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The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
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OCTOBER, 1931



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NEW YORK

CHICAGO

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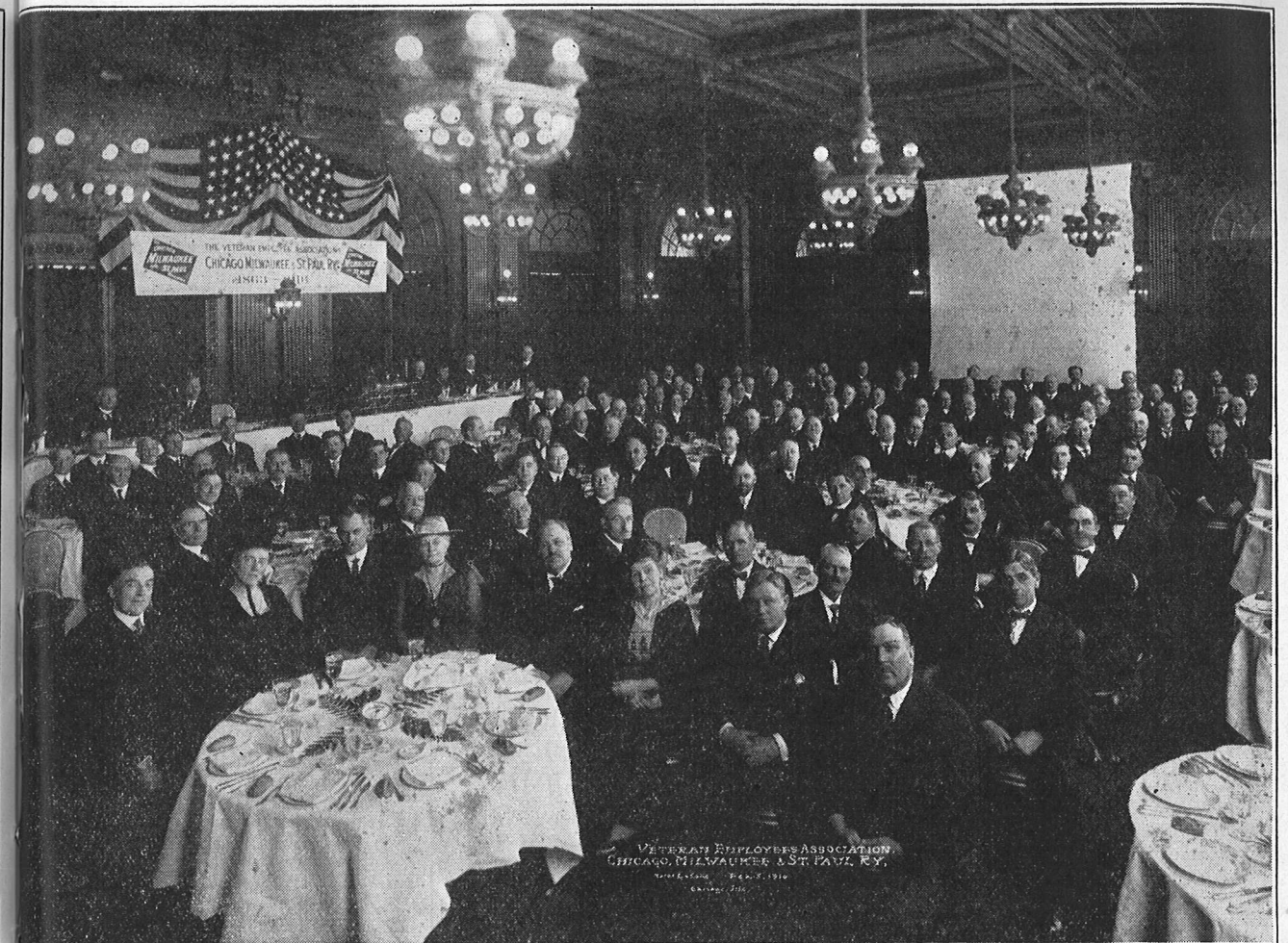
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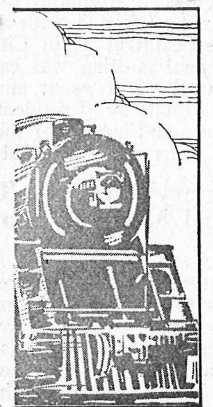
NEW YORK :: CHICAGO :: ST. LOUIS

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The First Annual Banquet of the Veteran Employees Association, Held February 8th, 1916, at Hotel La Salle, Chicago, Illinois.



Nearly 300 Years of Service in This Group

Here is a group of Vets, each with 50 or more years of service. From left to right they are: George W. McMillan, depot ticket agent at Minneapolis; John M. Horan, boiler washing inspector at Milwaukee, the oldest active railroader in the world; H. E. Nichols, engineer, Perry, Iowa; C. R. Cornelius, conductor, Council Bluffs, and William Horan, engineer, Milwaukee. William Horan is John's son, and the two divide up 126 years of active service between them, 76 to the father and 50 to the son.

The Milwaukee Road Veterans

12th Annual Convention September 14 and 15

THE Twelfth Annual Convention of the Veteran Employees Association was held at the Nicollet Hotel in Minneapolis on September 14th and 15th, and despite the business conditions, the gathering was a large one, and the usual good time was enjoyed.

General Superintendent C. S. Christoffer was chairman of the arrangement committee, with Messrs. E. P. Rogers and R. J. Roberts serving with him. The other committees were: banquet, A. A. Kurzejka and T. A. Morken, vice-chairman; on entertainment, F. P. Rogers and J. P. Fahey; publicity, Don McMillan; reception, J. H. Foster and C. H. Crouse; hotel and registration, R. J. Roberts and O. H. Anderson; transportation, E. H. Bannon and G. Lamberg; printing and decorations, D. B. Rivers and H. E. Rive; tickets, G. W. McMillan and R. C. Donhower.

Opening day, the 14th, was "queen's weather," bright and cool after the previous week of intense heat, and as the trains began to arrive at the bunting trimmed station in Minneapolis, if there had been any doubts in the minds of the committees as to a good attendance it was quickly dispelled, for the members poured in from east and west according to the best traditions of this wonderful association of time-honored, tried and true Milwaukee employees.

After the usual registration and greetings between the old-timers as prelude to the festivities, a strenuous two-day program was inaugurated with a fine drive about the beautiful Twin Cities.

The annual meeting was called at one o'clock in the ball room annex of the Nicollet Hotel by President Mitchell. The minutes and reports of the secretary-treasurer were read and duly accepted.

Secretary's Report, Twelfth Annual Meeting, September 14, 1931

As there are many more important matters to consider and time is short, your secretary will endeavor to make this report as brief as is consistent with the matter to be reported.

We have, at the opening of this Twelfth Annual Meeting, 5,945 members—an increase of slightly less than fifty since the last report. This, however, does not include any who are in arrears beyond 1930 dues. We have enrolled 296 new members during the year, which is very encouraging when the prevalent business depression is considered. We have lost by death during the same period 212 of our comrades, which large decrease serves to remind us that we are all growing older and also accounts for the smaller

increase in membership at this time. Our honorary membership list has also been reduced by two deaths and now numbers 8.

It has been our effort to respond, as promptly as possible, to all communications which have come to us and in cases where some message other than the card and button was requested letters have been written. We also want to thank our superintendents and other department heads for their splendid cooperation whenever it was asked, which we try to make as seldom as possible, realizing that they are busy men.

THE BACKBONE OF THE RAILROAD

"I have said before that the men and women of The Milwaukee Railroad's Veteran Association are the backbone of the entire organization, and certainly we are all in accord in believing that there never was a time when we needed backbone more than now; and so you men and women in this organization have your work cut out for you and I know you are going to measure up to its requirements."

H. A. SCANDRETT.

In the matter of collection of dues, which has been a little slower than usual, general business conditions have been considered and payment not pressed. We also want to thank each and every member for his patient and courteous attitude in the transaction of the necessary business of the association.

May we also take this golden opportunity to urge all members to keep the secretary informed of all changes of address, whether from city to city or from street to street. It will save time, postage and effort for all concerned and the secretary cannot possibly know these things unless you tell her.

Respectfully submitted,

LYDIA E. WILLIAMS,
Secretary.

At the meeting two years ago in Seattle the matter of consolidation of the Veterans with the Pioneers Club was taken up and President Mitchell was empowered to name a committee of the

V. E. A. to meet with a similar committee of the Pioneers to consider the matter of consolidation. President Mitchell reported that he, personally, had taken the matter up and had found that the consensus among the Pioneers was against consolidation, and consequently the subject was dropped.

A resolution as follows, was introduced by Mr. H. H. Field: "Resolved, that the Executive Committee of this Association is hereby authorized to use so much of the available funds of the Association as in their discretion shall be desirable, to afford relief for members of the Association and dependent members of their families during the continuance of the existing depression."

Unanimously adopted.

For election of officers nominations were called for, and on motion by Mr. Field, the secretary was instructed to cast the ballot for the re-election of the present officers and board, as follows: president, C. H. Mitchell; vice-president, J. T. Gillick; executive board, J. H. Foster, L. C. Boyle, Charles Wood, J. E. Roberts and Mrs. Carpenter-Kendall. Mrs. Grant Williams was reappointed secretary-treasurer by acclamation.

After adjournment the members and their families were invited to attend an R-K-O presentation of the picture "Danger Lights" at the R-K-O Orpheum Theater, at which some motion pictures of arriving veterans at the Milwaukee station and in other places about town, were shown, which proved to be a great "hit."

The scenes in the picture "Danger Lights," as we all know, were taken on The Milwaukee's right-of-way, with some of our own employees figuring in many of the scenes, making it thereby the more interesting to an audience composed of Milwaukee Road people. The committee on entertainment are to be congratulated on being able to make an arrangement at the R-K-O Orpheum Theater whereby the picture house was turned over to the vets for an afternoon performance, the only ticket of admittance required being the Veterans' Badge issued to members and their families in attendance at the convention.

Found at the Veterans' Picnic

A pair of gentlemen's eye glasses in a case, were turned in at the office of General Superintendent Christoffer, same being found at Excelsior Amusement Park after the Veterans' Picnic, which was held there September 15th.

The glasses are a large pair with dark rims and bows, and are in a case bearing the name of A. T. Hanson, optometrist, Sioux Falls, S. D.

The Annual Banquet of the V. E. A.

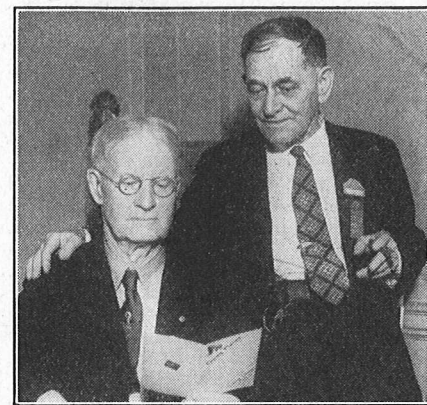
THE annual banquet is of course the outstanding feature of the two-day event, and at 6:15 P. M. of the 14th, the wide doors of the grand ballroom at the Nicollet Hotel were thrown open to 1,200 guests, and the vets and their women folk trooped into a familiar and beautiful scene. On the platform just above the speakers' table was an illuminated "Welcome, Veterans," and raised on the table itself was a station sign to the effect that they had arrived in "Veteranville." A mural decoration back of the speakers showed a Minneapolis skyline containing the well known Milwaukee Depot tower, illumined lantern, clock dial and all; farther along the shops buildings stood out, topped by a tall coal shed; a locomotive headlight threw its rays across the picture and real smoke issued from its stack.

Around the room were the lighted tail-lights of our famous trains, Pioneer Limited, Olympian, Arrow, etc. The handsomely appointed tables were soon filled while a well known and popular orchestra from radio station WCCO played the popular music of the day, and the music continued throughout the serving of the fine five-course dinner, interspersed with community singing, led by a member of WCCO staff.

After the dining was disposed of, tables were removed, giving the great crowd an opportunity to gather in closer to hear the speakers of the evening. The room was well amplified so that the voices carried to the far corners.

Mr. Heman H. Field, special counsel for the railroad, and charter member of the association, rose in his accustomed place as toastmaster, being introduced by President Mitchell.

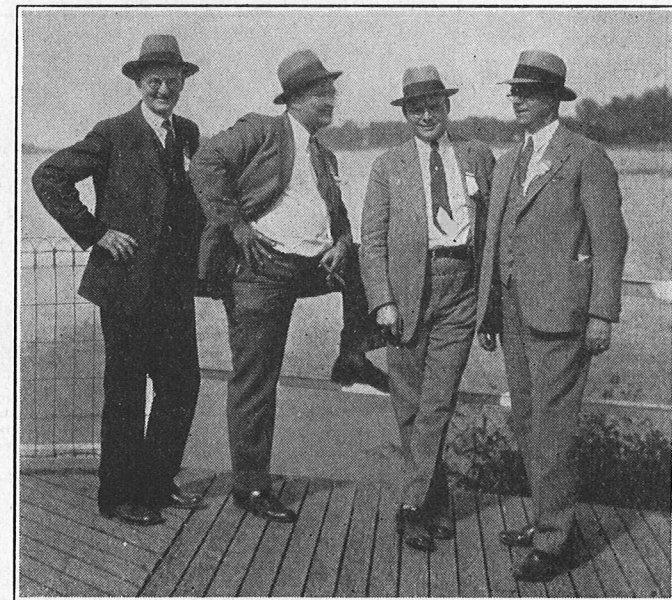
Mr. Field has presided in this capacity at all the banquets the association has held, save one, and it would not seem like a real Milwaukee family affair without his genial and kindly presence at the head of the table. His wit is keen, his appreciation of situations and ability to present them are unexcelled and his love for the association and all its members is unbounded. This year, Mr. Field's appearance was doubly endearing because of his recent loss in the passing a few months ago of Mrs. Field; and his consequent reluctance to public functions of this nature. But he unselfishly put aside his personal feelings and gave of his very best for the general enjoyment.



Still Pals

After 47 years in train service together, here are Engineer H. E. Nichols and Conductor C. H. Cornelius of the Iowa Division. They have run together continuously for that length of time over the rails on the Iowa (West) Division.

Mr. Field spoke of the honor given him of thus presiding for the eleventh time at a veterans' banquet and his great appreciation of it. He then asked permission to read some communications from old friends and members in distant places. A telegram as follows: "I sincerely regret that I cannot be with the veterans at this year's meeting, to take



The Committee Relaxes

The committee which carried the Veterans' Day Events at Excelsior to such a successful climax, are relaxing for a moment after the steamer has left the pier, loaded with happy railroaders out for a boat ride. Left to right, they are: G. W. McMillan, A. A. Kurzejka, Frank P. Rogers and Carl S. Christoffer, general chairman of arrangements.

part in celebrating the event. Knowing the hospitality of the people of Minneapolis, I am sure those in attendance will have a good time and I am happy to add my best wishes." (Signed) H. B. EARLING.

This message was given a cordial "hand" because "H. B." is one of the beloved of the "old guard."

A letter was prefaced by a few words from Mr. Field who said the name of Underwood was beloved by the older members of the Milwaukee family who worked here when F. D. Underwood, and that other great soul, his brother, W. J. Underwood, were numbered among our personnel.

He then read the letter:

Westwood Farm,
Farmington, Minnesota.
August 28, 1931.

I genuinely regret that I cannot be with you all. I have a lot of things to say to the sons and grandsons of my old associates, and to the handful of their sires who are left; that proceeding might tire them, but it would help me. We are all selfish, and as we get old get to boring people of all ages and sexes.

I served on the Prairie du Chien, Chicago, La Crosse, River, Southern Minnesota, and I. & D., and also at the South Milwaukee Terminal; a brakeman and a short time passenger train conductor on the Prairie du Chien, when it was the main line between Chicago and Minneapolis, and as a freight and passenger train conductor on the Chicago & La Crosse Divisions.

I am proud to know that when I went away to what is now the Soo Line—then a "franchise" with the loyal help of as fine a body of men as were ever gotten together on any railroad, the Soo Line was built; from Milwaukee Terminal, from the Prairie du Chien, La Crosse, I. & D. Southern Minnesota and Chicago Divisions they came—shopmen, bridgemen, trackmen, engineers, conductors, operators and train dispatchers—all came to me on the Soo Line.

You may be interested in knowing that the first general manager, the first master mechanic, the first two superintendents (Pennington and Huntington), who later became presidents of the Soo Line, came from the Old Reliable.

Again expressing my sorrow in having to forego the pleasure of seeing you all, with affectionate personal regard to those who served with me, and a sincere wish for health and happiness to all who are with you on the 14th, I am,

Faithfully yours,

FREDERICK D. UNDERWOOD.

Mr. B. B. Sheffield, president of the Civic and Commerce Association of Minneapolis, was introduced and gave the veterans a cordial welcome to his city, saying: "It is an honor to welcome and greet you in the name of the 3,500 business men of Minneapolis; and it is a privilege to sit beside my old friend, your president." Mr. Sheffield told some stories of old times on The Milwaukee up Minnesota way, and of his long standing regard for The Milwaukee as a fine railroad.

And closing, he paid a tribute to president Scandrett, saying among other things: "Doubtless God could have made a better man than Henry Scandrett, but doubtless God never did," and further, said that in this, the greatest depression that has ever been known, we must all put our hearts and hands together and work this condition into something like prosperity, and make this country the land the good God intended it to be. It behooves us to hold up the hands of the good Milwaukee Road and I believe in the times to come, and better times must come, The Milwaukee Road will be in the ascendancy. I congratulate you on your president, on your officers and in the name of the Minneapolis business men and the great Northwest, I give you greeting."

At this point an announcer at the opposite side of the room asked for silence as the program was now due to be broadcast over WCCO. The announcer was Mr. Sheehan, a favorite with all listeners in at that station, and this innovation on the usual procedure gave those of the Veteran Association who were unable to attend, but who could tune in, an opportunity to participate in a part of the program. A description by Mr. Sheehan of the banquet hall with its decorations, its great assemblage, the names of those present at the speakers' table, a few amusing stories, etc., preceded the introduction of a corps of entertainers from WCCO staff who played and sang and joked and put everyone in a good humor. One feature was the broadcast of a paraphrase on the Amos 'n' Andy episode, in which the announcer, with apologies to Bill Hay, adjured the world to travel at least twice a year and to see a Milwaukee Road passenger agent much oftener.

Reverend Roy L. Smith, also beloved of radio listeners of the Northwest, gave an inspiring talk on present world conditions and a way to think things through to a happier state of mind. He said that although he had lived through a stock crash he was still rich, that the stock crash took away profits we had never really had, that he had made an inventory to discover what his status was and found that he was still rich. Figuring conservatively, he was worth at least a million and a half. There were his eyes, he said, for which he would not take two hundred thousand and asked how many would, and never again be able to see the beauty of a sunset, the beauty of forests and the bloom on a peach. He would not take one hundred thousand for his ears, or one hundred thousand for his sense of taste and have everything taste like carrots and spinach. Nor one hundred thousand each for his other senses, together with a high price put on other functions and activities. He referred to

his children's affection and his wife's welcome, that in spite of the depression, in value was the same—"the law is working just as it ever did. Everything God has anything to do with is just the same as it ever was before." Mother's religion and father's piety were always strengthening and the depression has not touched these things.

Of the veterans, he said they have made a great contribution to a great country—that wealth does not consist of money, but of the capacity for service and enjoyment, and confidence and respect for the work we are doing. If a man has the capacity for doing things well, knowing that he has never deprived a man of anything that belonged to him, if he can feel that someone else is a little happier because he has lived, he is rich. He is rich in those things that are beyond business conditions, therefore, "take an invoice of yourself and you will discover that although we have had bank failures and some of us have been flattened out by a stock crash, we are still rich in the knowledge that no man can rally against us." The discourse, inspiring and helpful all the way through, was punctuated with humor and mirth provoking stories and expressions. Reverend Roy Smith is and always will be a welcome feature on a V. E. A. program.

Mr. L. C. Boyle followed some musical numbers, and told good stories to the listeners of the radio audience as well as those in his presence, and closed with a plea that we should all do a little more each day toward helping to bring the good old Milwaukee Road back to one hundred per cent.

That closed the broadcast and Mr. Sheehan turned "the mike" over to Mr. Field, who introduced President Scandrett.

Mr. Scandrett was cordially greeted by the company, standing, with prolonged applause.

Mr. Scandrett said:

"I look forward to these annual meetings and am particularly happy to be with all of you this evening. I have not missed one of these dinners since I came to The Milwaukee Road, and as long as you continue to invite me I shall not miss one of them. While sitting here I've been thinking of the last meeting, in Seattle in 1929, which concluded with the wonderful trip to Victoria. Many of you will recall the courtesies we then received at the hands of Mr. Joshua Green, one of the directors of our railroad. Tomorrow morning I am going to Rochester, where Mrs. Green lies desperately ill, and I'm sure you would like me to take a message to them from you. Will you not all stand for a moment as an expression of your sympathy and regard for them and of your hope for Mrs. Green's speedy and complete recovery. (All standing.) Thank you—that's fine and will help a lot.

"I have said before that the men and women of The Milwaukee Railroad's Veteran Association are the backbone of the entire organization, and certainly we are all in accord in believing that there never was a time when we needed backbone more than now, and so you men and women in this organization have your work cut out for you and I know you are going to measure up to its requirements. We are living in very difficult times. In spite of all the economies that we can make, our financial showing this year is going to be a poor one. It could not be otherwise when you take into consideration the tremendous shrinkage in traffic we have suffered in the last two years. The toughest part of the job is taking from the payroll men and women

for whom, because of the depression, there is no work to do.

"Last year we organized a relief work and this year the need will be even greater for that kind of work.

"There have been many things in my connection with The Milwaukee Road that have made me proud to be in its service, but I think there is nothing that has given me quite the thrill and satisfaction as the relief work last year. You raised almost two hundred thousand dollars for that work, and every penny of it was spent wisely and where it would do the most good; and it did do a tremendous amount of good.

"This depression has lasted longer than anyone thought it would, and it would be a very wise man who could know when it will end. Certainly I would make no prediction as to this, but I will make one prediction, and that is—that The Milwaukee Road will outlast the depression. I make that prediction and make it confidently because I know the temper and the mettle of men and women of this organization. They are fighters and not quitters. We have enlisted for the period of the war and we shall win though the way be long or short, and in this fight you Veterans who have spent so many years in the service of the old Milwaukee Road will be where you belong—in the front rank.

"A railroad is more than ties and rails and rolling stock. If it were not more than that I do not think I would be much interested in it. The most important part of it is its men and women. They are what give me my greatest interest in our railroad. It is the men and women of The Milwaukee Road that are going to put us back where we belong. We are

a good railroad, and if you say from that standpoint, we are the best railroad, you will have no quarrel with me.

"I am very glad you did not allow this depression to interfere with your annual meeting. You owe it to yourselves to get together, and to get the inspiration that comes from the association of old friends.

"You have had a great day today, and are going to have a great day tomorrow, and I am only sorry that because I feel I should make the trip to Rochester, I cannot be with you.

"At each one of these meetings I get a new inspiration and it helps me to go forward with new zeal in the work that lies before us. I hope we may all meet again next year. Good night, and God bless you all."

As usual in introducing the next speaker, Mr. Field made humorous reference to some of the characteristic traits of probably the best loved man on the railroad, whom he mentioned first as vice-president, although he said he did not know what vice he had except perhaps a habit of rather forcible expression in his conversation and a strong vocabulary which could be drawn on at an instant's notice: "JIM" GILICK.

