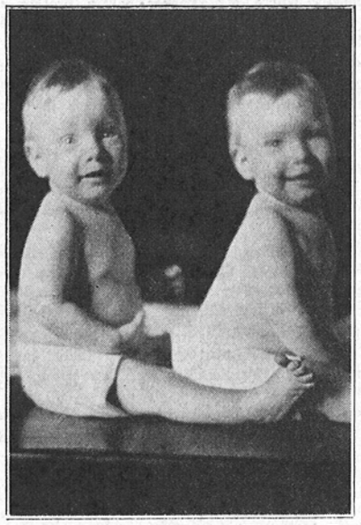
Iowa (East) Division and Calmar Line

J. T. Raymond

ALL the Iowa Division veterans who attended the Veterans' Reunion at Minneapolis report a wonderful time. The general committee on arrangements, C. S. Christoffer, chairman; F. P. Rogers, vice-chairman, and R. J. Roberts, secretary, arranged a fine program for the comfort and pleasure of the visiting vets and their families. The various committees assisting in working out these plans functioned one hundred per cent. The visitors were lavish in their praise and expressions of appreciation of the fine things that were done to make it a joyful and memorable occasion to everyone. It was one of the most satisfactory and successful reunions we've ever attended. The Iowa Division vets especially wish to express their thanks and appreciation to Chairman Christoffer and his numerous assistants for the royal entertainment provided and that was so much enjoyed by all.

Conductor Chas. W. Rollins, who has been laid up at a hospital in Cedar Rapids for a number of months with an infected arm, was brought to his son's home in Marion for further treatment. Charlie's friends hope that his progress toward recovery will be more rapid from now on.

Mrs. Earl E. Edwards, of Marion, was called to Beatrice, Nebraska, early in October to attend the funeral of a relative.



Twin Daughters of Section Foreman Raymond Miller, Sabula, Iowa

Conductor Chas. Izer was at Excelsior Springs during part of October taking treatments for arthritis.

Stillman W. Winters, of Marion, attended the V. E. A. Reunion at Minneapolis.

Engineer Ed N. Packard, of Marion, has retired from active service with "The Company." We recall in the early days of our train dispatching career that to see Ed Packard's name marked up as "The man at the throttle" always indicated good prospects for a satisfactory run, and rarely ever was there a disappointment. In those days of numerous freight trains and a single track, reliable service was greatly appreciated. Mr. Packard's record shows total number of years in company's service to have been 44 years. In 1914 he went into switch engine service at Atkins yard. After the switch engine was taken off there he went on the Milwaukee Employes' Pension roll. We hope that he will live for many years and enjoy the rewards that an industrious life, and a life of much achievement might expect. Mr. and Mrs. Packard left Marion early in October to spend the winter months in California.

Train Dispatcher R. L. Leamon, accompanied by Mrs. Leamon, left Marion on September 18th on a two weeks' vacation trip, spending part of the time in Minnesota.

Train Dispatcher Willis Jordan and wife left Marion September 28th on a two weeks' vacation, most of which was spent at Excelsior Springs, Mo.

On Friday, September 25th, a Safety First meeting was held at Cedar Rapids in the passenger depot at which 86 employes were present. Superintendent Elder presided and read interesting information as to the prograss of Safety First principles, and urged the continuance of alertness and the keeping of Safety First uppermost in the minds of all. Safety Inspector Vic Hansen was present and spoke impressively at length on the subject, after which many suggestions wer offered that might promote Safety First. After the adjournment of this meeting Superintendent Elder turned the meeting into an Operating-Traffic Department meeting and reminded all of the necessity of keeping uppermost in their minds the matter of trying to influence freight and passenger traffic over the Milwaukee Road. After Mr. Elder's remarks a general discussion was indulged in which will no doubt be influential in accomplishing some good in this direction.

The following are recent changes in the line-up of employes at several stations on the East Iowa and Branches:

At Oxford Junction, Agent H. E. Ramsey, Sr., does the work of the first trick operator, E. H. Clausen going to second trick, Leon Huffman to third trick, and Fred Lindmeier displacing Ira Seeger, third trick operator at Green Island; Mr. Seeger displacing Agent C. J. Oleson at Donahue. C. W. Ramsey has been put on as a helper at Oxford Junction to assist with the station work.