When Vice-president Gillick rises before an assemblage of Milwaukee Road veterans, it is the signal for a grand outpouring of the great love and respect in which he is held by the entire personnel. Standing, and with prolonged cheering, he was welcomed. His talk was short, but it was full of the feeling of sorrow he has because so many are out of service. He said: "I think after listening to Mr. Scandrett's talk, we will agree that Mr. Sheffield knows him pretty well.

He has been around here for three years and more, and I think that if we had him for 25 years we'd make up our minds very thoroughly that he was 'a hell of a fellow.'

"Seriously," he said, "I dreaded coming to this meeting. It seemed to me that with the thousands of men, thousands of veterans, if you will, who have not got a job, this was going to be the first time that we would not have a good time, and I am grateful to you all for helping me by your good cheer, to be disappointed in the kind of a time I was afraid we would have.

"The first conductor on this railroad that I remember, Martin Crane, is here tonight, and when I was a boy six years old, Kent Ferguson pulled the engine into Hastings. He is here tonight. In those days we went through some hard times, too, when we went to school dressed in wheat sacking, and when I look back to those days perhaps the situation today is not so bad as we think it is, because then no one had anything that he could help his neighbor out with, now we can do a little at least toward helping the needy among us, and we are going to try to do it.

"It is a sad job to close up locomotive and repair shops, throw the key away and have nothing to give the employees who have spent years in the service of the railroad. But the spirit Mr. Scandrett refers to is the spirit that carries us along and gives us hope for a better day.

"If we did not reduce the cost of running the railroad we might have to reduce wages. I understand the officers are going to have their wages cut—but now if you fellows here will only carry on notwithstanding the places that have been closed, I am sure we are going to get along. I am sure you all realize that if what we have been obliged to do, had not been done by us, there would soon be others here to do it, and I want to stay on so that I can come to your veterans' meetings, and I want you to be helpful and charitable in your criticism of the things we are obliged to do in these depressing times."

Honorable L. C. Hodgson, former mayor of St. Paul and an old and valued friend of the Veterans' Association, followed with one of his friendly and inspiring talks. He has spoken before the veterans on several occasions and is always welcomed.

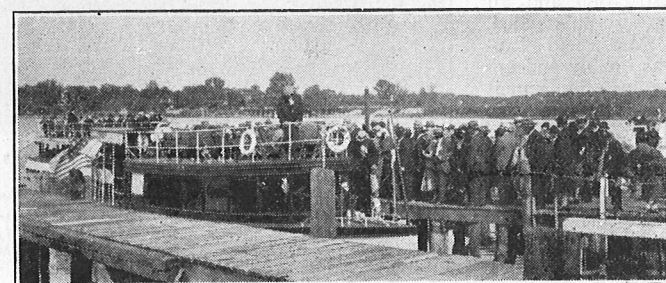
The evening closed with a speech by "Officer Mulcahy," of local radio fame, and the long, full day was voted by all, an unqualified success.

The report of the treasurer will be published in The Magazine next month.

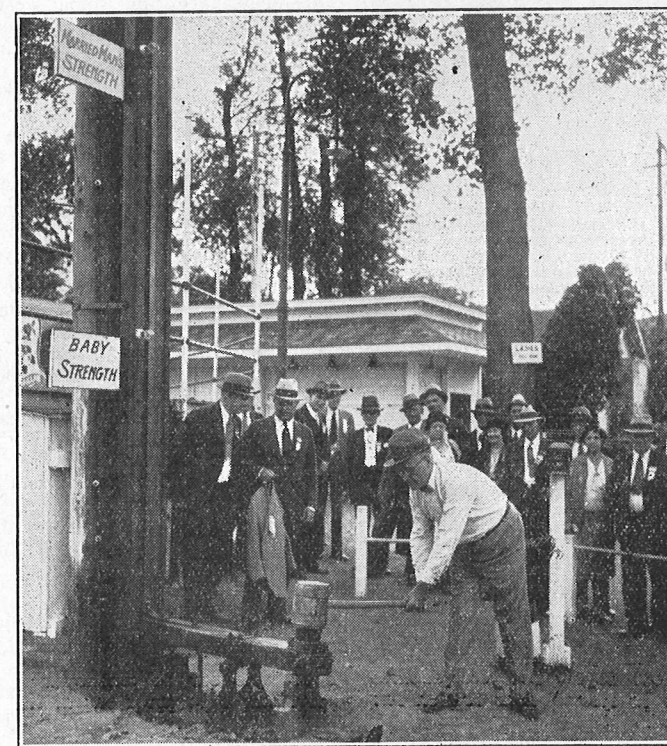
On August 31 the new electrical blocks between Polo and Birmingham were placed in operation; centralized traffic control also governs the operation of trains in this territory. Trains are allowed to enter this section of the track at Birmingham on signal handled by operators in the tower at that point. 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.



No Casualties Occurred
The ladies in this contest were given the option of either riding or pushing the wheelbarrows. Evidently they considered their partners too bulky, for they all chose to ride.

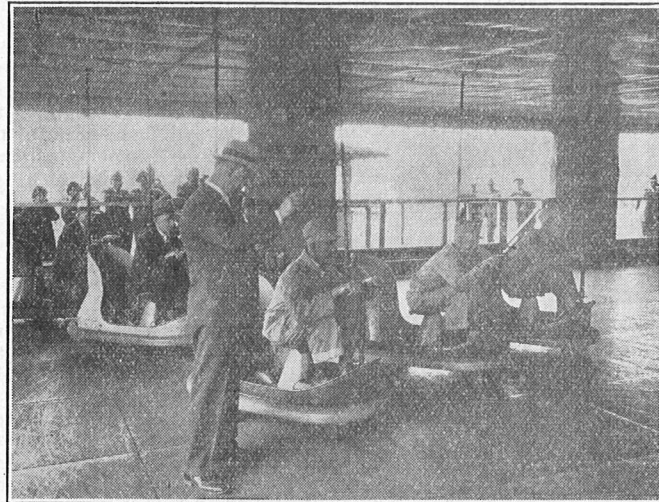


The Vets Go A-Boating



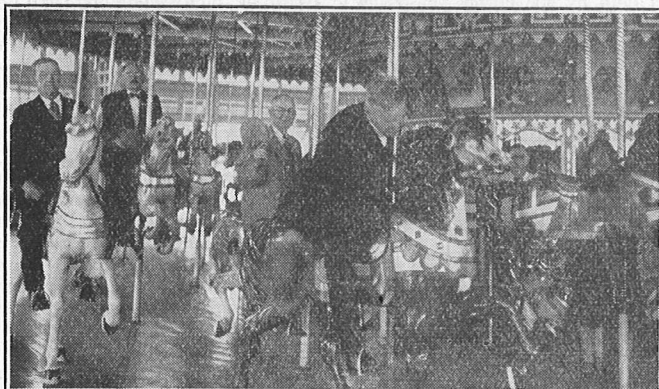
Rings the Bell and Wins a Cigar
John Dougherty, veteran police official of The Milwaukee, swings a mean mallet for a bell ringer. In the background are E. F. Conway, captain of police, and L. J. Benson, general superintendent of police of The Milwaukee Road.

The Veterans' Picnic



Enginememen at Play

The engine crew that pulled the special to Excelsior Park, took advantage of the all-day lay-over to test their ability at speed away from the throttle. L. J. Benson was starter of this scooter race. Left to right, the contestants are: Merle Hammel, H. & D. Division engineer; Michael Kline, fireman, H. & D. Division; George Heffer, pilot engineer for the M. & St. L. R. R., over which line the special was operated from St. Louis Park to Excelsior.



Riding the Ponies

During the day the merry-go-round was among the best patronized of the amusement features, and here we have Johnnie Horan, 95-year-old Veteran, of 76 years of service, whipping up the winning horse, while riding the "place" horse is George Anderson, Veteran claim, clerk at Sioux City. Alexander Borg of Minneapolis, with 52 years with the railroad, "showed," and Charles X. Anders, blacksmith at Minneapolis, "also ran."

THE second day of the V. E. A. annual convention was, as usual, an outdoor event, being a picnic at beautiful Excelsior Park at Lake Minnetonka.

A special train carried the hundreds of picnickers out to the lake, where the Vets held exclusive possession of the park and all of its amusement features. The day was ideal—cool enough to allow participation of all contestants in the games and stunts provided in the full-day program, and everything was free to the V. E. A. party.

Two steamers plied the waters during the day, carrying the Vets about the lake, and speed boats provided further thrills for those who were seeking them. Lunch was served at noon and at 2:00 P. M. the games, races and other contests began.

The first, a pipe-filling contest, was won by J. E. Rockford of Milwaukee and Mrs. A. B. Main of Sioux Falls.

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A balloon-blowing contest was won by Mrs. P. J. Lavin of Racine. Wheelbarrow race, won by Ralph Kitchen and Margaret Albertson of Minneapolis.

Fat men's race—won by A. B. Main of Sioux Falls.

Plump women's race—Mrs. W. C. Selig, Chicago.

Race for men over 50 years of age—won by James Burke, Chicago.

Race for men under 50—Fred Greib, Milwaukee.

Peanut race—won by Mrs. F. W. Covnick, Minneapolis.

Nail driving—won by Mrs. W. H. Whittemore, Chicago.

Ball throwing—won by Mrs. J. E. Black, St. Paul.

Tug of war—won by Veterans, Lines West, W. W. Black, Deer Lodge, Captain.

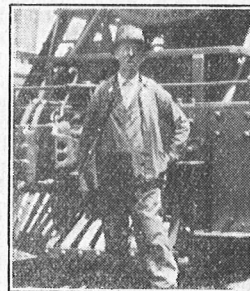
Kitten ball—South Minneapolis team, captained by J. J. Burns, defeated Chicago team.

Wood-sawing contest—won by Mrs. A. A. Kursejka, Minneapolis.

Prizes were awarded to the winners, and Larry Benson acted as starter for the racers. Larry is one of the latest entries into the association, having quite recently completed his twenty-five years of service with the company.

Good-Bye

Promptly at five o'clock, the special backed in to start the picnickers homeward bound. The 1931 convention has passed into history—one of the most enjoyable and successful ever held. Many thanks are due and extended to Mr. Christopher and his efficient committee for their untiring efforts for the comfort and enjoyment of the Veteran contingent.



Joseph E. Roberts

Fifty Years in Service

JOSEPH E. ROBERTS was born March 8, 1856, in Waukesha County, Wisconsin, and entered the service of the C. M. & St. P. Ry. June 7, 1881, as fireman, firing on every division out of Milwaukee and some west of the Mississippi River. He was promoted to engineer in September, 1887, and run engine No. 120 on the Prairie du Chien Division for some time. In 1890 he took a position as engine dispatcher at West Milwaukee and when the office of chief dispatcher was created he was appointed to that office and occupied this position for seven years. Soon after he was employed as fireman, he affiliated with the Brotherhood of Locomotive Firemen, Lodge No. 130, and was their financial secretary for years. When the Veteran Employees Association was organized he obtained more applications for membership than any other member and for years has been a member of the Executive Committee. Always a SAFETY FIRST man, he has never caused injuries to himself or to another employee. From Thanksgiving Day to St. Patrick's Day you can find the Roberts family enjoying the sunshine at Long Beach, California. Every member of the Milwaukee Family congratulates Joseph Roberts on long and useful service.

AUTUMN

All the elves and fairies
Like the autumn time the best,
'Cause then the ground is full
Of leaves and the grass is
Cool and wet.
They spend the whole time
Out of doors and sleep beneath
The trees, and if the rain begins
To fall, beneath an oak leaf creep.

Spokane's Fiftieth Anniversary

Holds Golden Jubilee September 3rd,
4th and 5th



Jubilee Carnival Scene on Sprague Street

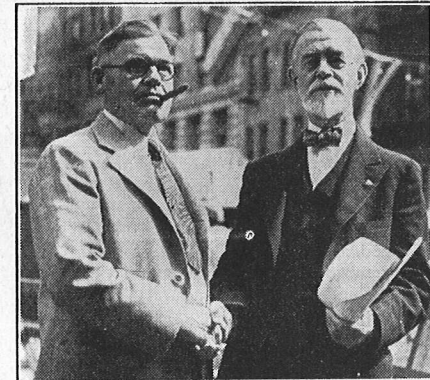
"LATE in the fall of 1881 a handful of pioneers living beside the falls of the Spokane River, met and incorporated as a city."

There were fewer than one thousand people all told in that little community fifty years ago, but there was "vision" among those who were intent on forming themselves into a municipality—sure were they that with the natural advantages of water power, location, natural resources, climate, etc., there could be no doubt of the future success and prosperity of their region. So with the courage of their convictions they started building a city, and in the fifty years of its existence, Spokane has grown, flourished and amply justified the hopes and the vision of its founders.

And so on September 3rd, 4th and 5th, in commemoration of that early event, the city of Spokane celebrated with music and merriment in a great Golden Jubilee. Parades, dinners and dancing, carnival and ballyhoo marked the section of the business center which was set aside for the "doings." All the citizenry augmented by thousands of visitors from the great Inland Empire, from over the mountains to eastward and west to the Sound, joined in doing honor to the forefathers and those who have followed on in the work of upbuilding and maintaining a splendid and beautiful city, numbering over 115,000 people within its corporate limits with a far flung population scattered over the great Inland Empire, looking to Spokane for market, for supply and generally for initiative in the onward march.

The Beginnings of Spokane

History tells us that prior to 1858 there were very few settlers in eastern Washington, but the ending of Indian warfare and the discovery of placer gold in various parts of the Inland Empire



A. J. Laughon of The Milwaukee Legal Department, Greeting U. S. Marshall David Harns

set the tide of settlement in that direction. The first record of any white people on the Spokane River goes back to the era of the fur traders, when the Northwest Company, a rival to the old Hudson's Bay Company, set up a trading post on the Spokane River and called it Spokane House, located at the mouth of the Little Spokane; and Professor Orville C. Pratt, of Spokane, tells us that "the name Spokane comes from the Salish Indian name for the sun. Alexander Henry gives the Salish word for sun as 'Spehkunne.' Samuel Parker, after hearing it spoken several times, wrote it 'Spokein.' Thompson wrote it 'Spokane' and Cox, 'Spokan.' Eventually it was the spelling of the former and the pronunciation of the latter which prevailed. The final e makes the name a shibboleth by which the newcomer from the east can be identified." By which the professor deftly tells us that most of us easterners have to be taught not to give the long sound to the a, but to clip off the second syllable as if it had no final e to mislead the uninformed.

The earliest settlement that is now the city of Spokane was a little village clustered about the falls, and was named Spokane Falls. When the city was incorporated the Falls was omitted from the name.

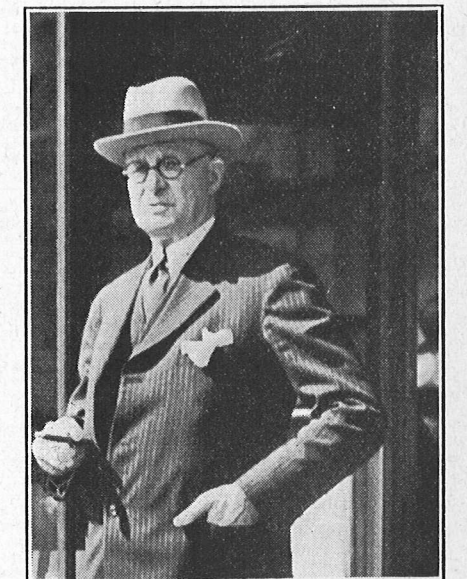
In early days the country all about Spokane, and spreading over the intermountain region was the scene of almost continuous Indian warfare. The Indians resented the entrance of the white people, foreseeing all too well that their coming meant the surrender of their magnificent patrimony. Palouse and Walla Walla Indians, Spokanes, Coeur d'Alenes, and most important and perhaps most dramatic of all the warriors was Chief Joseph and his Nez Perces braves. All of these tribes gave the soldiers of Uncle Sam some very active years of service in the peculiar technique of Indian fighting.

On September 7, 1858, occurred a bloody battle on the banks of a little stream, resulting in defeat of the Indians and the naming of the stream "Hangman's Creek." The story is that "On September 7th, Colonel Wright marched up Spokane River to a point above the Falls. There, within what is now the city of Spokane, he talked with Chief Garry, of the Spokane Indians, demanding their unconditional surrender. The next day Colonel Wright led his forces upstream, overtaking the Indians near Liberty Lake. The Indians were trying to escape with their horses and cattle. The soldiers rounded up and killed, near Spokane Bridge, some 800 Indian ponies. On returning from a council with the Coeur d'Alenes, Wright stopped at Latah Creek to hold a council with the Spokane Indians; and several Indians were hanged there; hence the name 'Hangman's Creek.'" The Milwaukee's line west from Spokane spans this creek on a high bridge, making one of the most picturesque crossings on Lines West.

The Jubilee Fete

To commemorate a colorful past and to celebrate a wonderful progress, as well as to register its faith in a prosperous future the Golden Jubilee of three days' pomp and pageantry was held.

(Continued on page 19)



Division Freight and Passenger Agent W. P. Warner, Spokane.

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THE MILWAUKEE MAGAZINE

VOLUME XIX

Veterans' Number

No. 7



UNION STATION BUILDING, CHICAGO

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ALBERT G. DUPUIS, Assistant Editor
In Charge of Advertising

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Retired After Sixty Years of Service

ON July 8th of this year, I. & S. M. Division Conductor Ellef Nelson retired from active service, applying for his pension in the Milwaukee Employees Pension Association. Mr. Nelson on the date above completed sixty years of service, fifty-four of which had been in the capacity of passenger conductor.

Upon his retirement, Mr. Nelson was the recipient of many congratulatory letters upon his long and faithful service. The following from Vice-President Gillick and General Manager Harstad are highly prized:

Dear Mr. Nelson:

I have seen copy of your letter to Mr. Van Dyke, in which you advise him that after sixty years of service on the Milwaukee Railroad you have made up your mind to retire.

I am sure each of us in visiting the Iowa and Minnesota Division will feel there is something missing when you are not there. On the other hand, it will be a happy thought to know that after sixty years of faithful and efficient service you are fortunate enough to be able to step aside and get some personal comfort out of the remaining time that will be yours. I sincerely hope that that will be a long time and that you will find it agreeable to take the long-earned vacation you certainly have coming.

With kindest personal regards,
Yours very truly,
(Signed) J. T. GILLICK.

Dear Elleff:

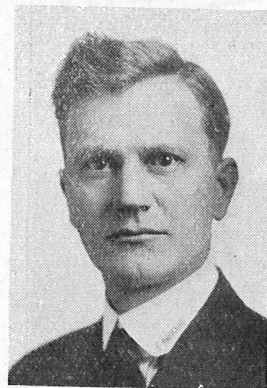
I have just been advised by Mr. Skewes that after sixty years of service you have decided to retire.

While I regret that you find it necessary to take this action, I am happy to know that you were able to complete sixty full years of active duty, and it must be a great satisfaction to you.

The first job I had as trainmaster was on the I. & M. Division, and it was the old timers like yourself that made it possible for me to get along and advance in the service as I did.

I appreciate the many nice things you have done for me, and sincerely trust that your retiring will not prevent my seeing you occasionally.

With very kindest regards, I am,
Very truly yours,
(Signed) O. N. HARSTAD.
General Manager.



S. A. Stoddard

Got His First Journalistic Experience With the Milwaukee Magazine

IN the early years of The Milwaukee Magazine, a writer who signed himself "Si" was a valued contributor to its pages. He was S. A. Stoddard and worked as timekeeper on the Coast Lines construction, going thereafter to Deer Lodge in the same capacity, where as correspondent for The Magazine, under the heading "Sayings of Si" he got his start as a journalist, the career he was so evidently "cut out for," and which he has followed for the past ten or more years.

Mr. Stoddard was The Milwaukee's first general timekeeper west of the Rocky Mountains, and at one time was in charge of all the time of engineers and firemen, all shops, roundhouses and carshops between Deer Lodge and the Coast; was chief timekeeper on the Middle District when he resigned to engage in newspaper work.

He is the author of many railroad stories that have been published in various magazines of the United States, his latest "Burning Mountain," one of his best, and appearing in a recent edition of the Railroad Man's Magazine. The event from which the story was taken and the scene of its action was the great fire of 1910 in the Bitter Root Mountains, and the exciting episode of losing the division superintendent during the operation of the train sent to bring out the settlers in the mountains where the fire was raging; and finding him subsequently in one of the tunnels, dazed from the smoke but otherwise unhurt. The superintendent in question was the late "Hodge" Marshall.

Concerning this story, Freeman H. Hubbard, managing editor of the Munsey publications, says: "Burning Mountain" is one of the finest short stories we have ever published, and for the first time in the history of the Railroad Man's Magazine, we have smashed an old tradition by featuring the September issue with a short story as the opening lead. This story is 'Burning Mountain,' a tale of sublime devotion and tense excitement, by a new writer whose work predicts a brilliant future."

Engineer Tom King Passes

ON August 18th, Veteran H. & D. Engineer Tom King died at his home in Montevideo, after a lingering illness. Mr. King retired from active service a year ago, since which time he has been steadily failing in health. He was 77 years old.

Mr. King was promoted to engineer in 1886 and his first run was between Chicago and Milwaukee. He was later transferred to Minneapolis and was subsequently given a passenger run out of Fargo, N. D.

He was transferred from there to the H. & D. Division and was engineer on the first Olympian train that ran through Montevideo, which city has been his headquarters since 1889.

Mr. King is survived by two sons, four grandchildren, one brother and one sister. Mrs. King's death occurred in 1925.

Thomas J. Kinney

THE passing of Thomas J. Kinney at Chicago, which occurred on June 3, 1931, has removed from the ranks of our veteran employees, another Milwaukee man of high character and sterling qualities.

Mr. Kinney was born in Muscatine, Iowa, on April 22, 1858, and at the age of fourteen started on the Milwaukee Road as water boy at Shannon, Ill., his father being section foreman between Shannon and Freeport.

He studied telegraphy and later was operator at Racine, Clinton Junction, Freeport and Beloit. From Beloit he was transferred to Western Avenue in 1889, and took charge of the Abstract Department in the Western Avenue office, from which point he moved to Galewood, where he held the same position until 1916, when he was appointed agent at Dunning, Ill., which position he held until his death.

The Following Table Showing Present Freight Rates on Some Household Commodities May Be of Interest to Our Readers

Note that all rates except on automobiles are shown in cents. For example: rate for first item, under heading "Flour," is six-tenths of one cent.

Commodity	From	To	Distance	Sales Unit	Average Assumed Shipping Weight per Sales Unit (Pounds)	Freight Rate per Sales Unit (In Cents)
Fresh Meat	Chicago, Ill.	La Crosse, Wis.	281	Pound	1	.415
	Cedar Rapids, Iowa	Elgin, Ill.	196			.205
	Sioux City, Iowa	Council Bluffs, Iowa	151			.195
	Kansas City, Mo.	Milwaukee, Wis.	515			.36
	Spokane, Wash.	Seattle, Wash.	312			.78
Flour	Janesville, Wis.	Milwaukee, Wis.	70	Sack	5	.6
	Kansas City, Mo.	Green Bay, Wis.	623			1.275
	Minneapolis, Minn.	Chicago, Ill.	420			.6
	Great Falls, Mont.	Spokane, Wash.	744			1.875
	Butte, Mont.	Sioux Falls, S. D.	997			2.075
Sugar	San Francisco, Cal.	Chicago, Ill.	2,558	Pound	1	.84
	Mason City, Iowa	Minneapolis, Minn.	143			.155
	Green Bay, Wis.	Janesville, Wis.	177			.19
	Miles City, Mont.	Tacoma, Wash.	1,078			1.5
Apples	New Orleans, La.	St. Paul, Minn.	1,238	Pound	1	.66
	Yakima, Wash.	Des Moines, Iowa	1,894			1.42
	Ellensburg, Wash.	Milwaukee, Wis.	1,967			1.5
	Hood River, Ore.	Chicago, Ill.	2,197			1.5
Oranges	Wenatchee, Wash.	Great Falls, Mont.	692	Dozen	5	1.26
	Olathe, Kans.	Cedar Rapids, Iowa	322			.45
	Pasadena, Cal.	Duluth, Minn.	2,487			7.75
	Redlands, Cal.	Ottumwa, Iowa	1,903			7.75
Potatoes	Redlands, Cal.	Spokane, Wash.	1,536	Peck	15	7.7
	Lakeland, Fla.	Minneapolis, Minn.	1,703			6.3
	Orange Grove, Tex.	Madison, Wis.	1,073			6
	Hollandale, Minn.	Chicago, Ill.	372			3.9
Canned Goods	Crookston, Minn.	Des Moines, Iowa	655	Can	1	5.925
	Ellensburg, Wash.	Milwaukee, Wis.	1,967			13.5
	Missoula, Mont.	Everett, Wash.	134			2.4
	Grimes, Iowa	Seattle, Wash.	536			7.425
Clothing (Men's)	Fairmont, Minn.	Cedar Rapids, Iowa	138	Suit	4	.16
	Arlington, Wis.	Tacoma, Wash.	1,782			1
	Fresno, Cal.	Chicago, Ill.	160			.205
	Bozeman, Mont.	Janesville, Wis.	2,304			.9
Shoes	Chicago, Ill.	Omaha, Neb.	1,202	Pair	2	.58
	Chicago, Ill.	Sioux Falls, S. D.	554			5.46
	New York, N. Y.	Davenport, Iowa	186			2.66
	Cleveland, Ohio	Kansas City, Mo.	1,332			9.98
Gasoline	New York, N. Y.	Mankato, Minn.	756	Gallon	6½	6.8
	Boston, Mass.	Elgin, Ill.	932			6.08
	Milwaukee, Wis.	Des Moines, Iowa	1,337			4.29
	Chicago, Ill.	Omaha, Neb.	507			2.4
Tires (Automobile)	St. Louis, Mo.	Minneapolis, Minn.	420	One	22	1.96
	Milwaukee, Wis.	Green Bay, Wis.	477			1.92
	Lewistown, Mont.	Mendota, Ill.	157			1.71
	Whiting, Ind.	Des Moines, Iowa	905			6.175
Butter	Kansas City, Kas.	Rock Island, Ill.	206	Pound	1	1.462
	Tulsa, Okla.	Cedar Rapids, Iowa	294			1.787
	Casper, Wyo.	Milwaukee, Wis.	771			2.567
	Akron, Ohio	Spencer, Iowa	848			2.925
Cheese	Akron, Ohio	Davenport, Iowa	520	Pound	1	.375
	Des Moines, Iowa	La Crosse, Wis.	616			.31
	Omaha, Neb.	Chicago, Ill.	2,214			.47
	Minneapolis, Minn.	Bedford, Ind.	445			.26
Breakfast Cereals (Not Cooked)	Great Falls, Mont.	Milwaukee, Wis.	112	Package	½	.08
	Coon Rapids, Iowa	Tacoma, Wash.	2,148			.055
	Elgin, Ill.	Chicago, Ill.	420			.105
	Minneapolis, Minn.	Muscatine, Iowa	369			.105
Automobiles	Chicago, Ill.	Seattle, Wash.	1,056	One	2,000	.2825
	Des Moines, Iowa	Aberdeen, S. D.	387			.41
	Minneapolis, Minn.	Terre Haute, Ind.	214			.92
	Detroit, Mich.	Chicago, Ill.	252			.49
Automobiles	Flint, Mich.	Rock Island, Ill.	252	One	2,000	.375
	Janesville, Wis.	Chicago, Ill.	133			.31
	Des Moines, Iowa	Bedford, Ind.	395			.47
	Fordson (St. Paul, Minn.)	Milwaukee, Wis.	112			.26
Automobiles	La Crosse, Wis.	Tacoma, Wash.	2,148	One	2,000	2.5
	St. Paul, Minn.	Milwaukee, Wis.	252			.08
	Chicago, Ill.	Ottumwa, Iowa	91			.055
	Cedar Rapids, Iowa	Duluth, Minn.	383			.105
Automobiles	St. Paul, Minn.	Everett, Wash.	328	One	2,000	.105
	Chicago, Ill.	Butte, Mont.	1,001			.2825
	La Crosse, Wis.	St. Paul, Minn.	535			(Dollars)
	St. Paul, Minn.	Chicago, Ill.	661			22.80
Automobiles	Janesville, Wis.	Cedar Rapids, Iowa	99	One	2,000	22.80
	Des Moines, Iowa	Pipestone, Minn.	151			6.00
	Fordson (St. Paul, Minn.)	Pipestone, Minn.	275			9.20
	La Crosse, Wis.	Pipestone, Minn.	275			16.80

ACCIDENT SAFETY FIRST PREVENTION

The Human Element in Safety Education

(Written by J. U. Yarbrough, Ph.D.,
Dean of Psychology, Southern Methodist
University, Dallas, Texas)

INTELLIGENCE never exposes itself to undue or unnecessary physical risk; stupidity exposes itself—and pays the price. That, I think, is a brief summation of the reason back of safety education. It is the part of intelligence to inculcate and foster a wholesome, reasoned and controlled fear. Appreciation of risk and avoidance of exposure to risk are the part of the intelligent man. Time may have been when absolute fearlessness, blindness to danger were necessary. That must have been when man met blind and unknown dangers. In this mechanical day such intrepidity is the part of stupidity. Hazards are largely predictable in the case of machine workers. The intelligent worker will, then, face the hazards, give them the thought, the caution, the fear that they merit, and set his intelligence to the task of avoiding every possible risk. He will foster in every way his own training for safety, the safety of himself and of others. Mechanical devices have been invented always with the idea of giving advantages to the intelligent—the intelligent, not the heedlessly brave.

Influences Reaction

This is, perhaps, but one of the major changes in emotional pattern that the new education demands of us. Attitude, emotional set, undoubtedly influences our reactions to new training. There is, for example, the man who venerates precedent. His father was a good engineer, let us say, and he sees no need for improvement upon methods used in his father's day. This without consideration of the fact that engines and traffic conditions have changed mightily since his father's day. Precedent is an excellent thing and worthy of consideration, but if it is antedated it may become an unsafe guide. Because an expedient has served for twenty years or thirty years does not prove its worth if conditions today are not what they were in the past. This sort of closed-mindedness is the enemy to safety-training. It is not intelligent; it does not evaluate risks.

Here a word may be apropos about the worker's prevalent distrust of the "arm-chair critic," the laboratory worker, the dealer in theories. This is natural. The man who *does* feels superior to the man who thinks or talks. But, if it is natural, it is also dangerous. Advancement always begins as an idea, a theory. The theory may be the outcome of actual work—often is. But it may be the outcome of abstract thinking. At any rate, scorn and incredulity are not always intelligent. They may blind one to risks and to opportunities. The "smart guy who knows nothing about the job of the engineer" may possibly see some phase of that job which is lost to the man actually busy at its performance.

Best Must Be Good

There is another mental attitude that essentially is inimical to safety-training. It allows one to put the outcome of any project, any venture, on the knees of the gods, so to speak. It is the philosophy of "do your best and God will do the rest." A relaxful philosophy, since it allows a broad loophole for escape from responsibility. The "do your best" is essential, and in these days of complicated living and frenzied moving it has to be awfully good. Anybody's best leaves an awful load for Providence.

And there is the matter of attitude towards responsibility to the public. In the matter of railroad employees, in particular, my own reaction is almost invariably with the train man. The right-of-way is his; strength, force and superiority are his. He ought to be respected and waited for. But he isn't. He is dealing, you see, with dare-devil stupidity (I speak of the usual case of collision). He is dealing with the man too brave to count the risk. There devolves upon his intelligence, then, the task of protecting not only himself, his company's interests and the manifold interests of the many involved, but, in addition, the safety and well-being of the man who will not safeguard himself. A big task, and one that will not permit him to overlook even seemingly small contributions to its furtherance.

Safety is Re-Education

Safety education is re-education to those who are already trained and on the job, and re-education is a most difficult undertaking. Not only is it hard to



Section Foreman and Crew, Fond du Lac Yard

Eleven Years Without An Accident

SECTION FOREMAN FRED J. HAFEMEISTER, pictured here with his force of three men, has a record of eleven years without an accident and a record of six years without an accident in his crew at Fond du Lac Yard. Mr. Hafemeister is a staunch advocate of safety and makes it a practice to show his men just how the work should be done and is careful to see that they do not use unsafe tools or unsafe practices. He attributes his good safety record to the fact that he is continually cautioning his men to be on the alert and careful at all times.

shed old habits; it is hard even to want to shed them. But that is the road to progress. We lay down the good to advance to the better. Mechanical ability has been on a high level for the past decade or two. But the increased complexity of life demands that it become still higher.

What Does It Mean to You?

WHEN I am coming home each night,
To meet those eyes that shine so bright—
That come racing down the street to me;
'Tis easy then for all to see
Why Safety is the last decree.

I've lain within the silent walls,
Where nurse and doctor make their calls;
Where pain and agony is rife,
Where everybody fights for life,
So Safety means a lot to me.

To you, who live each day with health,
You cannot know what added wealth
You have in store for you each day;
In pain you do not have to pay,
For Safety that was not a fact.

Just think, each time you do a thing—
Pain to others is apt to bring,
What it would mean if it were you
That suffered for the things you do,
Then Safety would mean more, 'tis true.

I wish that I could say the things
Those silent walls and fever bring;
For now I know there are things to learn,
That make your heart within you yearn
To instruct each one on Safety.

If each and every man will do
Just one small thing each day or two,
We'll lose the fear of doctor's calls,
We'll be outside those silent walls,
We'll be a part of Safety.

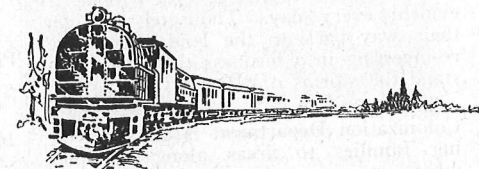
Then when at night you're coming home,
There'll be another day to roam,
Those arms around your neck will say
"I'm glad that daddy's here today,
I'm glad that we have Safety."

W. O. HAMPTON, I. & D. Division.



Section Foreman F. J. Hafemeister

Chicago, Milwaukee, St. Paul and Pacific Railroad Company



COURTESY and SERVICE

We are today facing the keenest competition for business in the history of the railroads. Not only competition between the railroad carriers themselves, but competition between the rail carriers and other modes of moving freight traffic.

The rates of compensation for moving freight traffic by rail carriers are fixed and are generally the same between all competitive points. Therefore, the success or failure of our organization to secure a fair share of the traffic depends almost entirely upon our treatment of the shipping public and upon the maintenance of our schedule movement of traffic.

This can best be illustrated with two words, COURTESY and SERVICE. You will note that we have placed the word COURTESY ahead of the word SERVICE. Both are equally important, but many times, when the service is not up to the expectation of the shipper or receiver, courteous treatment will go a long way toward retaining the friendship of our patron.

Every employe, who is in any way in contact with the public, should be thoroughly posted upon our service in order to give efficient and correct information when requested.

The rank and file of the Milwaukee Road family is keenly alive to the conditions as they exist today, and we feel sure that if we always keep before us our motto, COURTESY and SERVICE, we will enjoy still greater friendship and confidence of our shipping public.

Contributed by H. A. Wicke, of Transportation Department

H. A. Wicke

Vice-President.

Chicago, Ill., October 1, 1931.



The Agricultural and Colonization Department

Do You Like Your Salad? Putting Increased Palatability Into Lettuce

TWO heads of lettuce may look alike. One, however, may be practically worthless. It has poor flavor, it lacks crispness. What makes the difference?

The good head has an unlimited market. It has that market because it was grown under proper conditions. One of those conditions is soil fertility. If the necessary plant food is in the soil and all other conditions are favorable, head lettuce has the qualities that make it a ready seller on all markets.

The lettuce growing districts of Washington, along The Milwaukee Road, are about to begin an intensive study of the soil needs. Mr. C. C. McCormick, of this department, is laying out, with several growers, fertilizer test plots. A number of fertilizer combinations, as well as amounts per acre, are to be tried out. The object, of course, is to increase the yield per acre as well as the marketability of the harvested crop.

Even though lettuce now grown in Milwaukee Road territory enjoys an enviable sales record, it is thought that more and better head lettuce can be produced. If so, these trials will serve to prove that fact and contribute to the increased success of all concerned. Maybe you will like your salad better when Mr. McCormick and his co-operators get through with their trials.

Agriculture Sound Industry

Farm-Minded Men Re-Investing in Lands

THE first change toward an improvement in farming is the change of mind or attitude. That change is now apparent among farmers.

The Missouri Ruralist says, "Farmers must desire to stay on the farm. They must want to maintain their farm homes. When they could leave the farm and double their income in the city, this incentive was lacking. Now it is reversed. The certain living, shelter and work to do, is in the country. Eyes that looked toward the easy life of the city, brother and sister, have now turned to the certain income of the country kinfolk. This change of attitude is perhaps the most significant of all because it makes the first essential step in the upturn of agriculture."

From all parts of the country, reports are coming that farm lands are eagerly being purchased. Farm-minded folks are buying, at rock bottom prices, places they know will provide splendid dividends in the necessities of life. They realize that no large industry can withstand the shock of adversity equal to agriculture. Their sound judgment is borne out by actual fact.

One of the largest investors in farm loans in the United States, last year, had almost \$225,000,000 of farm loans and real estate. Of this amount, 98½ per cent are loans in good standing. The Federal Land Bank of Wichita, Kansas, had 30,800 borrowers on January 31, 1931, using \$101,000,000, with only 2 per cent delinquent.

Page Fourteen

Surely an industry that can go through 11 years of severe decline and still produce such favorable financial statements as the foregoing is one deserving of increased investments. That it is receiving new life, new capital and new hope is evident every day. Thousands are on their way back to the land. They are re-investing in a business that can withstand the storms of adversity.

The Agricultural Development and Colonization Department is daily directing families to areas along its lines where success at farming awaits men with ambition and a desire to build for the future.

Ready for the Lambs Mid-West Farmers to Feed Larger Numbers

THE month of August was one of getting "the house in order." The agricultural men of this department spent considerable time preparing for the shipments of thousands of head of lambs and sheep that will come rolling down out of our western range territories.

Farmers in Iowa, South Dakota, Minnesota and Wisconsin have been located who plan to feed hundreds of loads of lambs during the early winter months. Already feed yards are being leased for the feeding period by western ranchmen, contract feeders are meeting and settling the details of their feeding agreements with lamb owners from the west, and the old established feeders in the corn belt are arranging to fill their yards to capacity.

No doubt, there will be more lambs fed this winter in our mid-western states than in any previous year. Cheap grains and a big supply of good feeding lambs have made this feeding desire especially acute. Hundreds of farmers will feed

for the first time during the next few months. The Milwaukee Road is preparing to receive and place its full share of this lamb movement.

Photos Show the Way

Pictures Help People See Distant Points

"SEEING IS BELIEVING." For that reason, Mr. C. C. Williamson, photographer for this department, has recently spent a number of days taking pictures. He has visited several territories along the Milwaukee Road where he has secured photos of agricultural development.

These photos will be used to "tell the story" to prospective settlers who are contemplating moving to rural sections where there is an opportunity to lease or purchase land at reasonable prices, as well as succeed at farming or kindred businesses. The pictures bring to these people facts that are hard to describe in type. They help people to "see" what may be expected as well as visualize the surroundings they are moving into.

Uncle Sam Says "We'll Help You"

A Suggestion to Our Station Agents

THE United States Department of Agriculture has just announced through the press that emergency loans will be made for feeds necessary to carry live stock over to the new crop in certain areas in the Dakotas, Montana, Idaho, Washington, Nebraska, Wyoming and Utah. These loans will be made in designated counties in amounts not to exceed \$1,000.00 and must be paid October 1, 1932. The allowance is \$3.00 per month for horses and cattle and 30c per head per month for sheep. The maximum num-



Northern Michigan Farm Lands

NOT long ago huge hardwood trees stood where these cattle graze and where these comfortable farm homes stand. In a comparatively few years industrious settlers have changed the cut-over lands into this prosperous Northern Michigan farming community.

While farm lands have declined in value, they are still a safe investment and

are attracting new capital and new blood. If the railroad is to secure its full share of future prosperity and the communities it serves are to develop as they should, every effort will have to be exercised to see that there are a larger number of thriving rural scenes like the one pictured above. We must put idle lands to work growing new forests or supporting new farm homes.

ber of animals for which one farmer may secure feed loans is 40 cattle, 6 horses and 200 sheep.

The money with which feed may be purchased is of little use unless farmers know where the feed may be secured, so the agricultural men in this department have spent some time locating hay, grain and mill feeds that can be economically and advantageously used by western farmers.

To our agents in the distressed areas we would suggest: That contact be made with the proper local authorities such as county agricultural agents, county commissioners, civic organizations, or others who may be making surveys to learn the needs of the farming community; then interview the local feed dealers to learn whether or not they will be able to supply the anticipated demands or if they must depend upon assistance from a distance. If an emergency exists and the local supply of feeds is insufficient, drop us a line and we will do our part to give to you and your local people such assistance as is at our command.

C. C. McCormick, Spokane, Washington; Dan B. Noble, Lewistown, Montana, and Paul Lewis, Aberdeen, South Dakota, all agricultural agents for the Road, have copies of Secretary Hyde's orders regarding the loan and know where hays and grain feeds may be purchased and shipped on the emergency tariff. Call on them; let us all co-operate and by so doing make conditions better along our lines.

Future Farmers of America

Boys to Attend American Royal Live Stock Show

THE Future Farmers of America will hold their annual get-together in Kansas City during the American Royal Live Stock Exposition. Delegations from eleven states served by The Milwaukee Road are to make the trip to this gathering due to the co-operation of the Road.

Because of contributions made to the state directors of vocational agriculture, honor groups of high school agricultural students have been selected by an elimination process and the state departments will send these chosen groups to the annual meeting. While there, the boys will take part in a national live stock judging contest and participate in the deliberations of the annual meeting of their national organization.

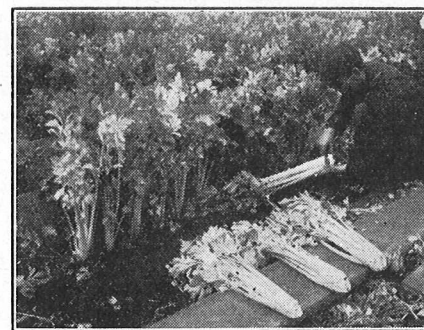
These young men will long remember the trip and how it became possible for them to take it. We feel honored to have had a small part in making the state elimination contests and national meeting of Future Farmers of America possible.

New Markets for Stockmen

Eastern Feeders Looking to Northwest for Steers

FOR many years, a large number of the steer feeders in the eastern states have been purchasing their supply of animals from the Southwest. Some of these men are planning a change from their former practices.

A representative of this department recently spent a few days among Michigan steer feeders. While there, he presented the importance of securing feed-



Puget Sound Celery

ers from the Northwest, where cattle are hardy, less likely to have colds and fever, more easily adapted to northern feed lot conditions, and certain to be

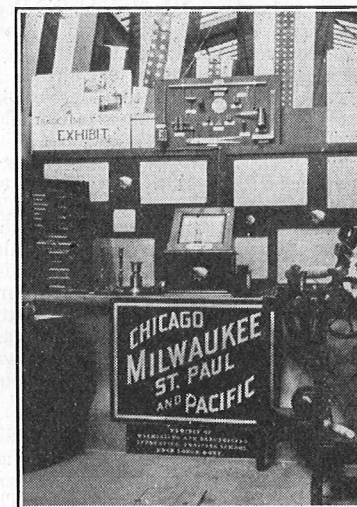
found in large enough numbers to permit careful selections on the basis of market grades.

The conference resulted in a committee of representative buyers being selected, who will be sent to the markets and range areas along The Milwaukee Road, where they hope to make selections of feeders. Their intention is to investigate several possible sources where they may purchase the animals desired. Being experienced feeders, they will select only high quality animals where purchases may be made most advantageously. They expect to try out these northwestern-grown animals in their feed lots. If the animals prove to be all they are expected to be, no doubt, a large new market for northwestern ranchers will be opened up.

Deer Lodge Shops Apprentice Display

Show Their Craftsmanship at Montana State Fair

L. Sears, Division Master Mechanic



Deer Lodge Shops Apprentice Exhibit

THE apprentices from the Deer Lodge Shops displayed an exhibit of their craftsmanship, and also some of their work, such as blue printing, etc., at the Montana State Fair at Helena, Mont., during the week of August 7 to 22, 1931.

The apprentices at the Deer Lodge Shops for the past number of years have had special training, in that, arrangements were made by the Vocational Training Department of the state to give them opportunity to do a certain class of school work in the schools of Deer Lodge. Until two years ago this work was done at the Central Grade School, but two years ago arrangements were made to have this work done at the Powell County High School, the arrangements being that they would attend high school each Saturday morning during the school term and pursue such subjects as would be assigned to them, which included drawing and blue printing. Then these apprentices to give to the railroad company an equal number of hours after working hours on special machine work, electrical work, car work, or other work that might be assigned, and the Vocational Training Board paid an instructor to instruct these boys along this line of

work, there being an instructor assigned for the different classes of work.

As shown by the picture of the booth there was some blue print work displayed also of small hand tools that were made by these boys, a small wood lathe, electrical appliances and a small box car; and then, while it does not show in the picture, at the center of the exhibit was a picture of one of our trains passing through a mountain district. This was framed in the usual way with a glass in front, and was so arranged that it was lighted from the back, and had the effect of a train moving, made by a flasher which illuminated two five-car trains moving around the inner edge of this picture, and made a very pleasing display. The lathe was also equipped with a small motor and was running part of the time.

The vocational training display was in competition with other vocational training departments, and there was a prize of \$25 to be awarded for the first prize. The blue ribbons for the county, as well as the state, which was the first prize, was awarded to the apprentices at Deer Lodge. This display showed the skill of these boys, and also made a very nice exhibit for our railroad, and a great many complimentary remarks were heard regarding this exhibit, and the interest our railroad had taken in their apprentices.

Returns After Six Months in China

DR. W. W. PETERS, director of health service of the city of New York, returned from a six months' visit to China on the Olympian from Seattle to Chicago, September 12th.

Dr. Peters told an interesting story on his arrival in Chicago, of flood and famine conditions in China. He says China is facing the worst famine since 1911. Provinces along the Yangtze River for more than 500 miles are completely flooded, and about five million people are homeless. Thousands of temporary huts have been built along the railroad embankments and people are being fed by relief associations.

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The Car Department on Lines West

By D. F. CAMPBELL, Assistant Superintendent, Car Department
(Continued from September Magazine)

IT was in 1911 that we started building of new logging flat cars at Tacoma. We received an order for 500 cars and within a few weeks from the time the work was started we were organized to the extent that we were able to turn out 20 cars daily. During this time we were called upon from time to time to build various kinds of special equipment at Tacoma Shops used in the completion of the new line, such as tunnel work, bridge work, etc.

Having a coach shop with a capacity of four cars, we gave general repairs to all passenger equipment used in local and branch line service on Lines West. Our forces during the years 1910, 1911 and 1912 averaged about 175 men at Tacoma.