At Maquoketa the day operator has been taken off and Agent G. W. Ryan is doing the telegraphing. Operator L. E. Brown, who has been at Maquoketa for several years, is now on the extra list.

The first trick operator at Atkins Yard is discontinued, the agent at Atkins depot handling the wire work for the yard between the hours of 7:00 A. M. and 3:00 P. M., A. J. Campbell going to second trick, M. Marchant to third trick, Ed Mullaley displacing J. A. Kelly, third trick operator at Cedar Rapids ticket office, Mr. Kelly displacing Agent Seeger at Donahue, Seeger going on the extra list.

The Western Union, under Foreman Oliver, which has been working on the East Iowa Division all summer finished work on October 6th. Conductor Dan Hickey was their pilot.

Conductor Wm. L. Hyde has taken Nos. 3 and 4 between Marion and Chicago, relieving Conductor F. S. Craig, who has gone back on the long job between Savanna and Perry.

The Magazine extends sympathy to Engineer L. J. Burrows and Conductor B. C. Burrows in the loss of their mother, who passed away at Marion September 9th.

Emmett Lahiff, of the superintendent's office, is wearing a broad smile these days due to the arrival in his home on October 4th of a baby girl. Congratulations.

Mr. Guy Miller, formerly chief clerk to the general superintendent at Chicago, has been appointed chief clerk in Superintendent Elder's office at Marion. Mr. Miller received a warm welcome and is being accorded that fine spirit of loyal co-operation that is characteristic of Iowa Division employes.

Mr. Lyle King, chief clerk in the superintendent's office at Marion, on October 1st was transferred to a like position at Terre Haute Lyle has made many warm friends on the division during his stay at Marion, who much regret his leaving and has the best wishes of all for a successful future.

Iowa Division Passenger Conductor Thomas Nevins passed away at a hospital in Rockford, Ill., at 2:30 P. M., October 7th. Mr. Nevins entered the service of the Milwaukee as a water boy in April, 1876. He later entered the train service as a brakeman and was promoted to freight conductor in September, 1888, and has been a passenger conductor for the past twenty-seven years. He had not been in the best of health for the past year but worked up to September 22nd, when he laid off. On October 3rd he suffered a stroke at the home of his son in Rockford, Ill. Mr. Nevins had the respect and friendship of his officers and coworkers and will be greatly missed from the ranks. He had made his home in Savanna for many years at which place the funeral services were conducted at 9:00 A. M., October 10th. Tom's host of friends on the Iowa Division extend sympathy to the bereaved family.

The Magazine extends sympathy to C. R. Youtzy, of the superintendent's office, and his family in the death of his father, who passed away very suddenly on September 23rd at his home in Cedar Rapids.

Milwaukee Terminals

Ann

MANY employes in Milwaukee will recall Mr. C. M. Heater, a veteran employe, formerly stationed at Menominee bridge for the past twenty-five years. We deeply regret to record his death as of October 6, 1931.

Engineer Paul M. Joers is slowly recovering from a three weeks' illness.

Conductor Amos Koch has returned to work after a vacation of two months at Pine Lake, Forrest County.

It is reported around the shops that Claude W. Palmer and John T. Toward, two of our engineers, are on a trip to Hollywood to look them over.

In the death of Hal R. (Doctor) O'Connell, October 3, 1931, the company loses a good and faithful employe. He was formerly a conductor on the Soo Line and has been with the Milwaukee for twenty years. Funeral services were conducted by the B. of R. T. with interment at Soldiers' Home by Spanish War veterans.

Engineer John Gerrie is confined to his home with illness. He expects to pass the winter months at Belfast, his old home town.

Dispatcher Joseph Carr was elected trustee for three years at the last regular meeting of the Milwaukee Shops Golf Club.

The Milwaukee Terminals passed through the month of September without a single reportable injury. This is a good record and with your help we will continue to do so.

Milwaukee Road employes are congratulating their old friend, Engineer William C. (Whistling Bill) Gates upon his retirement by the C. & N. W. Railway after forty-four years' service. He was formerly with the Milwaukee Road. He was a nephew of the late James Andrews, of the old Racine and Mississippi Railway, now part of the Milwaukee Division.

Yardman Frank Haskins is now engaged in the cheese business as a side line on North Third Street.

Yardman Lawrence Egan is now able to visit the boys in the yard without the aid of crutches, which he has used for nearly a year.