It was in 1917 that we received an order to build 2,000 gondola cars of 50-ton capacity. These were steel center sill cars, and while working on the last 500 cars I recall that it became necessary to substitute women for car building on account of the men leaving for service in the World War. Of course, this was an innovation but considerable work was accomplished with the mixed forces we had. As an illustration, with a crew consisting of eight women and two men we were able to assemble one of these gondola bodies in seven hours and thirty minutes. Some of these gondolas were originally turned out as flat cars on account of shortage of that equipment, and were used for handling of poles for the new electrification between Othello and Tacoma.

In the latter part of 1918 a heavy rebuilding program was started at Tacoma, rebuilding the steel underframe box cars which were built in 1909 and 1910. The body bolsters and cast steel draft arms of these cars were failing rapidly and a new design end construction was necessary, this heavy work necessitating an increase of forces at Tacoma, and in 1921 we had as high as 1,245 men. However, this force was gradually reduced as the equipment was brought into better shape.

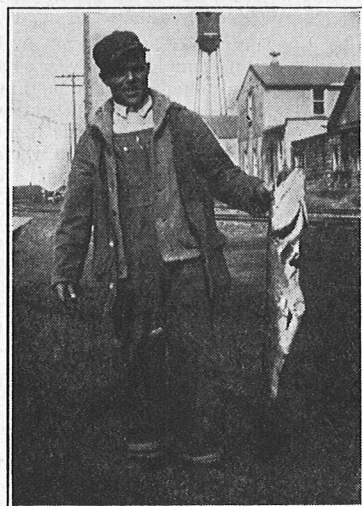
It was in August, 1910, that we experienced the worst calamity I believe the railroad ever witnessed. This was the big Idaho fire and the vast forest extending from St. Maries, Idaho, to Haugen, Mont., was destroyed. The railroad lost numerous bridges and in the neighborhood of 200 cars which were on sidings in the mountains, and even in trains. Train and engine crews sought refuge in the tunnels. Unfortunately, many of the trestles had not yet been filled in, the sluicing work being under way at that time and in charge of Col. C. L. Whiting, now superintendent of Terminals, Chicago.

From 1909 to 1911 through passenger train service on Lines West had been limited to service from Minneapolis to Butte, and daylight service only from Butte to the Puget Sound, it not being considered safe to operate passenger trains over the new railroad through the

mountainous country except in daylight, due to the tunnels and bridges not being completed, and many work trains using the right-of-way in the filling of trestles, sluicing work going on, etc. On June 1, 1911, however, the new through service between Chicago and Seattle and Tacoma was inaugurated, and the first Olympian and Columbian trains were placed in service with all new steel equipment. These steel cars were the first passenger cars of such construction owned by the Milwaukee Road, and the first all-steel transcontinental trains running into Seattle and Tacoma. Again the Milwaukee Road was pioneering. The inauguration of this through service necessitated increasing of facilities and forces at the Tacoma Coach Yard.

Upon completion of the Grays Harbor Line into Aberdeen, Wash., and the Willapa Harbor Line into Raymond, Wash., which occurred in 1915, a small force of carmen was established at each point to take care principally of the logging flat cars. When the branch line was extended from Cedar Falls to Everett, Wash., it was also necessary to establish a car repair force with facilities at the latter point to take care of equipment used in local business on that line. About this time the Bellingham and Northern, also known as Bellingham Bay and British Columbia Railroad, was acquired and barge service established between Seattle and Bellingham to ferry freight cars back and forth. A car repair force was at that point and supervision of same taken over by this department.

The Idaho Washington Northern Railroad was also acquired. This railroad had modern equipment and fairly modern shop located at Spirit Lake, Idaho. The car repair forces at that point were maintained on the basis of handling light repairs only, although in 1919 the forces were increased considerably and for a



Section Foreman Ed Rode, Randolph, Wis., with Twelve-Pound Pike Caught in Fox Lake, Wis.

time heavy work was handled at that point. However, with reduction of business, the force was later on reduced, and at the present time we do not maintain car repairers at that point.

With the building of the line on the Olympic Peninsula, barge service connecting same with the main line at Seattle was established same as the Bellingham service, and it became necessary to place a small crew at Port Angeles to take care of the equipment, much of which did not leave that section of the railroad.

I do not think it necessary to relate in any great detail the difficulties experienced during construction days, with cars being off the track and on the ties, as this is something that is experienced and always expected on a new mountainous railroad track, but I am pleased to say that when operation of trains was started, same were operated by our own men, conductors, brakemen, engineers and firemen, who had had the privilege of assisting in the construction of the railroad over the mountains and were familiar with it. Therefore, when operation was actually started, they were in position to handle the trains, both freight and passenger, successfully over the mountains. I believe from what I have heard and know of the experience of other mountainous railroads that I am safe in saying we had an excellent operation almost from the very start, with comparatively few derailments and very little trouble from other causes. The necessary ballasting of our main line was accomplished about as quickly and as well as any other railroad has ever done or attempted to do, and all of this was due to the wonderful co-operation that existed in the ranks of all employees regardless of whose department carried them on the payroll. We started the construction of the line with 700 boarding cars and 300 wooden ballast cars and our loss in equipment was but very little.

Aside from the high water conditions which confronted us during construction days, and which I have already referred to, also the big Idaho fire, the only other serious trouble I can recall which set us back in our operation for about fifteen days, was the earthquake in the mountain canyon in 1926. I happened to be in that earthquake for 38 hours, and the thing that tied up the railroad was part of the mountain at the entrance of a tunnel, sliding and blocking same. To get around this obstruction it was necessary to build a temporary trestle over the river, water in which had been raised considerable on account of being dammed up with the rocks which had fallen into same, and in the construction of this temporary right-of-way the Car Department forces were called upon to help out and performed very good work.

I did fail to mention the flood in the Cedar Falls Water Shed District, in 1911, caused by the Seattle Dam in the Cedar River going out and flooding the valley. Our right-of-way was out of commission for several days and considerable damage resulted to various other properties, the city of Seattle being left with a shortage of water and power for electric light.

(Continued on page 21)

Sports

Milwaukee Nine Champs at Dubuque

IN the third and final game of the Twilight League playoff, at Dubuque, Iowa, the Milwaukee Roaders clinched the championship of their league by beating the Boyes Grocery, 7 to 3.

The Milwaukee and The Brunswicks are to play a five game series to determine the championship of the city.

In the game between the Boyes and the Milwaukee both Milt Boyes and Jack Haggerty pitched good ball. Boyes drew first blood by getting a run in the third inning. Imhof walked, stole second and scored on Milt Boyes' sharp single.

The Roaders, however, went on a spree in their half of the fourth. Mueller's single to start the inning, set off the fireworks, and before the smoke had cleared, six Roaders had crossed the plate, the result of four hits, a walk and three errors. This was enough to win the game.

	Boyes	AB.	R.	H.	E.
Walsh, lf	3	0	0	0	0
Murphy, scf	4	1	1	0	0
J. Young, rf	2	0	0	0	0
Farley, 3b	3	1	0	1	0
S. Young, c	3	0	0	1	0
Mauer, ss	2	0	0	0	0
Dorman, 1b	2	0	0	1	0
Lang, cf	2	0	0	2	0
Imhof, 2b	2	1	0	0	0
Boyes, p	2	0	1	0	0
Totals	25	3	2	4	

	Milwaukee	AB.	R.	H.	E.
Oswald, 2b	3	1	1	0	0
Benda, lf	3	0	1	0	0
Mueller, 3b	3	1	1	0	0
Wiedner, 1b	3	2	2	1	0
Wagner, ss	3	1	1	0	0
Schief, scf	3	0	0	0	0
Wild, rf	2	0	0	0	0
Funk, cf	3	1	1	0	0
Hendricks, c	3	0	1	0	0
Haggerty, p	3	1	0	0	0
Totals	29	7	8	1	

Milwaukee	0	0	0	6	1	0	*—7
Boyes	0	0	1	0	0	2	0—3

Two-base hit—Wiedner, 2; Mueller, Wagner, Funk, Hendricks. Bases on balls—Off Haggerty, 6; off Boyes, 1. Struck out—By Haggerty, 9; by Boyes, 2. Umpires—Home plate, McAleece; 1st base, Kruse; third base, Winders.

As Was, But Should Be Not Played

IN a slam-bang hitting contest mixed with every sort of error possible in a ball game, protests and arguments, broken bats and feeble, weary players, the highly touted Transportation Department Indoor Baseball Team of the Milwaukee Road, Union Station, claimed a 19 to 18 (or 18 to 16) victory over the recruits organized from the various branches of the Operating Department in a twilight catch-as-catch-can game at Grant Park, Chicago, the evening of Friday, August 28th.

Without the use of catchers, which is something unique in the annals of baseball, and the cause of one of the game's principal

squabbles, nine innings were played in the record time of three hours, including arguments amongst the players who acted as their own umpire. The official eagle eye of the arbiters' staff was unable to see his way clear to officiate in that particular game. When the last out was made all players agreed it was one of the most exciting games they ever participated in, and for weeks to come the highlights and boneheaded plays will be reviewed, re-argued and reshaped.

There was plenty of cause for argument from the time the game got under way until it ended and no opportunity was lost by either side to take advantage of an argument. When future games are to be played to determine the loudest crowd, the two teams that participated in Friday's melee will have to be considered.

By booking a game with the Engineering Department force for the subsequent Friday, the Operating Department team admit their claim to the distinction of being gluttons for punishment.

The players and positions played are purposely left out as both teams are groups of stars whose illumination is not outshone by any one brilliant player. To appreciate the weekly games they must be seen and as each game is so much more thrilling than the previous one, all employees are urged to attend and cheer their favorite. Ask the man who saw one! You'll never forget it!

The lone spectator gladly donated the cash for a new baseball bat when the only one the teams had was ruined during the slug fest.



The Big Benefit Game at Perry, September 3rd

ON September 3rd, a ball game for the benefit of the unemployed of the Iowa Division was played at Perry, Iowa, Division Superintendent A. J. Elder, with a team composed of supervisors and a few other employees challenged the Shops team of Perry, known as the Boosters, to a benefit game. The game netted \$114.25 after all expenses were paid, and this amount was turned over to Perry Chapter of the Women's Club. Mr. Elder and Operator Claude Conklin got away before the picture was taken, but the others, reading from left to right are:

Fred Webb, Mascot
Roy Worthington, Captain of Police
Lyle King, Superintendent's Chief Clerk

The games are worth more than that, but don't stay away in fear of a hat collection again.

The Milwaukee Grade Separation Forces

IN our last notice we mentioned that our office was to play a three-game series of indoor baseball with the City of Milwaukee Grade Separation Office. As mentioned in our last letter we lost the first game, but revenge was sweet, as we won the next two by the scores of 11 to 6 and 7 to 5 with our pitcher, "Eva" Henry making the opposition fan the air in both games. In the second game he struck out 15 batters, while in the last game he struck out 17 of the would-be City batsmen. Emil Foug did the receiving and a good job he did of it. Big Shot Wetherell was the fielding sensation of the last game, with four hard tries to his credit.

We also played two games with Bentley Brothers, contractors, with a keg of nails as the booty to the winner. The first game went 15 innings to a 5 to 5 tie when darkness stopped the proceedings. In this game little Eva struck out a total of 24 batters. C. Haase, our first baseman, and G. Jung, our third baseman, were the bright shining lights on defense, while J. Grier, with two home runs to his credit, stole the show on the offensive. The second game was what might be called a nightmare, as far as we were concerned, because we bit the dust to the tune of 8 to 0. Regardless of the scores both the winners and losers enjoyed both kegs of nails immensely.

(Continued on page 22)

H. B. Christensen, Division Engineer
M. J. Skord, Trainmaster
F. R. Hoes, of the Boosters' Team
A. J. Kressen, Roundhouse Foreman and Umpire
W. N. Foster, Division Master Mechanic and Umpire
H. R. Meyer, Storekeeper and Referee
D. Gardner, Fireman
G. Balsbaugh, Engineer

The Boosters' Team below were:
Grimm, Hass, Wagner, Sheets, Detman, Munson, Nead, McGowan, Brown and Swanson.

The Boosters won from the Supervisors with a score of 16 to 11. The game was played under electric light and the second picture shows the crowd in attendance.



SAID TO BE HUMOROUS



TRUTH OVERCAME HIM

This is the story of Johnny McGuire, Who ran through the town with his trousers on fire; He went to the doctor's and fainted with fright When the doctor told him his end was in sight.

—Soo Line Topics.



MEBBE

"When is the next train to Glenside?"
"You'll have to wait until 4:30, Miss."
"Will you be able to tell me then?"



FINE, INDEED!

Ruskin Bill was in court charged with exceeding the auto speed limit. "What's the matter with you," asked the judge, "didn't you read the signs along the road?"
"Sure," replied Bill. "They read 'Fine for Speeding.'"



ASK DAD—HE KNOWS

"Pa, what's a highway?"
"The space between th' billboards, my son!"



PERHAPS

Jim: "Say, Joe, can you tell me why there are fewer railroad accidents than automobile accidents?"

Joe: "Well, perhaps not exactly, but I think it is because the engineer isn't always hugging the fireman."



GOOD RAILROAD STOCK

"And how much would you say this colt was worth?" asked the railroad claim agent of the farmer.

"Not a cent less than \$500!" emphatically declared that sturdy son of the soil.

"Pedigreed stock, I suppose?"

"Well, no" the bereaved admitted reluctantly. "But you could never judge a colt like that by its parents."

"No," the attorney agreed dryly. "I've often noticed how crossing it with a locomotive will improve a breed!"



THE BLARNEY

Murphy had been careless in handling the blasting powder in the quarry and Duffy had been deputed to break the news gently to the widow.

"Mrs. Murphy," said he, "isn't it today the fellow calls for the weekly payment of Murphy's life insurance?"

"It is," answered Mrs. Murphy.

"Well, now a word in your ear," said Duffy. "Sure, ye can snap your fingers at the fellow today."

Mogul Mike Says:

I hear that the city dads of Fond du Lac want to rent the Milwaukee Road's old passenger station there for use as a jail. That's a rich one. Looks like a lot of people will have to patronize our facilities whether they want to or not!

It sounds to me like what some folks call retribution, because the highways have taken so much business from the railways that many stations are hardly needed, and, on the other hand, violations of highway regulations are overcrowding our jails.

So it surely is fitting that abandoned railway stations should be used to punish some of those who have made it tough for the railways.

Here's the new slogan: "Travel By Rail and Keep Out of Jail!"



The Month's Best Wisecrack

From a card distributed by a trucking concern.

"A freight train of 30 L. C. L. cars is handled by five men. A like amount of L. C. L. freight transported by 30 trucks means the employment of 30 or more men at no more cost to you."

The kindergarten class will now rise and tell us what is wrong with this economic theory.



PERSEVERANCE

It is still a difficult matter to make some people believe that "Perseverance conquers all things."

The teacher was trying to give her pupils an illustration of the word "perseverance."

"What is it," she asked, "that carries a man along rough roads and smooth roads, up hills and down hills, through jungles and swamps and raging torrents?"

There was a silence and then Tommy, whose father was a motor dealer, spoke up.

"Please, Miss," he said, "there ain't no such car."



WHY TICKET AGENTS DESPAIR

"I want a ticket for Wilhouby," said the sweet young thing.

"Wilhouby?" queried the puzzled ticket agent, "Where's Wilhouby? In what state?"

"Wilhouby's minding the baggage, sir, and he's in a state of excitement for fear we'll miss our train."

Switch Shanty Reminiscences

By Than McCool

"WELL, sir, it were a great reunion the Veteran Employees Association held at Minneapolis. What with the sightseeing and the meetin' and the theatre show and the banquet and all, we had one great time. And then, on the next day, there was the picnic out at Lake Minnetonka. That was a dandy. Everybody was there. We had a special train to take us out and back and we had a fine lunch and a boat ride on the lake and races and what-not, the whole day. I were tired when it was over but I'll tell you it did my old heart good to see so many of my friends again."

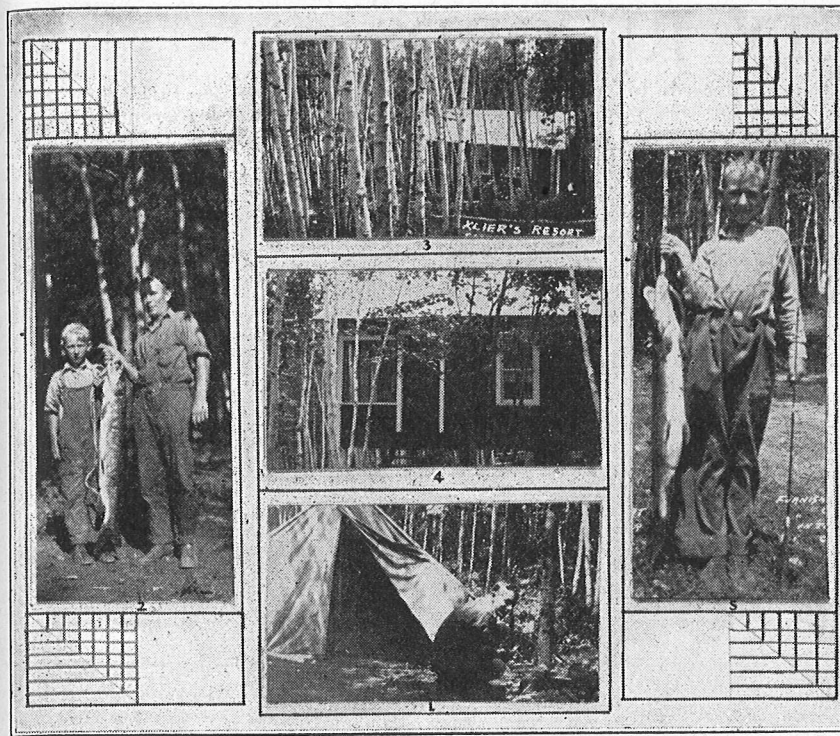
The speaker, pipe in hand, as usual, and with the customary twinkle in his eye, was Brian O'Rourke, veteran switchtender in the lower yards, affectionately known to his fellow workers as the "King."

It was noon hour in the lower yards and his audience consisted of yard employees and "boys" from the nearby shops, gathered about the yard clerk's shanty for a camaraderie before returning to their work.

"There were so much happened up there it would take me weeks to tell it all. I saw the big fellows from the general offices and they said some mighty nice things at the banquet about us old-timers. 'Twould be a good thing for some of you youngsters to take in one of our meetin's and see what stuff the backbone of this railroad is made of. That's what the president called us, 'the backbone of the road is the veterans,' he said. And 'J. T. G.' made a fine talk to us. We all know his heart's in the right place. You can believe me, he feels bad about the way the times is. But there was no complainin' on the part of the old fellows. I didn't hear one bit of grumblin' the whole time I was there. We'll pull together. Things is bound to get better."

"But what I wanted to tell, afore the whistle blows, was about some of the fun I had. For the first time in a long while I saw my old friend, Harry Gibson. You know Harry, do you? He's superintendent up at La Crosse now. I knew him when I was in train service and he was an operator up on the River. Then he was out on the Aberdeen Division and on the Kansas City and all over. He's a good rail and a fine fellow. We had a visit together after the banquet and he told me to meet him the next mornin' and he'd set me up to a good breakfast afore the picnic special left. Well, sir, I got up early and slicked up a bit and met Harry down in the lobby of the big hotel where we was stoppin' and nothin' would do but we go in the great big dinin' room with carpets and flowers and all that. I begged him to go over to the lunch counter and 'ride the ponies' like Harry and me did at the beaneries many's the time, but 'No,' says he, 'we only get to these reunions once in a while and nothin's too good for us to'."

(Continued on page 25)



Among the North Country Lakes

THIS group of pictures was taken in the lake region of northern Wisconsin by Harry F. Klier, night engineer at Milwaukee locomotive power plant, who is an enthusiastic booster for the North Country fishing and resorts. In sending these pictures for The Magazine, he says:

"I have fished Star Lake, Boulder Lake and lakes near Minocqua, Arbor Vitae, etc., on The Milwaukee Road, and I am sure these pictures will prove that there is no more interesting and attractive spot for lovers of this sport than our own northerin Wisconsin lakes."

"No. 1. Getting breakfast in the woods; and what touches the spot quicker than a meal of fish, fried spuds and coffee, after a fishin' trip? Don't ask."

"No. 2. Maybe we can't hook 'em. Proof is there. Big ones are to be had in Star Lake, even the dog growls when he sees them."

"No. 3. Cottages like this are numerous in the lake country. Surely the wife and kids can enjoy life among the birches and pines."

"No. 4. Lots of sunlight and shade and the 'skeeters will not bother."

"No. 5. Boy Scout state bait-casting champ in 1929. A 20-pound musky caught in August, '29."

Now, after seeing these pictures, who is going to say fishin' is punk in northern Wisconsin? Who would not like to catch 'em big like that, and to live in the sweet-scented pine wood through the summer vacation?

Spokane's Jubilee

(Continued from page 9)

A varied program provided entertainment and something new every moment. On the morning of the 3rd, the event of importance was the arrival of Post and Gatty in their plane, the Winnie Mae, which took them safely on their globe-girdling, record-breaking flight.

At ten o'clock in the morning the roar of the famous plane and its escorting escadrille was heard, and it was the signal for the opening of the Jubilee. They circled the city and came to rest at Felts Field. A luncheon and a dinner were tendered them, while on Sprague Street, for several blocks, carnival held sway; a ferris wheel, a merry-go-round and everything dear to the hearts of merry-makers comprised this midway. Spielers, bands and ballyhoo got under way and nothing happened during the three days to dampen the spirits or impede the gaiety. The merchants of the city, at a given signal in the form of a miniature

bombardment on the river banks, rolled up their show window shades to a dazzling style show, and out on platforms for the purpose along the midway living models strutted their stuff clad in the latest modes. Exhibits of all kinds, showing the resources, the activities and commerce of the city and the Inland Empire, vied with the amusement features. A grand new office building delayed its opening in order to be "in" on the celebration, while the opening of an imposing new picture house was also numbered among the attractions of the occasion.

September 4th was "Home Coming Day" and many were the groups of Spokane sons and daughters gathered to talk over old times. Among those who told of things "way back when" was Solicitor A. J. Laughon, of The Milwaukee's Legal Department, who arrived first in Spokane in 1880, with his father and went with him on a homestead twenty-five miles southeast of the city. They came by covered wagon from Missouri, and he was then 7 years of age.

It was a happy day for the real pioneers as together they lived over the olden times, the hardships which some of them knew and the steady progress into brighter and easier times. Mr. Laughon hobnobbed throughout the day with old comrades and we see him greeting a brother pioneer, David Harn, now United States Marshall for eastern Washington.

The celebration wound up with a grand Mardi Gras parade in the evening. In six sections it wound through downtown streets; and all along the line of march boy scouts, eight to the block, burned red fire. Fifty-four decorated floats, seven brass bands, seven orchestras, Scottish pipers, drum and bugle corps, uniformed drill teams, costumed marchers and stunt performers, all led by the Fort Wright military band and King Rex, concluded the fiftieth milestone celebration of the capital city of the Inland Empire.

Testimonial of Service

MARKING the completion of 52 years of service in the Accounting Department, Mr. B. A. Dousman was presented with a beautifully illuminated testimonial with the following text and signatures:

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY
Chicago, Illinois, August 1, 1931
To Mr. B. A. Dousman:

On April 21, 1931, you completed fifty-two years of continuous service in the Accounting Department of this company.

This long term of valuable and efficient service is a most distinguished attainment.

We take pride in congratulating you on your enviable record and wish to convey to you our appreciation of the pleasant association which all of us have enjoyed.

May you have many more years of continued health and happiness.

W. W. K. Sparrow	Walter V. Wilson
John Dickie	O. P. Barry
R. P. Rockefeller	C. A. Peterson
N. J. Werhane	F. J. Owens
F. J. Stowell	G. E. Wilson
F. W. Lippert	Grace Baldwin
Loretta Maloney	H. J. Feller
Margaret Pagels	Wm. M. Harvey
C. F. Smith	F. D. Dale
J. W. Severs	W. Kruckstein
E. P. Willey	F. H. Jeffrey
Erskine B. Hathaway	W. P. Heuel
E. J. Knoll	F. S. Patterson
W. F. Miller	J. S. Butler

How Many Were Sorry?

Not—"What was his station?"

But—"Had he a heart?"

And—"How did he play

His God-given part?

Was he ever ready

With a word of good cheer,

To bring back a smile,

To banish a tear?"

Not—"What was his church?"

Nor—"What was his creed?"

But—"Had he befriended

Those really in need?"

Not—"What did the sketch

In the paper say?"

But—"How many were sorry

When he passed away?"

—Author Unknown.

SAFETY RECORDS

DIVISION MASTER MECHANIC SEARS, at Deer Lodge, Montana, advises that the shops at Deer Lodge completed the month of July without an injury of any kind, thus adding another month to the good record at that point. So far this year they have only one minor injury, which occurred in the month of May, and every effort is being extended to complete the balance of the year without an accident.

Division Master Mechanic Hopp, at Aberdeen, South Dakota, advises that his record is clear so far this year of reportable and lost time injuries in the shops and roundhouse at Aberdeen. This represents a total of 1,299,200 safe man hours, a very good record.

Shop Superintendent G. Lamberg, at Minneapolis advises that the Minneapolis shop force of 420 employees has completed more than 124 days without a reportable or lost time injury. The roundhouse force of 250 employees at Minneapolis has completed five months without a reportable or lost time injury and the roundhouse force of 130 men, at St. Paul, has completed two and a half years without a reportable or lost time injury. Some good records.

Roadmaster J. J. Van Bockern, at Monticello, Iowa, completed on September 1st a total of 755 days without a reportable or lost time injury to any of the track men under his jurisdiction and he attributes this splendid record to the manner in which the men have conscientiously followed the safety rules and instructions. Mr. Van Bockern is making an effort to complete the balance of the year without a single accident and we believe he can do it.

The Following Good Safety Records on the Kansas City Division Were Reported by Superintendent W. C. Givens:

Name	Title	Average Number of Men Involved	Days without Injury
C. C. Smola	Division Storekeeper	15	1,684
C. Hanson	Equipment Maintainer	12	1,315
F. M. Barnoske	Roadmaster	50	1,166
P. J. Weiland	Roadmaster	50	676
A. C. Tubaugh	Roadmaster	50	651
D. R. Davis	Roundhouse Foreman, Coburg	100	541
J. T. Clark	Car Foreman, Coburg	50	324
L. M. Farley	Chief Carpenter	40	365
H. C. Munson	Trainmaster, Station Force	200	305
E. J. Kervin	Traveling Engineer	200	291
C. W. Jordan	Yardmaster	30	304
F. R. Dignan	General Yardmaster, Kansas City	60	437

On the evening of August 13, 1931, Extra Gang General Foreman Fred Mallis held a special safety meeting for all of the supervisors in his large extra gang at Ossian, Iowa, at which a great many suggestions along the lines of accident prevention were brought up. There were 35 men present at this meeting, which proved to be a very successful one and undoubtedly all that the supervisors learned at this meeting was of valuable assistance to them in handling the matter of safety with the extra gang laborers. In winding up the meeting Mr. Otto Dixon, flagman of the gang, who is a talented singer from Alabama, sang several southern songs in which he demonstrated his yodeling ability, much to the enjoyment of all present.

A special message is being conveyed to you at this time with reference to guarding against injury due to being struck or run over by moving equipment.

Employees whose duties require that they work in busy yards should be ever alert and on the lookout for moving engines and cars.

The Contest Records for the Six-Month Period Ended June 30, 1931, Show the Following Officers on the Top of the List in Their Various Groups:

Name	Title	Division
B. F. Hoehn	Superintendent	Wisconsin Valley
C. L. Emerson	Master Mechanic	Chicago Terminals
F. D. Campbell	Assistant Supt. Car Department	(Classed with D. M. C. B.)
J. H. McDonall	Trainmaster	Lines West
W. C. Blase	Traveling Engineer	Terre Haute
H. B. Christianson	Division Engineer	Twin City Terminals
A. H. Hobert	Roadmaster	Iowa
J. P. Whalen	General Foreman in charge of large extra gangs	Dubuque-Illinois
T. E. McFadden	Chief Carpenter	Chicago Terminals
W. G. Chipman	General Yardmaster	Coast
J. P. Fahey	Agent, Large Freight House	Dubuque-Illinois
D. B. Rivers	District Storekeeper	Minneapolis
J. F. McConahay	Signal Supervisor	Northern District
J. G. Wetherell	Assistant Engineer	Middle District
Al Pentecost	Locomotive Shop Superintendent	Milwaukee Grade Separation
G. Reichart	Car Shop Superintendent	Tacoma
J. J. Roe	Superintendent Rail Mill	Milwaukee Terminals
		Savanna

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

	July, 1931			July, 1930			Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	2	16	12	1	14	17	1*	2*	5
Lines West	..	3	2	2	6	5	2	3	3
System	2	19	14	3	20	22	1	1	8

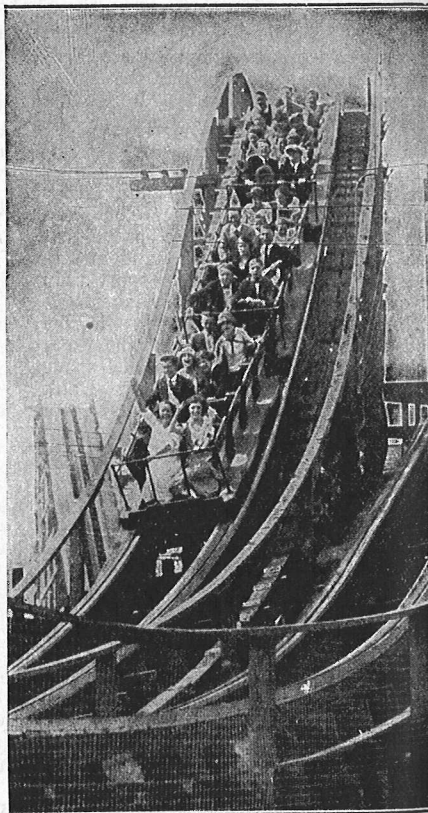
A decrease of 9 per cent in reportable cases.

*Means increase.

	Seven Months, 1931			Seven Months, 1930			Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	7	91	77	13	199	128	6	108	51
Lines West	1	11	16	5	53	37	4	42	21
System	8	102	93	18	252	165	10	150	72

A decrease of 59 per cent in reportable cases.

As long as you keep your mind on the importance of your safety when working in a busy yard there will be little chance for accident. Track men are particularly cautioned



At Lake Minnetonka Beach

which you will run across and will want to carry out.

Remember, to be careful at all times, is a message which applies to all employees indiscriminately, and as long as this warning is complied with there will be little chance for an accident.

The "Jim River" Flood of 1898



Transferring Passengers to the Raft

THE accompanying pictures show what the "Jim River" of South Dakota did to the railroad when at flood stage back in 1898. Old timers out there recall the high water and those who have been through the dry seasons since listen to their "yarns" only half believing that the old river ever could go on a rampage.

This particular flood washed the railroad off the right-of-way in places and picture number one shows a passenger train at the east end of the washout transferring its passengers to a hastily constructed, but seaworthy, raft to take them across the flood. The usual width of the river at this point is 80 to 100 feet. Incidentally, the locomotive here, old 573, it will be noticed, has a coupler casting for link and pin coupler; and also has an overhead steam connection.

In picture number two we see the extent of the damage to the track, where it washed out over the right-of-way fence; and the section men at work rebuilding the railroad.

The Car Department on Lines West

(Continued from page 16)

In some respects the operation of freight trains over a mountainous railroad is somewhat different than in the more level sections of the country. As an illustration, we soon learned in the operation of our freight trains that cars having short draft timbers could not be successfully handled on account of the draft rigging and timbers pulling out, and it soon became necessary to place an embargo against such equipment, not permitting it to operate west of Harlowton. Of course, with the more general use of steel underframe and steel equipment, the wooden car is practically a thing of the past, and we seldom, if ever, see a short draft timber car.

It was also necessary in the making up of our freight trains to insist on all wooden constructed cars being handled towards the rear end of the train. In the earlier days there were many wooden underframe cars of foreign ownership, and of 80,000-lb. capacity, which got into our service through our connections, but while we hauled them in our trains, the car inspector was always required to see that they were carded "Switch to the Rear."

We did have considerable trouble with draw bars being pulled out in the earlier



Track Shifted Over the Right-of-Way Fence



The Raft Under Way

Picture number three shows the raft loaded with passengers under way crossing the raging river. Superintendent B. F. Van Vliet was trainmaster of the I. & D. Division at that time, and the owner of these pictures, Conductor G. W. Bryan, thinks he was on the raft during its voyage across with the patrons of the railroad. Mr. Bryan was conductor of the train which was transferring its people.

C. A. Cosgrave was superintendent.

This is necessary to move the tonnage and at the same time protect against the pulling out of draw bars, and to equally distribute the power of the train.

In spite of the many trials and hardships encountered, especially during the early days of the construction of Lines West, I consider it has been a privilege and a pleasure to have had the opportunity to have served our railroad for the past 52 years, and especially the last 25 years. In the building of the extension to the Pacific Coast, I became intimately acquainted with all of the employees who had to do with the construction and operation of the line, and I prize their acquaintance and friendship most highly.

Half a Century of Continuous Service

ENGINEER FRED MARINE of the Wabasha Division, completed in September fifty years of continuous service with The Milwaukee Road. His run is from Menomonie, Wisconsin, to Wabasha, Minn., and return, daily, and he has been on this run continuously for 31 years, taking time out only for a vacation of fishing each year, in September.

Mr. Marine began railroad work in 1875 as water boy for a grading outfit engaged in building the narrow gauge track for the Minnesota Midland Railroad, now a part of the Wabasha Division.

His first actual service with The Milwaukee was in 1882 as a switchman in Wabasha Yard, transferring from this to the switch engine in the same yard. In 1883 he transferred to a road engine as fireman and for eight years he fired on the run which he now holds as engineer. In 1883 he was promoted to engineer and for two years worked on the River Division out of Wabasha. He then spent seven years on the switch engine at Eau Claire, before going to his present run between Menomonie and Wabasha.

Mr. Marine is hale and hearty, lives in Menomonie and enjoys life with every prospect of continuing in service for many years to come.

West Salem, Wis.

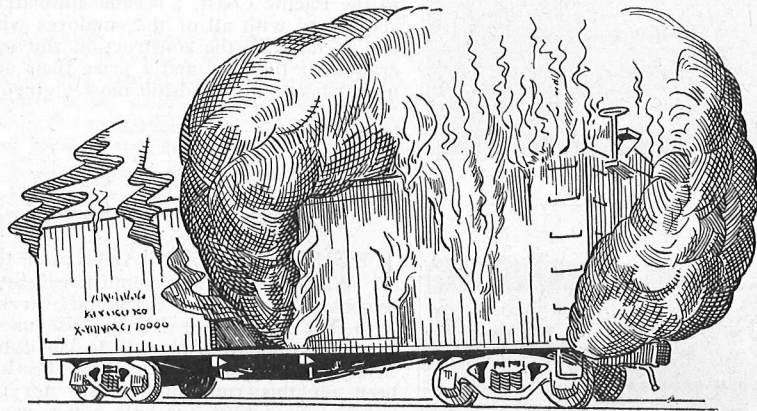
THE town of West Salem, on our La Crosse Division, is worthy of mention, being situated beautifully on what can be called the upper arm of the La Crosse River Valley. It is from here, on westward trip, that we drop into the valley on our way to La Crosse.

West Salem is noted for the pure bred cattle that are raised within its territory, mostly Guernsey and Jersey. These cattle are shipped to all parts of the United States for dairying purposes, the state of New Jersey receiving most of them. During 1930 there were one hundred and ten carloads sent out. They are shipped in Palatial Arms Yaeger Stock Cars and moved by fast express.

This is also the birthplace of Hamlin Garland, noted author and lecturer. While the greater part of his time is spent abroad, he still maintains a permanent home and enjoys the summer months here.

Fire Prevention

\$148,670.00 is a fair estimate of this railroad's fire loss during the past twenty months



The destruction of rolling equipment represents more than 50% of the loss.

Employees' interest, alertness and prompt action can reduce this account.

Sports

(Continued from page 17)

We might further add that we had two games scheduled with a certain team from the Chicago Office, and no doubt these would both be in the win column if this same Chicago team had not gotten cold feet. Possibly the Chicago team would like to challenge us to a game of ping-pong, tiddle-winks or checkers, or any other mild-mannered game to their liking.

Sporting News at Fullerton Ave.

E. A. L.

THE Freight Auditor's Bowling League opened the season with a bang on September 10th at 5:45 P. M. on the Crystal Alleys, consisting of six five-man teams.

Keen competition is expected inasmuch as all teams start out on an equal basis, as to average, and as to subsequent games which will be played under the handicap system.

The officers of the league are: G. K. Christ, president; W. J. Ganzer, vice-president; A. F. Stevens, past president and E. A. Ludwig, secretary-treasurer. Team names and their captains are:

Team	Captain
Chicago	R. Gentz
Milwaukee	W. Weyforth
Twin Cities	A. Patock
Seattle	W. Steller
Omaha	E. Haidys
Kansas City	B. Reinert

The schedule calls for 30 games on Thursday evenings and the prize list offers an attractive inducement for all

bowlers to be at the top at the end of the season. The league is founded and operated on a co-operative plan, and all are assured a generous slice of the prize money.

Everyone is cordially invited to come over to the Crystal and watch the pins fall.

The "Hole in One" Club of the Fullerton Avenue offices, held a golf tournament Saturday, September 19, 1931, at the Greenview Golf Club.

At the time of press there were no comments on the skilled "Divot Diggers" so don't fail to see next month's issue.

And then he took up golf. Well, most everyone is doing it and some of the better players in our midst have arranged a tournament during which some good playing is promised. Bill, however, will not be able to qualify at this time. His score card is still being checked by computer operation, but he feels certain he can meet the gang at the next annual round at Greenview. Bill Mauch is determined to succeed and is explaining much of the benefits of the game to Joe Crowley with a view of getting him interested, too. We can imagine a very interesting foursome with these two players forming a part.

The Milwaukee Road indoor baseball team, composed of players from the Union Depot offices and the Fullerton Avenue Building, have reached the finals in the office and commercial division in the Chicago Evening American Soft-Ball Tournament, and the prospects of

winning the title of this division are excellent.

The team has defeated five strong opponents by decisive scores and, with the aid of strong support from the employees in the Chicago offices promises to be of merit to our road. Help us put the Milwaukee Road on the indoor baseball map.

The scores of the tournament games are as follows:

Milwaukee Rd., 9.....Reiter Dairy, 6
Milwaukee Rd., 6...Logan Dept. Store, 1
Milwaukee Rd., 31...C. & N. W. Ry., 14
Milwaukee Rd., 8...Montgomery-Ward, 1
Milwaukee Rd., 19...Burhop Paper Co., 5

Including games scheduled against other strong nines not in the tournament, the Milwaukee Road team has scored twelve successive victories.

The team is composed of such stellar men as: Capt. Herb Gumz, Joe Lullo, Joe Shamroske, Jake Ewald, Phil Specht, Ralph Klotz, the Rumps brothers, Eddie and Ray, Red Thies, Roy Weise, Hank Schmidt, Roy Tiedje, Ray Hackell, Chuck Rozek, Roy Schiffer and Tom Gavin.

Any team desiring to play the Milwaukee Road team under the rules of the Soft-Ball Tournament, call Manager Pete Meyer, Buckingham 0544.

A New Industry at Mobridge

THE Wist Produce Company of Minneapolis opened their new plant at Mobridge, S. D., on August 29th, and began the dressing of poultry and the manufacture of butter. The new equipment installed in the buildings is of the most improved type and the plant is up to date in all respects.

The Wist Company occupies the buildings vacated by the Gamble-Robinson Fruit and Grocery Company—the old building being used exclusively for the feeding of poultry, while in the other the butter making equipment is installed in the basement, and the egg department, the purchasing department, office and packing department are located on the upper floor. Improvements to the buildings and the equipment represent an investment of approximately \$12,000.

Equipment to feed seven thousand chickens and dress and pack about a thousand a day is now in operation, with a force of forty already employed at the plant.

The butter making equipment consists of two pasteurizing vats with a capacity of three hundred gallons of cream each, and one three hundred gallon churn. All machinery is electrically operated.

The first box of springers was packed on opening day and contained twelve springers which were dry-picked and handled by the most approved methods. The poultry is all wrapped in cellophane and packed in paper-lined boxes. The first tub of butter was also churned on opening day, and the first week the firm shipped two carloads of its produce out of Mobridge.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Chapters are urged to collect all used clothing possible and where there is no demand for it locally, it should be sent to Miss Lindskog, Secretary-General, Chicago, in order that it may be redistributed to points where the need is greater than the supply.

Dubuque Chapter

Annette M. Wright, Historian

THE Dubuque Chapter opened the fall work with a business and social meeting Thursday evening, September 3rd.

The various committee chairmen read their reports, which were very interesting, especially the Sunshine chairman, who reported 87 personal calls made and 32 cards of cheer and sympathy sent.

Mrs. A. E. Bock, chairman of the Membership committee, reported 263 voting and contributing members. She urged every member to bring in one new member, and any member who has not paid her dues will please do so soon so as to increase the membership.

Mrs. O. Wellman, chairman of the Ways and Means committee, will have charge of an "Opportunity Sale," to be held some time during the month of October. Everything useful will be found at this sale.

Mrs. Allen Woodward was elected 2nd vice-president to fill the chair made vacant by the removal of Mrs. George Graff to Milwaukee. We regret losing Mr. and Mrs. Graff, and Dubuque Chapter extends good wishes to them in their new home.

The annual Dubuque Division picnic, under the auspices of Dubuque Chapter, was held July 7th at Eagle Point Park, and was attended by 160 members and their families and friends.

At this time the regular Safety First meeting was held. Mr. L. F. Donald, superintendent of Dubuque-Illinois Division, presided. The meeting was very interesting and instructive. Mr. P. L. Mullen, master mechanic, Savanna, Messrs. H. G. Smith and J. L. Thompson, Safety First inspectors of the 1st and 2nd Districts, Mr. and Mrs. E. H. Johnson, Mr. and Mrs. N. F. Kelsey, from Savanna, were also in attendance.

Although our regular monthly meetings were discontinued during the summer months, the Board met the first Monday of every month so as to carry on the Sunshine work.

Dubuque Chapter will continue to meet the first Thursday of every month at 8 o'clock P. M. in Temple Hall, corner 9th and Locust Streets, and will at all times be pleased to welcome visiting members of the C. M. St. P. & P. Railway Women's Club.

Perry Chapter

Mrs. John Heinzelman, Historian

AFTER enjoying a vacation through July and August the Perry Chapter held their first meeting of the autumn season on Thursday, September 3rd, at their club house. The meeting was called to order by the president and opened by reading the club motto and singing club songs. Receipts, bills and communications from the Governing Board were read and acted upon. Cards of thanks from our members who had received sunshine were

read by the corresponding secretary, Mrs. J. J. Kindig.

Mrs. Ralph Van Horn, Safety First chairman, gives a very interesting 10 minute talk every meeting along the line of Safety First.

Mrs. George Taylor, Program committee chairman, does her bit to make the programs at each meeting worth while. At this meeting one of her friends, Mrs. Harold Denny, a Chautauqua entertainer, gave a miscellaneous program that was very pleasing.

Board meetings were held during the hot weather at the home of the president, Mrs. Hansen, and all necessary business transacted as usual.



Mrs. George A. Loomis, President, Tacoma Chapter



Mrs. Victor Hanson, President, Perry Chapter

We must add a word of appreciation for the help we get from the Perry roundhouse force. Not long ago, through Mr. Kressen, roundhouse foreman, we were given a beautiful Milwaukee Women's Club sign to be placed on the outside of the club house. Mr. Louis Brown made a hat shelf, coat rack and put other improvements in the coat room for us. We are very grateful for these helpful things.

Intent upon showing where the best ball team is, the Supervisors and the Perry Boosters battled together on the diamond for victory, with the Boosters winning. Effective pitching and brilliant support were responsible for the conquest, though the Supervisors played a wonderful grade of ball and made the local team fight a real battle to win.

The Supervisors ball team are the supervisors of the division at Marion and Perry, and the Boosters are from the Perry Shops.

The game was played to strengthen the Women's Club treasury and did to the extent of \$114.25.

Terre Haute Chapter

Mrs. Harold Patton, Historian

NO regular meeting of the Terre Haute Chapter was held during the month of July. However, a great deal of relief work has

been done which has reduced our funds considerable.

We are sorry to announce that we have lost our new treasurer, Mrs. F. L. Hedrick, who had succeeded Mrs. Bowen last month. The Hedricks are moving to Wisconsin, where Mr. Hedrick has been transferred.

No one has been appointed so far to succeed Mrs. Hedrick, but at a board meeting to be held this month, one will be appointed.

Sioux Falls Chapter

Mrs. Tom Cavanaugh, Historian

SIoux FALLS CHAPTER held its annual picnic at Terrace Park on the August meeting night. A delicious supper was served to the families of the members. The club furnished the coffee, cream, meat and pop. About 100 persons attended, and a very good time was had by all. There was no meeting of the club.

The September meeting of the club was held in the club house on Tuesday evening, September 8th. The Membership committee reported 32 voting members and 110 contributing members. The Sunshine committee showed sick members being taken care of during the month of August, and plans were made for a rummage sale to be held in the near future, time and place to be announced later.

Due to the extreme heat of the summer months the club has not been very active, but with the coming of the cool fall days we expect to have various kinds of entertainment to keep the members active and interested in the club.

Beloit Chapter

Mrs. George Brinkman, Historian

OUR first meeting, after a vacation of two months, was held September 9, with a fair attendance.

Our president, Mrs. John Yohn, opened the meeting. Reports from committees showed good work.

Ways and Means' chairman, Mrs. A. J. Barbee and her committee, together with Mrs. J. Yohn, worked hard on a raffle during August, and cleared the sum of \$29.40 on a \$5.00 gold-piece.

Mutual Benefit chairman, Mrs. Thos. Flanagan, also has been very busy during the summer months with relief work, looking after several families and making many calls.

Mrs. Edward McCann, Sunshine chairman, reported eleven calls had been made and three cards sent.

Mrs. Henry Raasch, Membership chairman, reported a number of renewals and one new member.

On September 10th several of the club ladies went to the hospital to sew and fold gauze. They were rewarded with a 4:00 o'clock luncheon by the head nurse.

Other discussions followed, after which the lucky number was drawn for the \$5.00 gold-piece, Mrs. Wm. Bates being the winner.

Our Social chairman, Mrs. Ferrero, together with Mrs. W. McIntyre, served refreshments.

Green Bay Chapter

Mrs. Chas. Hyrman, Historian

AFTER two months' vacation, the Green Bay Chapter held its September meeting Thursday evening the 3rd, in the club rooms. Mrs. E. A. Meyer, vice-president, presiding. Our president, Mrs. Thos. McLean, being absent due to a death in the family.