A large number of employes attended the funeral of our former engineer, John C. Callahan, on October 1, 1931. He was with the Milwaukee Road for a number of years and left to engage in other business.

In the passing of Henry TeBrake, September 29, 1931, the company loses another old employe. He was foreman in House No. 1 and the locomotive shops for the past thirty years.

The A. O. Smith Corporation, at Milwaukee, are continuing to do business in a big way. On October 13th two large oil stills were moved from their plant and started on their way to Tulsa, Oklahoma. The shipments are to move in daylight only. One was loaded in Milwaukee cars 67053 and 67051, the dimension of which was 67 feet 7½ inches in length, 18 feet 2 inches in height, 11 feet and 7¼ inches in width. The other was loaded in New York Central cars 499017 and 499015, measuring 71 feet 10 inches in length, 14 feet 2 and 7/16 inches in height and 10 feet 1 and 3/8 inches in width.

The superintendent's office was moved from the Union Depot to Muskego Yard October 3rd. The new quarters are a little crowded but they are getting along nicely.

Mr. C. E. Elliott now has the office formerly occupied by Assistant Superintendent R. D. Miller. Assistant Superintendent C. A. Bush's office has been combined with the stenographers' office to form a general office. The office formerly occupied by Messrs. Bill Cary and R. J. Foley has been remodeled into a file room.

Assistant Superintendent R. D. Miller's office is now located in the northeast corner of the Muskego Yard building, formerly occupied by J. R. Lanham.

All in all you wouldn't recognize the Muskego Yard office, it is so changed.

Mr. Frank C. Stubbe, the yard director, has more company now that the Perishable Freight Department has moved up with him.

Yard Clerk Frank Wallace has established his headquarters with Yardmaster C. A. Tennant in the West Yard.

The division engineer's office and Chief Carpenter Eggert's office have been consolidated with the roadmasters' office in the Union Depot.

According to our Agnes, there are one hundred and fourteen steps leading up the Twenty-seventh Street viaduct. Up and down these steps every day is an accomplishment that must be experienced to be appreciated.

The cheery smile of Miss Frances M. Brennan is sadly missed at Muskego Yards. We wish her all success in her next adventure.

Bill Cary was transferred to Mr. R. J. Foley's department October 4th, and can be seen most any morning bright and early, checking cars in the Canal District. We certainly miss your assistance in the office, Bill.

The Milwaukee Terminals lost a valuable and well liked official when Mr. C. A. Bush's position as assistant superintendent was abolished October 4th. The boys in Chestnut Street District will be glad to welcome him as their yardmaster.

Mr. F. E. Butz, clerk at Cheery Yard, and wife were among the many attending the Veterans' Convention at Minneapolis this year. He says he has to get a pair of colored glasses now.

We had a distinguished visitor at Muskego Yard office recently by the name of Dennis P. Murphy. That was an original alibi, Dennis.

John Tong was yardmaster at Milwaukee for a number of years. He died May 22, 1931, at the age of 82. Mr. Tong belonged to the Pension Association. We extend our deepest sympathy to his family and many friends.

Kansas City Terminal

S. M. C.

VACATION time about over again this year and not a single fish brought back to us after all the promises made. The reports are that fishing is no good this year. Hope that there will be plenty of ducks.

Mr. Lindsey has just returned from a month's vacation spent in Colorado.

Mr. Dignan, G. Y. M., made several short trips while he was away on his vacation and also spent some time at the Leaton Camp. Both report a wonderful time.

The local office recently had a couple of visitors who were more than welcome. No other than our used to be Katie Hammon and Susie Conwell, both happily married and each has a lovely child.

Our delivery clerk, Frank Williams, keeps a sharp lookout for the carpenters. Frank says he heard something about a delivery office before snow flies and snow is liable to fall most any time now.

Alex Schutte and Jess Reeder are boosting Mr. Larson's golf game. They say it don't make them feel bad for Mr. Larson to beat them. No, not much. Mr. Adsit take notice.

The duck season will soon be here, but be sure and profit by the experience of some

Goodby Anxiety

You can't blame a railroad man for worrying if he's laid up by an accident and his pay envelope has stopped. But there's no reason why he should worry if he is the owner of an Accident Policy in The Travelers that pays for any kind of accidental injury. Ask for facts.