Reports from the chairmen were given. Mrs. C. B. Cheancy, Sunshine Committee, re-

ported nineteen telephone calls and forty-one personal calls. Mrs. M. E. Hastings, Welfare chairman, had no report for the months of July and August. We expect to take care of any cases that may need help and wish to say all who know of persons in need, if they will notify Mrs. Hastings they will promptly be taken care of.

Mrs. E. A. Meyer, Membership chairman, reports the men of the B. & B. Department have been especially generous in joining our club. We are glad to have them all and hope they will bring in many more.

Much new business was discussed. We are planning on a rummage sale and ask all members to lay aside any old clothing or rummage. The sale will be in October. Date to be decided later.

Miss Julia Johnson, one of our members, donated a beautiful hand-painted plate to the club. It is to be raffled off, the tickets to sell at fifteen cents each. Mrs. Martin has charge of it and we hope to realize a neat sum.

The first fall social afternoon will be held Tuesday, September 22. Mrs. Stickler and committee are planning a nice party, so we hope a large crowd attends.

It was decided to open our next regular meeting with a pot luck luncheon at 6:30 P. M., followed by the business meeting. We concluded the meeting with a penny march and refreshments.

Bensenville Chapter

Ethel Brakke, Historian

A CARD party was given by the chairman of the Ways and Means Committee at the home of Mrs. W. Hill on August 20.

The chapter met again on September 2 after the two-month summer vacation. Although the regular business meeting was short we were glad that Mrs. Linderman did not have to report any benefit work for the past season.

Mrs. O'Keefe, finance chairman, had a good showing of her summer's work by the proceeds of the card parties and the renting of the club house.

Splendid donations were made to the library by Mrs. Kirchoff and Mrs. Kableman, both of Bensenville. These with the new books purchased swells the number of books in the library to 959.

The remainder of the afternoon was spent playing Five Hundred and Bridge, and a delicious lunch was served.

Sioux City Chapter

Lillian Rose, Historian

THE regular board meeting of the Chapter for August was held again in Riverside Park—picnic style. Business meeting followed the lunch. The Welfare Committee reported the immediate needs of several children who would be unable to start to school unless completely outfitted. There being some money in the treasury, especially for such emergencies, it was appropriated and as a means of raising more a \$5.00 gold piece was put up for a raffle.

The board members will buy yarn and knit an afghan, on which chances will also be sold.

Monday, September 7, the board gave a farewell party for Mrs. E. T. Palmer and Mrs. A. R. Brown, secretary and treasurer of our chapter, who are leaving with their families the last of the week. Mr. Palmer and Mr. Brown both having been transferred, the former to Green Bay and the latter to Perry. This is a real loss to the chapter and board, and we shall miss them greatly. The board presented each lady with a gift set as a small token of the esteem in which we held them.

The first regular meeting of the club will be held in Moose hall the fourth Monday in September. Pot-luck supper.

Mobridge Chapter

Bess B. Bunker, Historian

AS a most pleasant forerunner to our first regular autumnal meeting, the Mobridge Chapter was invited to a special meeting at the club house—welcoming as the guests of honor of the evening, Mrs. Carpenter Kendall, editor of the Milwaukee Magazine, and Miss Etta Lindskog, secretary general. It is always a great pleasure to welcome these friends and this visit was an inspiration to those of us who are seriously considering the needs of our big family this coming winter.

Mrs. W. P. Moran, as chairman, greeted and presented Mrs. Kendall and Miss Lindskog to the club.

A new club song, the words written by Mrs. Arch Robison, was sung for the first time and bids fair to become a popular number with the club.

Minutes of special meeting of the Governing Board held August 5, 1931, were read and approved. Mrs. R. C. Herschleb acted as chairman of this meeting. The following resignations were read and accepted: Mrs. Frank Schneider as president, Mrs. R. C. Herschleb as first vice-president, and Mrs. F. C. Williams as second vice-president. A nominating committee consisting of Mesdames Herschleb, Hopper and Preston prepared a report to be presented to the club at the next meeting.

Mrs. Rudolph, of Chicago, who is the guest of her parents, Mr. and Mrs. John Farquar, sang most pleasingly "The Old Refrain," by Fritz Kreisler, and "My Desire," by Nello Richmond Eberhart. These numbers were beautifully rendered and we thank Mrs. Rudolph for these numbers.

Reports of various committees were given.

Mrs. Moran stated that Mrs. Mildred Richardson would act as corresponding secretary and Mrs. Leonard Clark as chairman of the Sunshine Committee, offices to which they were previously elected.

The nominating committee presented the following names to be acted upon by the club:

For president, Mrs. W. P. Moran; for first vice-president, Mrs. J. P. Leahy; for second vice-president, Mrs. I. L. Dickey. The above officers were duly elected.

Motion made and carried that the giving of flowers at times of sickness and death be discontinued and calls or cards of sympathy replace this custom.

Mrs. Kendall, by her own friendly, cheerful manner as well as by her words of wisdom, instilled in us the need of "brightening the corner where we are," and it was with a greater hope of being of service to those who need our help that she left us.

A history of our club's activities, since its origin, was given by Miss Lindskog. A splendid work has been done by the club and we feel proud of the officers and members, who through their services, have made these things possible.

We felt more keenly than ever the great human interest these two women take in the protection and care of our families and we will look forward with pleasure to the next meeting we have with them.

A dainty lunch was served buffet style from a flower-centered table, with Mrs. I. L. Dickey and Mrs. W. P. Moran pouring. The refreshment committee was comprised of Mesdames Leahy, Winship, Manley and L. W. Shiefelbein.

Tacoma Chapter

Mrs. Chas. M. Slightam, Historian

MRS. CARPENTER KENDALL and Miss Lindskog were honored guests at our luncheon and meeting held on September 3rd in the Women's Club house. They drove from Seattle and were accompanied by Mrs. Muelhauser, president of the Seattle Chapter, with a delegation of members. Mrs. Pyette and her committee served a delicious luncheon and about eighty-five members were present.

Following the luncheon a business meeting was held, our president, Mrs. Loomis, presiding.

Mrs. Chris Schmidt, chairman of the Sunshine committee, reported having made twenty-one personal calls, three phone calls and eleven hospital calls.

Mrs. Rasmussen, chairman of the Sewing committee, announced that she and her committee are again busy in the sewing room. They meet every Thursday and enjoy a pot luck luncheon. All donations of clothing are renovated and look almost like new when Mrs. Rasmussen gives them to the needy.

Mrs. Trout, Benevolent chairman, reported \$9.90 spent for groceries and clothing. A sad case was brought to the notice of Mrs. Trout of an elderly couple. The man who is a Milwaukee employe, now without employment or funds, decided that he and his wife should separate, he going to Oregon to live with his son and she to live with her son in Vancouver, B. C. Mrs. Trout and Mrs. Loomis got together and did everything possible for the old lady. They gave her a good hot lunch and also a box of good things to eat. They took her to the station and saw her safely on the train.

Mrs. Pyette announced that everything was in readiness for a card party to be held on Friday, September 25th, on the roof garden of the Masonic Temple.

At the close of the meeting chances were taken on a delicious cake, baked by one of our members, and little Donald Bartholemew, who was a guest with his mother, Mrs. Wayne Bartholemew of Seattle, won the lucky number. The sum of \$2.80 was added to our treasury.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

THE September meeting of the Wausau Chapter was held at the club house Tuesday afternoon, September 8th. The members showed much enthusiasm for club work, and were glad that activities were resumed. The treasurer's report showed a balance on hand, September 1, 1931, of \$168.71. Mrs. William McCarthy, chairman of Mutual Benefit and Welfare, reported that calls had been made, and a party helped with his hospital bill. Mrs. Leo Ziebell, chairman of Ways and Means, reported that a payment on the loan had been received, and \$15 rental for the club house. Mrs. Bert Nelson, chairman of Membership, reported a total membership of 109, including active and contributing. Mrs. E. J. Czarnske, chairman of House and Furnishing, reported that the club house had been cleaned.

It was voted that the chapter send the president, Mrs. Warren Essells, to the get-together meeting and luncheon in Chicago, November 20 and 21, and pay her expenses. It was decided that more cards of sympathy be ordered printed.

An informal discussion was held on the feasibility of various club members giving card parties for the benefit of the chapter. The use of the club house, gratis, was offered for that purpose.

After adjournment of the business session, cards were played. Favors in bridge were won by Mrs. James O'Brien and Mrs. Warren Essells, and in five hundred, by Mrs. Isadore Livernash and Mrs. M. E. Millard. Mrs. Harry Norenberg, of Tomahawk, was an out-of-town member present.

Mrs. Sam Loomis, a member of the chapter from Minocqua, has moved with her family to Wausau. Her address is 711 Fulton Street.

Janesville Chapter

Mrs. E. W. Lueck, Historian

THE September meeting was held at the club house, September 1st, with a good attendance.

Mrs. Albert Hunter, working on Welfare during the illness of Mrs. George Ryan, reported two families being supplied with milk for the month of August. She also spent time to see that another child was supplied with the necessary books to start school.

Switch Shanty Reminiscences

(Continued from page 18)

day.' So with that a big colored 'yardmaster' led us over to a table with a lamp and a lot of fine silver on it and how we did order the food. You'd think we was a couple of boomers who'd just hit a job. But Harry wouldn't have it any other way.

"When the vittles came the colored waiter brought Harry a couple of bantam eggs. Harry didn't like it, I could see. Says he to the waiter, 'I say, boy, these eggs are awful small, aren't they?' And all that black fellow with buttons and braid all over him, says to Harry was, 'Yes, sir, they certainly are.' Harry didn't like it, I could see, but he didn't say anything then but when he took a taste of the eggs he dropped the spoon and reached for his napkin in a hurry and pounded on the table. 'See here, boy!' says Harry, 'these eggs aren't fresh! Just smell them. They're bad.' And with that the waiter picked up the egg cup and sniffed and set it back before Harry and says he, 'Yes, sir, I believe they are, isn't it fortunate they're small?' Man, alive, Harry stormed there for a minute like he had got a time freight that wasn't classified. But he got over it quickly, and we both had a good laugh.

"Then we went over to the station where Carl Christoffer had a special train waiting to take us to the picnic. I used to know Carl out on the I. & D. Division. He's the general 'super' up to Minneapolis now and he was the big boss of the plans for the meetin'. He and his committee certainly did themselves proud in fixin' up a good time for us.

"The first one I saw after I got on the train was Johnny Horan, from the Milwaukee Shops. He was the spriest one on the whole trip though he's 93, past, and he's worked for us for 76 years. He was runnin' up and down the car pretendin' he was the news butcher. And he had everybody roarin' at him.

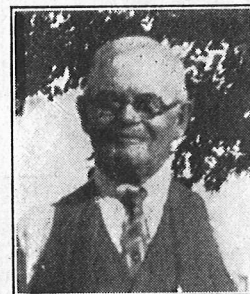
"As soon as we unloaded Johnny spied the lake and he shouts that he's goin' fishin' and nothin' would do but what I go with him. So Frank Rogers, who was chairman of the picnic, gets a fine fellow named Shogran who owned the big park where we were and he fixes us up with a boat and some poles and a pail of minnies. I did the rowin' and Johnny baited up a hook and we'd try this spot and then that spot on the lake, but we hadn't got more than a nibble when a fellow with a motor boat hauled up alongside of us and speakin' to

Mrs. T. H. DeCoster, of the Sunshine committee, reported ten cards sent and one gift of flowers.

Mrs. J. W. McCue, chairman of the Scholarship committee, gave a splendid report on the card party held August 18th. Considering the hot weather her committee is to be complimented.

The big thing accomplished in August was our membership drive. Prizes were offered to the two bringing in the most members, the majority of which were to be voting members. The drive was for the month of August, but we are still working to get more members. A total of seventy-two members was secured during the drive. Mrs. J. W. McCue won first prize with twenty-eight members. Mrs. T. H. DeCoster won second prize with nineteen members. Both are to be congratulated, as well as all others who have so kindly helped on this drive.

The meeting closed and refreshments were served by Mrs. Albert Hunter and Miss Blanche Hayes.



William H. Nolan

Veteran Retires

MR. WILLIAM H. NOLAN, a prominent and much respected resident of Savanna, Ill., on May 25th, retired from active service, after serving 48 years in the Car Department as car and air brake inspector.

Mr. Nolan, at the age of 72, is still very active and states that the present depression, and in order to give that much to a younger unemployed man in need, is his reason for retiring.

Mr. Nolan during his railroad career has been especially interested in the safety first movement, being a member of the Veteran and Milwaukee Road Pension Associations since organized. Through this Mr. Nolan has made many friends, as well as new acquaintances.

Mr. Nolan, through his 48 years of active service has the distinction of going through his entire career without an injury to himself or men working with him. Members of the Savanna Car Department are very proud of the safety first record as recorded for Mr. Nolan and are in hopes of duplicating what has been done.

We all join in wishing Mr. Nolan health and happiness for years to come.

Johnny, he says, 'Hey, you, have you got a permit?' and poor Johnny didn't know what he meant but he must of thought he was still on the railroad for he answers him, 'Permit nothin', I don't need a permit, I've got a white pass that is good on everything on the line.'

"I'm talking about a permit to catch fish in this state," says the lad in the motor boat,

who turned out to be a game warden. 'No, I haven't,' says Johnny, 'we're just goin' to fish here a little while and from the way it's goin' I guess we won't be takin' many out of your lake.' 'Well,' says the warden, 'you'll have to stop. Don't you know that you can't catch fish without a license?' 'No, I didn't,' says John, 'I knew there must be some reason they aren't bitin' but I didn't think it was that.'

"With that, the game warden just laughed and left us to our fishin'. But we didn't stay out on the lake much longer. We went ashore and rode the merry-go-rounds and all those things and acted like a lot of kids.

"And there's lots more to tell about the gatharin'. 'T'would take me weeks to do it. But just one more before I quit. I don't dare mention names because I wouldn't want any of my buddies to get called on the carpet but what happened gave those of us who were lucky enough to be in on it a good laugh.

"One of the old time hoggors on the H. & D. has a son livin' in Minneapolis. And a fine lad he is, too. The young fellow told his dad to round up a crowd of us before the banquet and he'd drive us all out to his house for a bit of refreshment. Well, do you know, this lad had a big new house and he had the basement rigged up into what I understand they now-a-days call a recreation room. There was chairs and tables and colored lights and a piano and all that. And I could hardly believe my eyes. At one end of the room was a old fashion bar with a rail and back of it was glasses and bottles galore. First thing the young fellow did when we get in was to go back of the little bar and says he with a grin, 'What'll you have?' And believe me, he had it.

"Well, we stayed there for ten minutes or so and it was gettin' time to get back down town for the dinner so our old friend's son says, 'Have a cigar, all of you,' and he passed a box of good ones over the bar. We was reachin' for our hats to leave when up piped a conductor from the Trans-Missouri Division and says, 'Hold on here, this ain't been paid for yet, I'll go for the first one!' And with that he lays a ten dollar note on the bar. How the crowd did roar. 'Where do you think you are?' asks one of the lads. 'I know where I am,' says the big hearted fellow, 'sure, when I was at Hot Springs last winter a conductor off the B. & O. took me into one of these places and it cost us plenty after we got out.'

"And with that we went back down town and sat down to the finest dinner I've had outside our own dinin' cars. And there goes the whistle. So long to you."

East H. & D. Division News

"Pat"

PRESUME I should start this column out with a comment on the weather as everybody else seems to be doing it. The last few days, oh, yes, we have to give dates, August 7th to the 10th, sure have been hot and seem to be causing quite a little comment.

Night Yard Clerk Mehner is going to go as clerk at Ortonville.

East H. & D. Conductor "Scotty" Brown was held up the other night. But, yes, you have guessed it, the hold-up man didn't get anything but a jail sentence, as all Scotty had was a street car chip his wife gave him to come home on.

We are still waiting for the cigars from "Scotty" L. Reeves, fireman, for the latest arrival, but we understand at a meeting of the budget committee it was decided that this could be deferred until after Christmas, when they could kill two birds with one stone by using the Christmas cigars.

OUR LITTLE FOLK

DEAR LITTLE FOLK:

Here is one of the sweet little letters I received from my Little Folk. Thank you all for the pictures and I hope you will send me more whenever you have them.

Ottumwa, Iowa.
September 5, 1931.

Dear Aunt Betty:

I am a little girl seven years old and I am in the third grade. My daddy is a machinist helper. I am sending you a snapshot of my cat Tim and dog Pooch, and of myself. I hope to see my picture in the Milwaukee Magazine.

Here is also a snap of Danny and Regina Corrigan. Their daddy is a machinist.

Your new niece,

MARIE WILKINSON.

I also received another letter from little Frances Forrester, of Spokane, whose picture was in a previous Magazine. She asked that I put a picture of myself in the October Magazine. I'm sorry that their isn't room this time, Frances, but I'll put one in later. Write again.

And now, Little Folk, I hope you will all write to me and send me snaps of yourselves and your pets so that some other time we may have a full page of your pictures.

AUNT BETTY.

The Witch's Hour

IT was an eerie night—everything seemed to be full of life, waiting to pounce upon its prey. The moon blinked and winked and moved closer to the earth; the stars twinkled, now here, now gone. Black cats were in abundance, gliding about with only their bright, green eyes to give them away; pumpkins danced about with bright eyes and glittering teeth. In and out of the corn stalks the rats and mice chased frantically; frogs croaked their weird, coarse music.

A fire burned under a tripod, with scarcely any wood to keep it going—yet its flames leaped into the air, now enveloping the black iron cauldron, now dying back to the coals.

As the hour of half night drew near, the air was intense, the toads and frogs hopped near the fire, the black cats drew closer, the pumpkins rolled into place, the moon grinned wickedly and threw its

(1) Donnie and Bobbie Marine, Menominee, Wis. (2) Marie Wilkinson, Tim and Pooch, Ottumwa, Iowa. (3) Jean and Janice Wilcox, New Lisbon, Wis. (4) Curtis, Earl and Boyd Briscoe, Rondout, Ill. (5) Dorothy, Lorraine, Pauline, John Jr., Dan, Pat and Robert Driscoll, Emery, S. D. (6) James Wm. Malheret, Bensenville, Ill. (7) Douglas and Larrie Pike, Sioux City, Iowa. (8) Regina, Danny and Marie Wilkinson, Ottumwa, Iowa.

light directly down, the leaves of the corn stalks rustled although there was no wind. Out of the night flew the Old Witch, her toothless mouth open wide in ugly anticipation, her straggly hair trailing behind. Down, down, her broomstick brought her until she was standing within the circle near the boiling liquid in the cauldron.

"Bring two more ancient toads and six more green-striped snakes," she rasped in a thin, sharp voice. They were brought and stirred into the poisonous stew. "And

now some mice and spiders and a bit of stinkweed, too. The time is short—we must make haste or our poison will not brew and all our vile deeds must wait till another year goes by." She swayed and stirred, pronounced a curse on all who heeded not her words, and the boiling, spitting liquid hissed and sputtered its reply.

But just as the stew was right and the Old Witch thought she had won—midnight came and all her powers fled—the Witch's Hour was done.

The Patterns

and 15c in silver or stamps for our UP-TO-DATE BOOK OF FASHIONS, Fall, 1931. dress The Milwaukee Magazine, care The City Pattern Company, 11-12 Sterling Place, New York, N. Y.

92. Ladies' Dress. Designed in sizes: 34, 38, 40 and 42 inches bust measure. Each size requires 4½ yards of 39-inch material if made as shown in the large view with long sleeves. With long sleeves as in the small view, 4¼ yards will be required. Price 12c.

89. Ladies' Dress. Designed in sizes: 34, 38, 40 and 42 inches bust measure. A 38-size requires 5¼ yards of 35-inch material. For contrasting material, ¾ yard. Price 12c.

95. Ladies' House Dress. Designed in sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. Size 44 requires 4¾ yards of 27-inch material if made with short sleeves and without contrasting material. With long sleeves and with contrasting material ¾ yard. Price 12c.

7284. Ladies' Coat. Designed in sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 40-inch size requires 4¾ yards of 35-inch material. Collar and 3-inch bands on cuffs of fur cloth or other contrasting material requires ¾ yard of 54-inch material. To line coat requires 4¾ yards of 35-inch material. Price 12c.

7298. Girls' Pajamas. Designed in sizes: 8, 10, 12, 14 and 16 years. A 12-year size requires 2¾ yards of 32-inch material. To finish with bias binding (or piping) as illustrated requires 6¾ yards 1½ inches wide. Price 12c.

7306. Girls' Dress. Designed in sizes: 2, 4, 6 and 8 years. A 6-year size requires 2¾ yards of 27-inch material if made without sleeves. With sleeves 2½ yards. Collar of contrasting material requires ¾ yard 27 inches wide. Collar and sash of contrasting material requires ¾ yard 39 inches wide cut crosswise. Sash of ribbon requires 2 yards. Price 12c.

6384. Child's Rompers. Designed in sizes: 6 months, 1 and 2 years. A 1-year size requires 1½ yards of material 36 inches wide, together with ¾ yard of contrasting material. Price 12c.

7300. Girls' Dress. Designed in sizes: 8, 10, 12 and 14 years. A 12-year size requires 2½ yards of 35-inch material. Price 12c.

6733. Girls' Dress. Designed in sizes: 6 months, 1, 2 and 3 years. A 2-year size with wrist length sleeves requires 1¾ yards of 35-inch material. With short sleeves 1¾ yards is required. To trim with bias binding requires 2 yards 1½ inches wide. Price 12c.

Favorite Recipes

Birthday Cake. For those who are to have a birthday after the receipt of this number of The Magazine, we offer the following, with our congratulations and good wishes for "many happy returns." To those whose birthdays come later, the cake will be just as good if baked then or any time. File away this recipe for future use.

Sift one and one-half cups flour, two tablespoons corn starch, three teaspoons baking powder and three-fourths teaspoon salt together. Beat separately two eggs, combine and add one-third cup corn oil, cooled, stirring constantly with beater. Beat in one and one-half cups sugar and one teaspoon vanilla. Add one-fourth cup milk and beat one minute. Add half the dry ingredients and beat again. Then again one-fourth cup milk, and beat. Add one-half the remaining flour and beat. Then one-fourth cup milk, beat; and then add the remainder of the dry mixture. Pour into layer cake tins, oiled and floured and bake twenty minutes in moderate oven. Turn out the fire and let stand in the oven five minutes. Remove and let stand two or three minutes before taking out of pans.

Cream Filling. Mix together one-half cup sugar, two tablespoons corn starch, one-eighth teaspoon salt, beat two eggs, stir in the dry ingredients, then add gradually one cup scalded milk. Cook in double boiler until thick and smooth and add one teaspoon butter and flavoring.

Birthday Frosting. Cook together two and one-half cups sugar, one-half cup light corn syrup and one-half cup water until the syrup spins a thread. Turn out the fire, leaving the saucepan on the burner while two egg whites are beaten until stiff. Pour the hot syrup slowly over the beaten egg, beating constantly with wire spoon. Add vanilla or almond flavoring and beat until the mixture is nearly cold and will hold its shape when spread over the cake. Sprinkle the top with cocoanut.

The above was contributed by a reader of The Magazine.

Marshmallow Gingerbread. Melt one-half cup shortening (chicken fat makes excellent shortening for this bread), add one cup molasses, one well-beaten egg and two and one-third cups flour, mixed and sifted with one and three-fourths teaspoons soda, one teaspoon salt, one teaspoon ginger and one cup sour milk. Beat vigorously and turn into a buttered and floured pan. Bake twenty-five minutes in a moderate oven. Remove from pan, cut in halves, crosswise, and put marshmallows between layers. Cool slightly, cut in squares and serve with whipped cream, sweetened and flavored with vanilla.

Walnut Molasses Bars. Pour one-fourth cup boiling water over one-half cup butter and lard equally mixed, then add one-half cup of brown sugar, one-half cup molasses mixed with one teaspoon soda, and one-half tablespoon ginger, one-third teaspoon grated nutmeg, one-eighth teaspoon clove and one teaspoon salt. Stir in three cups flour, chill thoroughly, roll one-fourth inch thick, cut in strips three and one-half inches long by one and one-fourth wide, sprinkle with chopped walnut meats and bake ten minutes.



SPECIAL COMMENDATION

Name and Division	Citation and Date	Cited by
Henry M. Samek, Operator, Ossian, Iowa.....	Found dragging brake beam, July 21.....	W. F. Ingraham, Supt.
Paul E. Fisher, Brakeman, Kansas City Division.....	Discovered broken arch bar, July 17.....	W. C. Givens, Supt.
Albert Filder, Operator, Guttentberg, Iowa.....	Discovered hot box, Train 70, July 14th.....	L. F. Donald, Supt.
F. Meggers, Brakeman, Superior Division.....	Discovered broken rail, June 23rd.....	E. A. Meyer, Supt.
C. W. Cole, Brakeman, Kansas City Division.....	Discovered broken rail, May 29th.....	W. C. Givens, Supt.
Fay Marsh, Brakeman, Iowa Division.....	Discovered broken flange on wheel of car.....	M. J. Skord, Trainmaster
P. La Chappelle, Green Bay, Wis.....	Reported broken rail, September 2nd.....	E. A. Meyer, Superintendent
A. Schaefer, engineer, Superior Division.....	Reported broken rail, August 31.....	E. A. Meyer, Superintendent
John Paulsen, carman, Green Bay.....	Removed car from vicinity of fire at Random Lake, with pinch bars, August 29th.....	E. A. Meyer, Superintendent
Mrs. C. I. Donnenwirth, wife of agent, Faith, S. D....	Watching passing train, discovered broken rail, August 29th.....	G. H. Hill, Superintendent
R. A. Thomas, brakeman, K. C. Division.....	Found serious equipment failure in train, August 18th.....	W. C. Givens, Superintendent
Oscar Sword, section foreman, K. C. Division.....	Reported broken arch bar in passing train, August 22nd.....	W. C. Givens, Superintendent
H. H. White, brakeman, S. C. Division.....	Reported broken wheel, August 3rd.....	F. T. Buechler, Superintendent
Mark Toney, section laborer, T. H. Division.....	Reported broken wheel, September 10th.....	L. H. Valentine, Superintendent
F. J. Weng, brakeman, Illinois Division.....	Reported broken arch bar, September 1st.....	L. F. Donald, Superintendent
H. C. Welch, brakeman, K. C. Division.....	Reported broken arch bar, September 8th.....	W. C. Givens, Superintendent
Andrew Nelson, carman, Superior Division.....	Gave valuable aid in removing cars from fire, August 29th.....	E. A. Meyer, Superintendent
Jacob Hansen, carman, Superior Division.....	Gave aid in removing cars from fire, August 29th.....	E. A. Meyer, Superintendent
Frank Samek, section foreman.....	Disconnected broken brace of telegraph pole, with heavy wire cables, and put into clear of passing trains.....	W. F. Ingraham, Superintendent
J. G. Vance, brakeman, Illinois Division.....	While inspecting his train, noticed broken flange on cars standing on passing track, reporting promptly.....	L. F. Donald, Superintendent
John Whitney, engineer, Superior Division.....	Reported broken rail, August 29th.....	E. A. Meyer, Superintendent

Our Business Getters

MRS. ANN SHERMAN, department of public works, Tacoma, Wash., recently assisted Ticket Agent F. A. Valentine in selling two tickets, Tacoma to Chicago and return.

George A. Douglas, operator, Black River Tower, Wash., solicited two passengers who bought tickets via our line, Tacoma to Chicago and return.

E. E. Davidson, freight house clerk, Muscatine, secured two passengers, St. Paul to Gallatin Gateway and return.

M. J. O'Connor, dispatcher, Tacoma, and J. M. Olson, operator, Seattle, were instrumental in securing a revenue passenger, Tacoma to Minneapolis and return. Service of this kind makes business for The Milwaukee Road and jobs for its employees.

W. W. Brundage, clerk in the local freight office, Seattle, was instrumental in securing two revenue passengers, Seattle to Yellowstone Park and return, August 16th.

Leo F. Lord, clerk in the chief carpenter's office, secured a passenger, Tacoma to Milwaukee and return, party leaving Tacoma August 16th.

C. & M. Division, Second District

Ray Dawes, engineer, secured ticket for Chicago for our line.

Mrs. W. Smith, two round trip tickets for Long Beach, California.

Mrs. Floyd Campbell, one one-way ticket for Los Angeles.

Below is a list of employes securing passenger business for our line, submitted by General Agent W. B. Dixon:

Miss Ruby Potter.....	Chief Clerk, Division Master Mechanic.....	Mason City
Mrs. W. H. Smith.....	Wife, Conductor, Milwaukee Division, Second District.....	Beloit
C. J. Thiele.....	Bridge and Building Carpenter, Superior Division.....	Green Bay
E. A. Keller.....	Chief Clerk, North Avenue Station.....	Milwaukee
Lou Humphrey.....	Engineer, Milwaukee Division, Second District.....	Beloit
Miss Gertrude Deeney.....	Claim Clerk, Freight Office.....	Mason City
Ross Coravia.....	Hostler, Beloit Roundhouse.....	Beloit
M. Madigan.....	Freight Office.....	Green Bay
Wesley Neff.....	Assistant General Freight Agent's Office.....	Chicago
Joe Johann.....	Superintendent's Office.....	Aberdeen, S. D.
Colbert H. Ott.....	Fireman, Milwaukee Division, Second District.....	Beloit
Mrs. Floyd Campbell.....	Wife, Conductor, Milwaukee Division, Second District.....	Beloit
Mrs. W. G. McIntyre.....	Wife, Conductor, Milwaukee Division, Second District.....	Beloit
Mr. De Sarbo.....	Beloit Roundhouse.....	Beloit
Tony Pappas.....	Care of Roundhouse Foreman.....	Mason City
R. B. Harmon.....	Conductor.....	Mason City
W. H. Stewart.....	Conductor.....	Mason City
H. C. Walker.....	General Freight Department.....	Chicago
Mrs. Otto Grebe.....	Wife, Conductor, Superior Division.....	Green Bay
H. Hewing.....	Foreman.....	Bensonville, Ill.
Rutherford Jones.....	Switchman.....	Mason City

of courteous consideration at the hands of our employes on a trip from Butte, Montana, to Boscobel, which has made him a booster for The Milwaukee. Mr. Sherrard writes:

August 25, 1931

Mr. D. W. Kelly,
General Superintendent,
C. M. St. P. & P. R. R. Co.,
Milwaukee, Wis.
Sir:

I have not traveled extensively though have made several trips east, west and south, but have never ridden on the C. M. & St. Paul until this trip. On the fifth of August, 1931, I bought a round trip ticket from Butte, Montana, to Boscobel, Wis., and a one way ticket from and to the same points for my brother, who is quite sick. As we boarded the train at Butte the conductor laid his hand on my shoulder and said: "Friend, if I can be of any help to you, let me know." I was very much surprised as I had never experienced anything like that before.

We found the same courteous consideration from all employes, from the agent at Butte, conductor, brakeman and porters. I want to assure, sir, that it was appreciated.

I believe in handing out bouquets as well as brickbats when due, and whenever the opportunity comes I surely will say a good word for the C. M. & St. Paul R. R. as well as ride on it whenever possible.

Very sincerely yours,
(Signed) F. H. SHERRARD.

Traffic Representative of C. & N. W. Expresses Appreciation of Courtesies Received

TRANS-MISSOURI DIVISION CONDUCTOR C. F. SMITH, and Car Clerk H. H. Rinderneck, Moberg, recently were instrumental in delivering an important letter to Mrs. W. W. Spangler, whose husband is connected with the Traffic Department of the C. & N. W. Ry. The letter was addressed to Mrs. Spangler in care of train No. 16 at Moberg, and Messrs. Rinderneck and Smith made special effort to see that the letter was properly delivered. Mr. Spangler, in a letter to Superintendent Hill, expresses his appreciation and gratitude and asks that his thanks be extended to the gentlemen in question.

Red Hot Coals from the Second District of the Milwaukee Division

L. J. L.

MICHAEL HARTNETT, veteran employe of the Milwaukee, passed away at the home of his daughter, Mrs. James Scanlon, at Evanston, Ill., on July 4th, as the result of a stroke which came upon him while visiting there. The body was taken to Freeport and services were held at the family home there.

"Mike," as he was called by his fellow workers, entered the service of the Milwaukee in the year 1879, in the bridge and building department, and at the time of his death was a foreman in that department. He enjoyed a reputation with the railway as an efficient and faithful worker, and his many friends, which he made in his daily duties, were one and all expressing their sorrow, when informed of his demise. Mike was a most kindly person, and the few times that I myself talked to him, found him a most agreeable and sympathetic mortal.

Many from Beloit attended the services at Freeport, and the employes of the Second District extend to the sorrowing family their sincere sympathy. Mike leaves to mourn his loss his widow, two daughters, Mrs. James Scanlan, Evanston, and Miss Josephine Hartnett; also three brothers and two granddaughters.

We have heard of people making a cleaning in the stock market, but understand Porter Gus made a cleaning with his shovel—ask Senator Matson about it.

The annual meeting of the Veterans' Association is being held at Minneapolis the week of the 13th, and from Beloit we are represented by Wm. Smith and wife, Henry Raasch and wife, and Mr. R. M. Telfer and wife. There are 27 veterans in our fair city.

Several from Beloit attended the funeral of Fred Hammill at Racine, September 9th. Mr. Hammill was well known to the veterans in this division, starting in as an operator on the Racine and South Western Division. He was promoted to dispatcher. Leaving this position to take up duties with the Rock Island, he received rapid advancement in that railroad, and held the position of vice-president for several years. At the time of his death he was vice-president of the Advisory Board of railroads. Mr. Hammill was a tireless worker and many a story is told of how he studied to learn every phase of the railroad. It is claimed that while dispatcher at Beloit, he would put in his time at the key, then put on a pair of overalls and get on the first freight and fire the engine all the way to Western Union Jct. (which is now Sturtevant) then climb on the engine of the next freight back to Beloit and arrive in Beloit in time to go to work on his own job. It was his by-word: "I want to learn all I can about the railroad." And his promotions showed he accomplished what he went after. Those who attended from this city were: Agent John Connors, Yardmaster J. B. Hubbard, Conductors J. N. Kelley and John Cavey, also G. R. Morrisson, now superintendent of the Employment Bureau at Chicago.

Mr. Hammill passed away at his home in Chicago Sunday, September 6th, and his body was brought to Racine for interment. He was but 59 years of age. He leaves to mourn his loss his widow and one daughter and grandchild.

Conductor John Cavey, on Friday, September 11th, while in charge of the Southwest Limited, was seen escorting a very handsome young lady down the platform at Beloit, headed

toward the engineer. The lady wished to meet the man who took this famous train over the road so nicely. John told the lady he might swear, but as I listened close I could hear nothing but the words of gentlemen, and the engineer was no other than Harvey S. Roe, Sr., our fearless pilot. Thanks for the introduction, John.

For the immediate relief of dryness of the throat, caused by this extreme drought, would recommend any of the leading brands which made Milwaukee famous. Put away that gun, I was only thinking way back when.

Fred Fairchild, pensioned baggageman, is still doing architectural work during his spare time, and his latest model seems to be a masterpiece. It brings back to my mind the days of the little red school house, where we gathered around and told stories and passed the time away.

Fred Miller has taken over the gas car between Rockford, Beloit and Janesville, thereby giving Mr. Bush a chance to get caught up on his rest.

Clarence Hammill, our handsome engineer, has conceived an idea whereby he gets the fun of fishing without having to lay off and take trips in northern Wisconsin to get to where the fish do bite. Clarence is going to install a fish pond on his estate at Janesville, and will have all species of fish on exhibition in very short order. The fishing privilege will be only extended to Milwaukee employes.

Fred Artlipp, personality man for the Senator, has been presented with a new uniform. Matson says since the installation of motor cars the engineer hardly ever gets dirty, and he wants to be able to distinguish the men at a distance.

Car Foreman Fulrath has arranged for protection for his home during the coming winter. He has purchased a full-blooded rat terrier.

Mrs. Lillian Wheeler is back at her old job checking the time slips at Beloit superintendent's office. Welcome back, Lill.

W. E. Bates, brakeman, has just received an appointment as safety inspector for the state of Wisconsin at a very desirable stipend. He will travel the entire state and investigate all cities on their safety program. Congratulations, Bill, on your good fortune.

If you have any hauling to do, call the firm of Guse and Towne, who are in the delivery and trucking business, while waiting for their jobs to be put back on. Guse's phone number is 5119.

General Office—Chicago

Vila

THE girls from the office of the general superintendent of transportation had a party in the club room on the evening of August 24th. The occasion, I was informed, was "just nothing in particular—we have parties for no reason at all." However, the table decorations consisted of an oversized wedding ring with a miniature bride and groom in wedding regalia standing inside the ring. This would indicate to me that the "just nothing in particular" was really a worthwhile event after all and that congratulations are in order for ??? ???

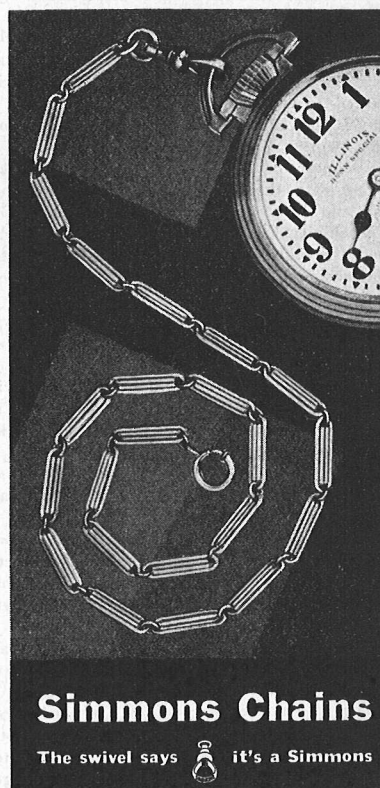
Congratulations to Mr. and Mrs. Gunderson on the birth of a baby boy, August 25th. The little fellow's name is Robert, and we hope his mother, "Mary Lauk Gunderson," brings him in to see us.

The Misses Antoinette Welling and Mary von Colln left September 12th for a visit to Canada, returning by way of New York and Washington. From all accounts there will be no time for rest for these two young ladies—they have an itinerary that leaves no room for that.

A certain kind of railroad man is going to like this chain!

WE DON'T KNOW what his job is. Maybe he pulls the throttle on a flyer. Maybe he's walking a stretch of trackage out in the Bad Lands. But we're sure of this: if he's the kind of railroad man who's proud of his timepiece, he'll be glad he set eyes on this new Simmons Chain!

You can see it's the sort of chain that belongs on a railroad man's watch. Fact is, this chain was designed especially for the new Illinois Bunn Special illustrated, though you can wear it with any other fine pocket watch. Links are strong and durable—built to fight grease and oil and dirt. The design is simple and straightforward—no frills or geegaws. Price, chain alone (\$3760), \$6. Your watch inspector will be glad to show you this and other styles. See him today. Made by R. F. Simmons Co., Attleboro, Mass.



The sympathy of his associates in the general offices is extended to Mr. William Ahern, chief clerk in the office of Mr. F. H. Johnson, who suffered the loss of his mother in September.

A remedy for sore eyes—seeing the human passenger rate machine, Larry O'Sullivan, back on the job. He advises that a most CHARMING and DELIGHTFUL vacation was had by the family as well as himself. The treat to the family came about when Larry filled up the gas tank of his Chevy and drove off to Lincoln Park and the zoo, but all we can say is, what a lucky fellow he is.

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. Hiddleston.....Care of Mechanical Dept., Minneapolis, Minn.
Marie Kukla.....Care of Car Department, 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.

Milwaukee Terminals

Ann
WE trust you saw the exhibit of the Milwaukee Road at the Wisconsin State Fair. Some of our finest sleepers were inspected by thousands on the grounds and in the Industrial Building Harvey Ucker, our staff photographer, had some fine pictures of the apprentices at work in the Milwaukee Shops with their tools used in the construction and repairs of locomotives and cars.

Machinist Foreman James Morrissey headed the Milwaukee Shops delegation attending the Wisconsin Legion Convention at Chippewa Falls August 17th to 21st, inclusive.

The Milwaukee employes extend their sympathy to Engine Dispatcher Henry McNeil, whose wife died August 12, 1931.

Milwaukee Terminal Conductor Maurice Hennessey attended the Wisconsin State Fair and did he buy HONEY? He had a basket full when going home.

Chief Dispatcher Arthur Engel is back on the job after a two weeks' vacation at Trade Lake in the north woods.

During the evening of August 29th, some of the boys called at the home of Conductor J. A. (Industrious Joe) McGoldrick to help him celebrate his birthday. Among the useful presents was a fine fish pole.

Glad to see Crossing Flagman Keller back on the job at West Walnut Street after two months' illness.

The Milwaukee Shops Golf Club held their second annual banquet at the Antler Hotel, September 7th. The prize for the shortest funny story, which consisted of a set of golf clubs, was awarded to Dispatcher Thomas Kubal, who was re-elected president, with Robert Voss as secretary. The story was as follows: The teacher of a Bible class in Chicago asked one of her pupils, who was a newsboy, if he could tell who Goliath was and received the following reply: "Goliath posed as the champion of Goth, but was a big dub who didn't have steam enough behind his jolts to put a dent in a ripe tomato, and in his fight wid David was glued to de mat in one round."

We are glad to announce that Mr. C. A. Bush is a crack horseshoe player now.

Paul Albert, the little operator at Muskego Yards, quit chewing and is taking up pipe

smoking. He recently took out some insurance and we are anxious about him.

Assistant Yardmaster Frank Clark went to New Orleans on his vacation and certainly had a marvelous time.

Frank Stubbe and George Day had a very enjoyable time at Yellowstone this summer.

Mr. and Mrs. Charles Wilde are back from Clermont, Florida. Mr. Wilde was homesick for the foundry.

Roundhouse Foreman Ryan, of house No. 2, had a lovely time at Eagle Lake this summer.

A banquet was arranged for Robert M. Nelson, dispatcher helper, on his return from Mexico, by twenty-five of his friends. A good time was had by all.

Engineer William L. Crowley has returned to work after an extended trip through the west.

It is reported that Machinist John Warzalc is taking up aviation.

Ben Schwartz is going into the florist business if the plants in his office are an indication to that effect. They are very pretty, Ben.

Our deepest sympathy is extended to Yard Conductor Dan McAuliffe in the death of his sister September 7th.

As the cold weather is coming on the fly swatter in the superintendent's office won't have to work so hard.

A new member to the Milwaukee Road family was a boy born to Mr. and Mrs. George Steuer, September 5th. Too bad, George, the rest weren't boys, you would have a baseball nine.

We extend our sympathy to Switchman Frank Girtler, whose father died September 7th.

Alfred Held, switchman, is helping make ends meet during these times of depression by selling a cleaning compound he has devised.

Ray Rossiter, who is unable to hold steady work as a switchman, is operating a funeral parlor on North 24th and West Cherry Streets.

Would like to take this opportunity to thank Major Hoople for the many interesting news items he sends to this column. Why not introduce yourself, Major?

The Milwaukee Terminals wishes Mr. W. E. Campbell every success in his new undertaking

at Tacoma, Washington, and welcomes Mr. M. L. Hynes as new general car foreman at Milwaukee.

Remember to exercise SAFETY FIRST in every little thing you do. It pays big dividends.

Hot Shots from the West T. M. Division

Helen Kirwan

SUPERINTENDENT G. H. HILL held a safety meeting in Mobridge August 25th and nearly 100 employes were present, which is very good evidence that the T. M. Division is interested in Safety First and doing everything possible to prevent accidents and injuries. Co-operation is the watchword of the moment. I hope next month I can report that 3,000 in Miles City attended the meeting and that an addition had to be built on to the Women's Club house in order to accommodate the attendance expected and that we had a full house. Let's don't let Mobridge outdo us.

Fire prevention meeting was held at Miles City August 26th. Mr. Glen said: "I don't know of anything more important right now than Fire Prevention, except Safety First; those two old horses, 'Safety First and Fire Prevention' run a wonderful race together and it is pretty hard to tell which is going to win out."

"Noomie" (C. A. Nummerdor, chief dispatcher) is wearing that "Home Sweet Home" smile again. Mrs. Nummerdor and son, Charles, Jr., have returned home from their vacation in the east and "pop" is mighty glad to see them, in fact he went to Mobridge to escort them over the division.

Another of the male specie is happy as a clam, too, and that's H. A. McMahon. His wife and daughter arrived from Tacoma, and he once more has a place to hang his hat and holler: "When do we eat?"

Yes, and A. J. Frawley, engineer, journeyed to Butte to meet his mother, wife and family on their return home from California, and it is a draw between him and Mickey deciding who missed them most. (Mickey is the family dog.) Mickey met every train going and coming for two months while the family was gone.

Chas. Shine spends EVERY week-end in Miles City, journeying up from Marmarth. He has a permanent wave in his hair, so he isn't coming for that. I'm afraid it will end in being a permanent in his pay check for all time to come. Gentlemen DO prefer them. I'm convinced of that.

Mary Jayne Joiner, of Harlowton, was visiting friends in Miles City the last week in August.

A. E. Moxness spent a few days in August in Miles City and we don't know what he had on his mind but he nearly walked on several of us getting off the train and never even recognized a soul. These high-hat roadmasters—um—um.

Misses Mary and Ruth Ball, daughters of M. M. Ball, carman, spent the last two weeks in August visiting relatives in Missoula, Montana.

The Engineering Department forces are inspecting ties this week. Don't accuse them of going down the track talking to themselves because they are really counting ties.

Delores Wagner dropped in to say "hello" to all the other day on her return from Chicago. We are always glad to see that happy smile of Delores'.

George Hilton spent his vacation in Mobridge, Minneapolis and Rapid City. I didn't ask for details, knowing I wouldn't get the right ones, but knowing George, we assume he enjoyed himself wherever.

Chas E. Peterson and wife expect to spend two weeks in September visiting Mrs. Peterson's relatives in Des Moines. "Pete" meets the folks.

C. A. Capon and family enjoyed a trip to South Dakota to visit home folks during August.

Miss Lucile Anderson, daughter of J. V. Anderson, visited her parents in Miles City during the summer and expects to return east to resume her school work shortly.

R. J. Middleton, Seattle, traveled over the T. M. Division en route east for a vacation trip and is expected to return about September 1st.

Mrs. Kendall, our editor, and Etta, representative of the Women's Club, paid Miles City a visit August 29th. Sorry to have missed you folks, and hope to see you on your return. We are always happy to meet Mrs. Kendall, especially when we've been good and have been sending in items every month regularly for two or three months in a row. You know she has a way with her that makes every stick of type swell up with pride because it's a necessary part of the Magazine.

Kurt Wiel, of the Engineering Department, and Mrs. Wiel spent Sunday and Labor Day in the Twin Cities.

Ann Anderson spent a few days of her vacation in Minneapolis, returning with her parents by auto. The party spent a few days with relatives in Mobridge before returning home.

Great attractions in the Twin Cities, Joe Peschal spent his vacation there also.

Wonder why they don't all pick out some good place to go, like Nebraska, for instance.

Mr. R. A. Webb, of Harlowton, was a visitor in Miles City the week of August 23rd.