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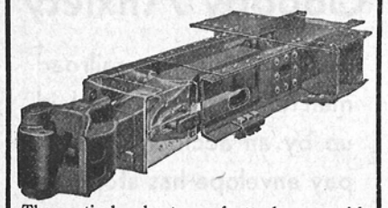
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others last year and don't go hunting until you have a hunting license.

Here is opportunity knocking. Denny Keyes has not ordered his winter's supply of buckwheat. Salesmen take notice.

Roger Leaton and C. J. Sellens are leading the Milwaukee bowlers in the Recreation League at Harveys. Talbott, Rhodus and Wyman are having some trouble in getting started.

Bus Beem attended the Kansas-Haskell night football game at Lawrence, Kans. Bus says Kansas should have won but the Indians run faster and see better after dark.

Latest reports are that Fred Studt's grapes were O. K. but that it will take about six months to determine how good the jell will be.

Rocky Mountain Division
Northern Montana

Max

H. E. PIERPONT, vice-president, in charge of traffic, visited the Northern Montana District, going to Great Falls on Train No. 115 and returning east on the local freight to Hanover, where he was met with automobile by N. H. Fuller and A. M. Maxeiner, six hours being spent in the vicinity of Lewistown calling on shippers. Mr. Pierpont was accompanied by Geo. B. Haynes, passenger traffic manager; J. F. Bahl, assistant general passenger agent; F. N. Hicks, assistant traffic manager and Mrs. Hicks and M. E. Randall, division freight and passenger agent.

An announcement just made for the first time that came as a big surprise to most of the residents of Lewistown as well as other communities throughout Fergus County, was that of the marriage on September 6th, last, of Miss Mary Ebersole, widely known as popular county 4-H Club leader, to Frank Conrad, one of the best known and liked members of the Milwaukee railroad force and a resident of Lewistown for many years.

The wedding of this popular pair took place in Chester, Mont., immediately after the Central Montana Fair, and with the exception of a few close friends has been kept in absolute secrecy.

A delightful luncheon was given at the club house of the Milwaukee Railroad Women's Club for Mrs. C. A. Warner, president, who is moving to Denver, Colo., where Mr. Warner has employment with a large department store. The out-of-town guests were Mrs. E. B. Cornwell and Mrs. T. J. Hansen, of Harlowton, Montana.

Mrs. William Douglass left for Carson, N. D., where she will visit her father for several weeks.

Miss Margaret Fuller is taking a post graduate course in art at the Fergus County High School.

Mr. and Mrs. Service Finkbiner and family have returned from Canton, Ill., where they spent two weeks at the home of Mrs. Rusch, a sister of Mrs. Finkbiner.

Leonard Mattson, who has been making his home on a ranch at Suffolk, Montana, for the past six months, is working as first trick operator at Lewistown Yard while W. J. Thompson is out with the hunters after big game.

E. R. Collins, formerly of Martinsdale, has been assigned agency at Montague, Mont.

E. A. Neupert, who has been an extra telegraph operator on the Rocky Mountain Division, is engaged in selling radios and is doing very nicely.

W. F. McDonald, assistant chief engineer of Tacoma, Wash., has been looking after some work on the Northern Montana District.

W. R. Goldbrand is back from Tacoma, Wash., where he visited his daughter, who is taking nurses' training at the general hospital of the Milwaukee Road.

Mr. and Mrs. Earl Short, who have been on an extended trip through Iowa and Illinois, are back home. They state that the unemployment situation here is very small in comparison to all of the points which they visited.

D. L. McVey and Mrs. Ola Russell were married at Great Falls. The announcement of the union was a surprise to their many friends in Lewistown.

J. O. Callahan, brother of Mrs. F. A. Curtis, left for Chehalis, Washington, where he will make his future home.

Mr. and Mrs. Herbert Reuther have opened their new Idowell grocery store. Mrs. Reuther will be remembered in Milwaukee circles as former correspondent for the Magazine and the genial pay and general clerk at the local freight station at Lewistown, for the past fifteen years. We all wish them success in their new venture.

C. H. Baker, formerly cashier at Lewistown, has also gone into business having bought out the Hill grocery.

The death of Mrs. William Quinn, wife of the section foreman at Straw, was a shock to the community. Her remains were taken to Pottsville, Iowa, for interment. The entire division mourns her loss and extends to the bereaved family sincere sympathy.

The funeral of O. M. Edsill was held at Lewistown from the Methodist Church. Mr. Edsill was for a number of years employed at the passenger station as assistant baggageman. He had been failing in health for some time. Mrs. Edsill and family have the sympathy of a host of friends.

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

D. M. A.

FOR some reason our September notes failed to appear in the last issue of the Magazine, nevertheless, we are going to peg right along in hopes that we will have better luck this month.

Right now we are enjoying our "Indian Summer," the very nicest time of all the year in South Dakota—when the wind doesn't blow. Now that the World Series is over and all bets are paid, etc., the boys are getting enthusiastic over football and basket ball.

Miss Delsia Hourigan journeyed to Los Angeles to meet her mother and bring her back home. Mrs. Hourigan has been in poor health for some time and confined in a sanitarium there. Her many friends are glad to welcome her back and hope this change may be of some benefit to her.

Mr. and Mrs. R. S. Lowis spent a few days with Mobridge friends, then went on to Billings, Montana, where they will visit at the home of Mr. Lowis' daughter, Mrs. Horace Cook.

A baby boy wos born to Mr. and Mrs. E. E. Nepp, of Minneapolis. Mrs. Nepp was formerly Miss Ray McCauley, of Mobridge. Mr. and Mrs. McCauley immediately took a trip to Minneapolis to see the new grandson and Mac says John Frederick can't be beat.

Among the Mobridge veterans who attended the Veterans' Convention at Minneapolis September 14th and 15th, were Mr. and Mrs. Dan McGrath, Mr. W. C. Fuller, William Moon and James Taylor. They are loud in their praises of the splendid way in which they were entertained during their stay and all hope to be able to go again.

The week from October 5th to October 10th was a record breaking one for stock loading on our division, 321 carloads of stock being loaded on the Trans-Missouri during that time, which means a nice revenue for our good old Milwaukee.

"Aggie" Fuller wears a big smile these days, the reason is that now he has his family together again, Mrs. Fuller having returned from Jefferson, Iowa, where she spent the summer. They are now comfortably settled in the Hall Apartments.

Mr. and Mrs. J. L. Caldwell spent their vacation in Chippewa Falls, Wisconsin, and Minneapolis.

Lorraine Hand, of the relay office, accompanied her husband, John Hand, to Minneapolis where he attended the Northwest Fire School. They report a fine time.

The Moran family have as their guests Mr. Moran's sister, Mrs. Edward McMahon and son Clyde, of Rockford, Illinois.

Mr. and Mrs. Paul Nylan have returned from an extended auto trip through the Black Hills and to the west coast. While in Seattle they visited with Mr. and Mrs. Jack Charles and Agnes Nylan.

Agent Frank W. Bednar and wife, of Dupree, are spending a few days in Minneapolis. During his absence he is being relieved by R. C. Schwichtenberg.

Mr. N. H. Fuller, of Lewistown, Montana, stopped off a day in Mobridge visiting relatives and old friends, en route to Minneapolis to attend the Veterans' Convention.

Miss Hazel McMillan is taking a leave of absence and is now attending the South Dakota University at Vermillion.

Operator R. C. Chase is also on a leave of absence and is attending the Minnesota "U."

Seems good to see Ray Paul back at his desk again in the relay office after an absence of nine months due to illness.

Albert Staph underwent an operation at the Mobridge Hospital and is convalescing nicely. He and his wife left today for Farmington, Minn., where they will visit for some time.

Train Examiner D. E. Rossiter, of Spokane, spent Friday here on business.

Agent Frank Williams conducted a claim prevention meeting in the freight office on Friday morning, October 9th, with all his force in attendance. Under the watchful eye of Mr. Williams everything is being done to prevent claims and to make our record 100 per cent.

Quite a number of our railroad boys enjoyed the chicken and grouse hunting this year, and came back with the limit.

Twin City Terminals

Leda Mars

MR. C. R. DOUGHERTY, of the Claim Prevention Refrigerator Department, spent a day with us recently in connection with the claim prevention activities.

Report has just come to us of the arrival of a new baby boy at the home of Joseph Watenhofer, of the local freight. You will have to step around now, Joe.

Assistant Cashier Harvey G. Lobdell is on the sick list and we all trust that his ailment is such as not to require his absence for any great length of time.

The heating system is now being installed in the new freight house. It is said that this system composed of individual oil heat units is the most modern in the country.

Robert Connor, of the local freight, attended the Notre Dame-Northwestern game at Chicago where it rains and rains and rains, but regardless of the soaking he seems to have enjoyed the experience.

Curtis Sutton, an employe of the Milwaukee Railroad for fourteen years, was taken sick on September 12th and died on September 19th. He was survived by his wife and four sons,

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Wanted—A railroad man or woman for immediate work there in your home town. It is a dandy chance. Good pay. Only one in each town. Apply by letter. Seminole Co., Rockton, Ill.

For Sale—Beautiful female Toy French Poodle (by Sir Puff-Fluffy VII, registered American Kennel Club). Age 2 years. Write for particulars. Chas. Hornshaw, 1442 East 31st St., Tacoma, Washington.

For Sale—Three choice lots on northwest corner South 64th and G Street, Tacoma, Wash., or will trade for Seattle. H. J. Whatmore, 618 White Building, Seattle, Wash.

Scottish Terriers—At stud, Son A. K. C. 799619. A Ch. Bellstone Laddie line bred dog. Puppies and grown stock for sale. Justin V. Cavey, 2307 West Michigan St., Milwaukee, Wis.

For Sale or Trade—Improved 160-acre farm 3½ miles from county seat town on graveled road in Wisconsin. Approximately 90 acres in cultivation, abundance timber for fuel, running water near buildings, good 8-room house, nice yard and shade, large barn and other outbuildings. House has good soft cold water in kitchen. If interested, write C. S. Morton, Hopkinton, Ia.

For Sale—One lot, number 56, with small property and double garage, located at Robertson, St. Charles Road, North Ahrens Ave., Lombard, Ill. Will sacrifice for one thousand dollars if sold within sixty days, to settle an estate. Write, if interested, to R. C. Hedlund, Slater, Iowa.

For Rent Until May 1st—Completely furnished 3-room apartment. Private bath, garage. Located at Roselle, Illinois, on Milwaukee Road, 24 miles west of Chicago. Good train service. Three blocks to station. Forty-minute express service. Reasonable rental. Address E. E. Brewer, 816 Union Station.

For Sale or Trade—One pair "Black" Split-Cap Skunks, deodorized, well furred and tame. $20. Will trade for guns. What have you, folks? Address Harlin Lucas, Harlowton, Montana.

For Sale or Exchange—160 acres unimproved land, 3 miles northwest of Ebar on the western boundary of Manitoba, Canada, in the Canadian wheat belt. Fifty miles north of the Dakota-Canadian line. For full particulars write B. H. Diny, 2220 North 75th Court, Elmwood Park, Ill.

For Sale—Select residential lot in Edison Park District, Chicago. All improvements in. One block from new 100-foot boulevard. Five blocks from suburban transportation. Twenty-five minutes to Loop. $800.00 cash and mortgage for balance will handle. An excellent investment in a community that will grow by leaps and bounds with resumption of building activities. Address inquiries to Classified Department, Milwaukee Magazine, 869 Union Station, Chicago.

For Sale—High-class Bostons, Pups and Grown dogs. Black Hawk Kennels, 2426 12th Street, Rock Island, Illinois.

For Sale—Pedigreed New Zealand White Meat and Fur Rabbits. All ages. Write for prices. Will start buying meat rabbits about October 1st. Address Vangilders Rabbitry, Tomahawk, Wis.

For Sale—My modern five-room and bath bungalow, with garage and one acre of land, fifteen fruit trees. Located in Elgin, Ill., on C. M. St. P. & P. railroad, on fine street. Will sacrifice for $4,800, one-half cash, balance in monthly payments. One hour's ride from Union Depot, Chicago. This property in first-class condition. If interested, for further details address A. L. Head, 800 St. Charles St., Elgin, Ill.

For Sale—Four nicely marked, pedigreed Boston terrier male puppies. F. J. Jiran, Grofon, South Dakota.

For Sale—133 acres on small lake, 25 cultivated. 7-room house, barn, hay sheds and other buildings, also 3-room house; half mile to good grade school. 5 miles from Colville, Washington. Plenty of wild game. Price $3,000.00 or will trade for a smaller place near Tacoma, Washington. Write 7442 S. Tacoma Ave., Tacoma, Washington.

For Sale—My seven-room house (four bedrooms), in village of Golf, Ill., sixteen miles from Chicago on C. M. St. P. & P. One-half acre ground covered with shade trees and shrubs, orchard, small fruits. All modern conveniences. Hot water heat with oil burner. Two blocks from C. M. St. P. & P. station, thirty minutes to Union Station. A. L. Eidemiller, 809 Union Station, Chicago.

twins aged nineteen years, and one fourteen years and one eight years of age. Sympathy is extended to his family by his many friends and co-workers.

Tacoma Shop Notes

"Andy"

WE have often heard of things going to a person's head, but very seldom it comes to our attention where it affects the other end of the anatomy, as in the case of Lulu Keyes, when she came to work one morning with a different shoe on each foot—it was pretty foggy that morning and that may have been the cause, yet we have our own opinions. Of course her tire wear may have been somewhat uneven and she wanted to equalize it in that manner, and during the repression get a little more mileage by wearing the two best shoes out of two pair.

James Glenn, veteran blacksmith, passed away on September 12th. This news will no doubt come as a shock to many, as Mr. Glenn was very well known and liked, and having been in the railroad's service for a good many years, had a large circle of friends among the Milwaukee folk, and these friends now wish to extend their heartfelt sympathy to those left to mourn his loss.

The Milwaukee Bowling League at Tacoma is now going along full swing at Tacoma, playing at the Broadway Alleys each Friday night. At the present time, after playing 12 games, the Coach yard aggregation are heading the list. About the most sensational rise in the bowling world is the case of Jack Dorsey, who last year danced around to the tune of about 142 and now he holds an average of 13, and the present day holder of the individual high of 233 and three-game high of 579. These scores of course will no doubt be beaten during the course of the season, and probably by J. D. himself, yet we have to hand it to him, he is there. And we must also mention George Felzer, who went from the bottom of the list to the middle, and is headed for the top.

When the world series games were on we found out who the lucky birds around here were.

J. A. Wright went out hunting for a few hours recently, and from what we could find out, about all he got was back.

J. E. Brady has returned from the east where he was called on account of serious illness of his mother. Understand that her condition has not improved to any great extent, however, we hope for the best.

Drafts from the Drafting Room

IF anyone finds a quarter, it belongs to Monty. It slipped through his fingers one day while he was counting his money. He made a desperate effort to recover his lost coin, because they are scarce nowadays, but was unsuccessful.

Congratulations are extended to Koester on the arrival of a baby girl, born October 16th.

Magnus moved into a new home and the boys had lots of fun helping him select new furniture. They wanted him to buy a lot more, but Magnus couldn't be convinced.

H. W. Chandler returned from his vacation September 28th and reports having visited Denver (for his health), Salt Lake City, for a good swim where there is no danger of drowning, Seattle to see the fog, Victoria, B. C., possibly to get a peek at the queen, and the Royal Gorge, no reason given. However, the Royal Gorge was nothing compared to the way he disgorged financially.

L. L. Lentz and T. M. Cannon spent a few days in Terre Haute the week of October 12th, making some new shop arrangements.

The world's series has its good and bad effects. While everyone seemed to be satisfied with the Cards having won the pennant, some are money out. Hooks won fifty dollars and Monty ten. What a grand and glorious feeling in this day of days.

Our blacksmith apprentice, Fred Rauman, is having a terrible time trying to express his ideas by means of little pencils and thin paper. Also to vent his brawn on such small fragile equipment as the drafting room affords. Ten thumbs are a lot for one man.

Harvey was home for a couple of days nursing an infected hand. Ask Horton, he knows how bad it was. He was called on to play pack horse on one of his picture taking expeditions. He said Harvey had a 60-M capacity box car packed to the brim equipped with a handle for easy carrying. Horton is hoping Harvey doesn't get an infected ankle sometime or else he'll have to get Art Schultz to push him around in a wheelbarrow. Harvey gained a pound and Horton lost ten.

Oscar and Sylvan are great believers of the "Go West Young Man" slogan. They have both deserted Milwaukee for that great suburb called West Allis.

The Community Fund Drive in this office was very successful. Everyone did their duty in giving towards the cause.

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Selling "Milwaukee"

CHICAGO MILWAUKEE ST. PAUL AND PACIFIC

EACH transportation system offers common facilities, but there are also outstanding features that are individually unique. These features may be: interesting localities, historically or scenically; exclusive routes; peculiarly advantageous schedules; or equipment that is different. The "Milwaukee" has many talking points. Discover them for yourself, then tell them to the travel world. Good printing will assist wonderfully in selling the "Milwaukee" effectively.

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