H. G. Fuller, of Mobridge, spent August 24th in Miles City. (This was printed under threat of eventual exposure, should we fail to chronicle it.)

Clara Spear is home again. She visited her sister in Seattle for several weeks in July.

Miss Helen Saiva displaced Vern Dalsen in the Car Department as clerk. Helen hails from Tacoma and we've decided we like all

the folk from Tacoma. Even if they haven't much sunshine in the climate out there, they carry plenty in their smiles and we like that.

Des Moines Division Items

Frenchy

MR. AND MRS. HARRY BERMAN have returned from California, where they were called by the serious illness of the former's father. Mr. Berman reports his father was able to visit with him when he first went out but is slowly growing weaker.

Nels Young, section foreman at Clive, has been on the sick list and has been relieved by Dick Houghtaling.

A. D. Kemp layed off in September and visited relatives in Wisconsin. He was relieved by E. Gardner.

Roadmaster T. F. Hyson has a new sleeping place on hot nights, the courthouse yard at Rockwell City. He has requested the authorities, however, to please restrict bands from playing in the grandstand in the yard while he is trying to snatch a few winks.

Fuel Inspector Buetell and Traveling Engineer Einarson made a survey of the mines on the Des Moines Division recently.

A fuel meeting was held at Rockwell City on September 8th which was attended by a goodly number of employes.

A special train brought in the U. S. Army Band of 40 people on Sunday, September 13th.

C. E. McGrew has been appointed agent at Linden and H. Calhoun agent at Varina.

Kansas City Division

C. M. G.

THE following item appeared in a recent issue of the "Ottumwa Daily Courier": "J. W. Calvert, agent for the C. M. St. P. & P. R. R., holds the distinction of being the 'best known man on the Kansas City Division.' No small wonder. He has served on this division since 1897. Calvert has been agent at five Missouri towns, Polo, Liberty, Braymer, Lawson and Chillicothe, and at Washington, Seymour, Mystic and Ottumwa in this state."

On August 13th a son, Gerald Thomas, was born to Mr. and Mrs. P. J. Weiland at St. Joseph Hospital, Ottumwa.

August 15th was the 33rd wedding anniversary of Mr. and Mrs. R. C. Oakes. Mr. Oakes has been in the service as an engineer since July, 1903.

Mrs. Clyde Dornsife was given the distinction of having the most perfect and beautiful gladiolus on exhibition at the Wapello County Fair, held at Eldon, Iowa, on August 24th to 27th, and was awarded first honors.

H. J. Bowen spent a week of his vacation during August in St. Louis and while there attended a baseball game between the St. Louis Browns and the Philadelphia Athletics.

Candy was passed among the office employes on August 29th by Gus A. Daacke in celebration of his birthday, which was certainly good, and was much appreciated by everyone.

Mr. and Mrs. G. C. Sheridan spent the last week in August visiting in Minneapolis as guests in the home of Mr. Sheridan's mother. Miss Martha Zoll, sister of Mrs. Sheridan, is now a guest in the Sheridan home.

A daughter was born on August 20th to Mr. and Mrs. Paul E. Fisher, 826 West Third Street, Ottumwa.

A trip to Hastings, Neb., to visit with her son, was recently made by Mrs. F. M. Barneske, during which visit she accompanied her son, Francis, on a business trip through a part of his territory, going from Hastings to St. Francis, Kansas, and returning.

RAILROADERS WHO RELY ON RAYNSTERS



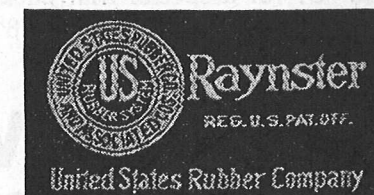
A brand new "Raynster" for C. M. Decker

Mr. Decker is a yardmaster on the Rock Island Lines. There's no "chewing the mop" around the "Doghouse" for this man when a storm comes up. He slips into his Raynster raincoat and is ready for any weather.

"U. S." Raynsters are absolutely weatherproof. No cracking or rotting. Railroaders everywhere choose "Raynsters". More "Raynster" raincoats are worn by Police and Firemen than any other coat.

There's a "U. S." dealer near you. Ask him to show you a "U. S." Raynster.

United States Rubber Company



Engineer Curtis Adcock is off duty account illness. The latest reports indicate that he is improving and we hope that he will soon be able to resume his duties.

Mrs. Art Anderson and children, Tommie, Suzanne and Jack, are guests in the home of Mrs. Anderson's parents in Omaha, Neb., where they have been visiting for several weeks.

Mrs. Wade Smith and two little daughters made a surprise visit in the home of Mr. and Mrs. F. M. Barnoske. They came to Ottumwa on Labor Day and are to remain here for some time.

Mrs. James Morlock accompanied Mrs. W. R. Wilson to Rochester, Minn., in August, Mrs. Wilson going through the clinic of the Mayo Hospital.

On September 11th a daughter was born to Mr. and Mrs. Hugh B. Evans, of Tulsa, Okla. Mrs. Evans is the former Marguerite Kissinger, daughter of George Kissinger, engineer.

Mr. and Mrs. Givens went to Sioux City on September 8th, at which time Mrs. Givens entered the Methodist Hospital as a surgical patient. We are advised that the operation was a success and that Mrs. Givens is doing fine, which we are all very pleased to hear.

Views taken along the Mohawk trail in the Shelburn Mountains and along Deerfield River at Charlemont, Mass., have been received from Jno. Brest, crossing flagman at Washington, who is on a vacation in Massachusetts visiting with relatives.

A daughter was born to Mr. and Mrs. Frank B. Kemp, of Long Beach, Calif., on September 12th. Mr. Kemp is the son of Engineer T. H. Kemp.

Railroad man's favorite smoke

A PIPE and good tobacco is a real man's smoke. Wherever you go you'll find that a pipe is the railroad man's favorite smoke.

Flagman Buckley, pictured at right, is a pipe smoker and he's been at it long enough to know that he prefers Edgeworth tobacco in his pipe.

Edgeworth gives a cool, slow burning smoke that never bites the tongue. You can buy Edgeworth wherever tobacco is sold. Or for a special trial packet free, address: Larus & Bro. Co., 108 S. 22d Street, Richmond, Virginia.

EDGEWORTH

SMOKING TOBACCO



Edgeworth is a blend of fine old burleys, with its natural savor insured by Edgeworth's distinctive eleventh process. For real pipe pleasure get a tin of Edgeworth. All sizes, 15¢ per tin, 15¢ per tin.



A day at Excelsior Springs and playing on the links of the famous Excelsior Springs Golf Club was recently enjoyed by Ferris D. Cooper of the chief carpenter's office, and our ex-office boy, Rex McMinn. Both are good golfers and played a 36-hole match with Ferris as the winner. We eventually expect to see them listed among those to compete for the National Amateur Championship. On September 3rd F. D. C. departed for his home in Lansing, remaining until Saturday, when he left for Dubuque to spend Sunday and Labor Day with friends. A speedy motor trip to Chicago was made on Saturday evening from Dubuque to attend a dance in the Aragon Ballroom to dance to the strains of the renowned "Wayne King Orchestra."

S. C. D. Office J. B.

VACATIONS take us far away,
To distant land or shore;
These are the tales that have been told,
I can't write any more.

To get away from everything,
Mr. Nystrom and family went north,
At Wildwood Lodge is where they stayed,
Went fishing and swimming and so forth.

Joe Deppe and family, with our Lucile,
Drove up to Shawano one day,
Just what they did while they were there,
This writer cannot say.

Jack Poenisch, our boss, has told no tales,
Of what and where he hid,
But I've been told at Phantom Lake,
His family and he were spied.

Jack Bremser vacationed by staying home,
His little girl hasn't been well,
I know it seemed good to little Jane
To hear tales her daddy could tell.

Mr. Frank Brock, our A. R. A. clerk,
Has become a swatter king,
Each time he swats, he kills a fly;
My! What a deadly swing.

You'd think 'twas Spring if you'd hear Steve
Talking of birdies and green,
But it's just the game of golf he plays,
Better than any yet seen.

Our veteran Wible is at the convention,
Meeting old "Milwaukee" workers,
Because of them we've got our jobs,
And because they were no shirkers.

E. Carpenter has gone away,
To visit an eastern state,
And left behind her Ford sedan,
Her almost "second mate."

The Hamanns drove to Chippewa Falls,
They'd planned to go to a lake,
The American Legion was gathering there,
So the change was no mistake.

The circus came to town one day,
And Al was sure to go,
When he got up to leave the tent,
He was better than the show.

Our friend, Bill Tschantz, has bought a car,
He has a girl friend, too;
She calls for him most every night,
I think it's love, don't you?

A photographer from Haynes came out,
Some coupons he did sell,
What has happened to those coupons,
No one is going to tell.

I've got some news of one who left,
As well as those left behind,
Remember our steno, Rose Schultz Hykes,
She and the baby are doing fine.

Splinters from the Wooden Shoe Browning

NOW that the Packer football team has started action, "Brick" Alberts is working the east end turn-arounds out of Milwaukee. Brakeman Fred Breggar has located himself on the west end, the east end kept him going too fast.

Bert Clough, Jerry Miller, George Lefevre, Smoky Haskins and George Waldron are the prize crew on the Green Bay, Oconto and Crivitz run, better known to the men around the shops as the "Mosquito Run."

The easy chair at Oconto has been donated to the Neville Museum at Green Bay.

Engineers Millea and Gunn have figured out a way to get around the 24 hour rule; although they have not placed it in effect as yet. Let's have it, John, why keep us in suspense?

Engineer Peter Bergin was operated on September 4th and is reported improving nicely.

Engineer J. Meulendyke was also taken to the hospital September 8th. John is doing nicely and expect to see him back on the job within a few days.

Due to the necessity of using two stoves in his proposed concrete block garage, A. Lindner has decided to build one of tile. The Buick will probably freeze up with only one stove.

Arthur DeLaurelle has returned from an extended visit from Charles City, Ia.

Colby says to John: "Do you eat these?" John says: "Sure, thanks," and eats the bar of candy. Colby is out five cents—the first thing he ever gave away and then that was due to an error in arranging his words—now he says: "Will you buy this bar?" Experience is a great teacher.

Automobile shipments for western points from our dock at Green Bay for August exceeded last year by 20 carloads.

Mr. M. L. Hynes has been transferred to general car foreman at Milwaukee. Mr. Hynes has been general car foreman on the Superior Division since 1922 and has made many friends on the division. We all regret seeing Mr. Hynes leave us but offer him our hearty congratulations in the promotion.

Mr. E. F. Palmer, of Sioux City, has been transferred to Green Bay in Mr. Hynes' place and we welcome him to our division.

Francis Meyer, of the Engineering Department has purchased for himself a "Mongrel" car; body looks underfed, tires are sore, but have good appetite. Didn't have to give them a feed for four days—then one day he toots the horn at John so as to pass him and, poof, goes the tire. It is also reported that Francis made a trip to Zeller's Chicken Shack and took the seat cushions inside with him so they would be dry when he came out. He has also placed an order with Sear-Roebuck for a set of new tires to be delivered next April.

Congratulations are offered to Mr. and Mrs. C. R. Huntley on the arrival of a daughter. Mrs. Huntley was formerly Magdalen Brown, of the freight office.

We are a little late on this, but just the same we wish to congratulate Mr. and Mrs. Joel Bronoel on their recent marriage. Mr. Bronoel is connected with the Traffic Department.

Yardmaster Tierney may be a first class yardmaster, but he is not so hot when it comes to driving his automobile on gravel roads. Ask him for details as he has several explanations as to how the car happened to turn over. Luckily there were no injuries.

"French" Yeager came into the office the other day all dressed up in a new suit of clothes. He looked so good that he was immediately called to act as flagman on the varnished cars on a first class train to Milwaukee.

Clara Hinlicka Hansen has returned to the office after undergoing an operation.

The Milwaukee Road baseball team finished the season by tying themselves for the City Championship and then was defeated in the play-off.

Now that the baseball season is over the bowling season is about to start. OOMPAH Krug has promised to either drag his old shoes and ball out of two years' retirement or buy a new outfit to help the boys out. Oompah is a good man and everyone is elated to have him on the team. Eric Gehrke will again be captain of the team and the other boys are Peter Maierle, Edw. Leininger and Harry Peterson. This is a little different line-up than last year and we hope that they do as well as formerly.

Idaho Division Notes Gertrude Alden

CONDUCTOR J. P. DOWNEY and wife were called to La Crosse, Wisconsin, account of the death of Mr. Downey's brother.

Mr. P. T. O'Neill, master mechanic, has returned from his vacation spent at his summer home at Spirit Lake. During Mr. O'Neill's absence Mr. J. A. Wright and Mr. F. Bu-

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chanon were here alternately relieving him. (It took two men to relieve "Phil.")

Billy Cutler still continues to come to the superintendent's office with his cigars, but it doesn't do him any good.

Train Detainer R. C. Peterson, the venerable Idaho Division scribe, has acquired the pipe habit for no other reason than that he was presented with a pipe purchased in Scotland. It is a cinch that Dick wouldn't smoke anything but a "Scotch" pipe.

All employees on the Idaho Division were

shocked to learn of the sudden death of Mrs. Myron Richardson, wife of Engineer Richardson, of the Idaho Division. Deepest sympathy is extended to Mr. Richardson and family.

After several months in a Spokane hospital, the wife of Mr. Joe Forte, our section foreman at Ralston, Washington, passed away at the age of 24 years, leaving a small baby and two other small children. The sympathies of the entire division are extended to the Forte family.

Mrs. Joe Healy returned from a visit with her family in Montana, where she spent the va-

cation months. Joe Healy spent a few days visiting in Seattle during the latter part of August visiting with friends.

W. J. Fitzgerald spent a day at Deer Lodge recently and he reports the 18th Amendment strictly obeyed.

Local chairman of the B. O. L. E., Chas. Hankins, has announced that he was moving to Spokane. Of course, Malden regrets this loss, but the timekeeper does not feel that Spokane has made any particular gain.

St. Maries, Idaho

Notes from the Fork of the St. Joe and St. Maries River: (Note the heart of the Columbia River) WIND BLEW THE SIGN DOWN!

Just because Jack Dempsey is staging a come-back, Gus Myers is training his dog "goose-step" to take on all comers. Cullin imported a vicious beast from California, date of battle to be announced later.

Well, as Operators Blond, Colligan and Myers have returned from their vacations, suppose we won't see Cook, Percy or Schmirler for some time. Come over to see us anyway, boys.

Agent Burt talked enough about Pennsylvania so we are all fed up on it, not necessary to make the trip to see that part of the country.

General Chairman Kirby, of the O. R. T., conferred with the operators August 27th.

M. H. Donovan returned from his Wisconsin trip. Saw him in secret conference with Tim Linehan, getting the lowdown on how the cranberry crop is this year. Tim asked me to be sure to put his name in the Magazine, as he had many friends in Wisconsin he would like to write to, but he could not spell some of the towns named after the Indians.

Understand Ed Choate had a few aches and pains, and hearing about Hot Springs being a cure, set fire to his cushion seat in the automobile. Ed said although the spring got hot it was no cure, so tried to sit on a burning cigarette. Quimby and Leyde came to the rescue with the vulcanizer.

Henry Vogel states he could play in any one-man band, as his men have been pulled off and he has so many jobs he sure could qualify.

Alfred Strand is cutting out the Copenhagen, as he has been seen smoking a cigarette.

Grandpa Lee Carlock is all smiles these days. How does it feel to be a granddaddy, Lee?

Chicago Terminals

Guy E. Sampson

WELL, well, September is here again and with it the beginning of another school year, and as we are all only grown up children, we still have a lot to learn and so guess we are in the class that must keep studying. Each year we learn something either something good or something that does not assist us in our life's work. The last couple of years Milwaukee employes have all learned a great deal about Safety First and now at the beginning of another school year may we all take a more interesting part in this study. And not only study but we may all become teachers in this great work by practicing daily the fundamental principles of safe practices that those with whom we associate may also take a greater interest. The monthly meetings of the Safety First committee (of which every employe is a member) are a great place to get new ideas and once an employe starts attending these meetings he hates to miss one. And the Chicago Terminals have proven that once you get started it is hard to keep away from them.

Employees at the west end of the Terminals again have an official watch inspector since jeweler E. H. Smith has been appointed as such at Bensenville.

The "Burke Bros.," Jim and Joe, were among those old gentlemen (and ladies) who attended the Vets reunion at Minneapolis September 14th and 15th. While both men are so far up in years that there is scarcely a single hair between them and heaven, they are not too old to get out and enjoy a frolic with the rest of 'em.

M. J. Wiltsie, another young old man, also went to the Vets meeting. Hoped to meet a great many of his Minnesota and Montana fellow employes there. We know he did.

Switchman Lyall Sampson has moved into a cottage at Ontarioville, just another suburb. Wm. Dohm also moved to same suburb and Chas. Scherer is contemplating the same move. All anxious to get out of the big city and into quiet country life.

Switchman Albert Tompkins and family enjoyed a few days at Wisconsin Dells the last week in August. They sure had the time of their lives so they say.

John Marella, messenger boy, who resides at Bensenville, had a narrow escape Sunday, September 13th, when he and another boy were making better than 60 miles per hour (so he stated) in a roadster. They suddenly came in contact with a telephone pole and all the damage that was done was, the telephone pole was broken square off, the car was a total wreck and Johnnie received a badly cut arm from the broken windshield. There is some talk of having him take up the study of Safety First and insist on his attending every meeting of the committee. Sixty miles per hour on a concrete road by an expert driver is often seen, but two boys making that on a rough, rutty dirt road is altogether out of the question from a Safety First standpoint. Better look out, Johnnie, some telephone poles may be larger and more solid than that one was, and then (?).

We are informed that Engineers John Graves and "Lefty" Wieman went out to Crystal Lake to do some deep water fishing but before they had reached the said deep water Lefty began rocking the boat to the extent that both were capsized in about 4½ feet of water. They immediately went to shore and in the shadows of the nearby willow trees took off their outer clothing and dried that, then off came the underwear and the outer clothing was put on. It was while John had his one-piece undershirt spread over a clump of hazel brush drying, that it was sighted by neighboring people who thought it was the tent of some

gypsy camp. The boys were able, however, to explain their predicament satisfactorily and were permitted to leave the tent stretched there to dry while they caught a nice mess of fish near by. But they did not venture out where the water was deep any more.

Mrs. Marion Rands enjoyed a few days' visit this month in La Crosse at the home of Superintendent H. F. Gibson. Well, who couldn't enjoy a week in good old La Crosse? It sure is some town with a lot of good people who know how to entertain you.

Vila, correspondent from the general office, says in the September Magazine: "If you haven't read Mr. Gillick's offering on page 13 in the August issue," but we can go her one better and say that anyone of our thousands of employes who fails to read every word of his offerings each month is not the interested employe that Mr. Gillick thinks he is. He has always been for a two-way, co-operative organization among the officials and the other employes. Not all one sided, he wants to do his share and be met with the same spirit and believe, his whole hearted service and good will towards those on the ground where every move counts, either for or against a successful business, has done much to make the organization on the Milwaukee Railroad one that is noticed by every other organization. We are known the country over as "The Big Milwaukee Family" and Mr. Gillick is assisting this family by his full page of interesting facts each month, and that page is read with pleasure by all employes and many who are not employes of our road. May the GILICK page continue each month.

Iowa (East) Division and Calmar Line

John T. Raymond

AGENT FRANK ZEISER, of Spragueville, was away several days on account of the death of his father, who passed away at Bernard, Iowa, September 12th. On behalf of many friends on the division the employes' Magazine extends heartfelt sympathy to Mr. and Mrs. Zeiser in their bereavement.

Edward McGuire and George Lane, of Marion, attended the Veteran Employes Reunion at Minneapolis.

Miss Ida Harry, of Marion and Mr. Leo Newswander, of Cedar Rapids, Iowa, were united in marriage at Rock Island, Ill., September 5th at the Methodist Episcopal parsonage, Rev. Sandmeyer performing the ceremony. Mrs. Newswander has been employed for some time in the Clerical Department of the superintendent's office force at Marion. Mr.

Newswander is employed at Cedar Rapids. The young couple were presented with an appropriate gift by the office force, with whom the bride is deservedly popular. They will reside in Cedar Rapids.

Agent A. J. Gibson, of Dixon, was off duty a couple of weeks the latter part of August, C. E. Bell relieving.

Mrs. R. Lee Taylor, of Marion, returned home August 18th after an extended visit with friends in southern California.

Train Dispatcher R. L. Leamon began his two weeks' vacation September 18th.

The writer went to Minneapolis September 14th to attend the Veteran Employes Reunion then spent a few days in Chicago.

Mr. and Mrs. W. R. Barber, of Marion, attended the annual reunion of Veteran Employes at Minneapolis September 14th and 15th.

Miss Hannah Johnson, of Marion superintendent's office force, returned September 9th after a three weeks' trip visiting Banff, Lake Louise, Seattle, San Francisco, Los Angeles and Grand Canyon. Miss Johnson made the 8-hour trip by mule down into the canyon and says three ladies in the party fainted. The writer several years ago visited the canyon and made reservations for the mule trip down Bright Angel Trail but after a cautious peep down the entrance he got fainthearted before the start and cancelled the reservation.

The work of taking up the rails on the abandoned portion of the Maquoketa Line between Long Grove and De Witt has been completed. J. T. Loftus was foreman in charge.

Many friends on the division extend deepest sympathy to Agent L. M. Halsted, at Preston, on account of the sudden death of his son, Burton Halsted, who passed away August 25th.

Mr. and Mrs. N. J. Edwards, of Toronto, Iowa, left September 1st on a two weeks' stay at Excelsior Springs, Mo. D. D. Devore acted as relief agent.

Mr. and Mrs. L. A. Turner, of Marion, enjoyed a vacation of two weeks beginning August 17th, during which time they made a brief visit to Des Moines and Perry.

L. A. Huffman, Oxford Jct., second trick, was away several days starting August 19th, during which time he made a brief visit with Ralph Ogg, at Excelsior Springs, Mo., Clyde Ramsey relieving.

Agent Elmer A. Knock, of Lost Nation, was off duty several days on account of the death of Mrs. Knock's mother September 6th at Preston, Iowa. Friends on the division extend sincerest sympathy to the bereaved family.

Mr. and Mrs. H. T. Dersch, of Marion, left on Tuesday, August 18th, for a trip of two weeks' duration, going to Detroit, Canadian points and Niagara Falls. They went by motor, using their Studebaker eight.

Mr. and Mrs. W. T. White, of Long Beach, California, arrived in Marion September 10th for a visit, going from there to Lost Nation and Chicago to visit relatives. Mr. White attended the reunion of the V. E. A. at Minneapolis September 14th. Mr. White enjoys returning to this annual gathering and the opportunity it affords in visiting with his old friends.

A diamond ball game was played for Savanna September 19th between the Iowa Division and Dubuque-Illinois Division, officials and employes participating. The proceeds go to the relief fund.

Diamond ball game scheduled at Marion September 16th, between the Milwaukee employes, Cedar Rapids vs. Marion, admission 20 cents. Batteries for Marion, A. J. Elder and F. Rasmussen; for Cedar Rapids, Broussard and Mc-

Nabb. A good many tickets have been sold and a good deal of interest is being manifested as to the outcome of this game. The proceeds go to swell the relief fund for the unemployed Milwaukee employes. The notes must be forwarded September 14th, too early to report special features and results of the game.

Mr. and Mrs. Leonard G. Hewitt, of Marion, attended the Iowa State Fair at Des Moines August 31st.

Mr. and Mrs. L. S. Dove and daughter attended the Iowa State Fair at Des Moines September 1st.

J. N. Hutchins, who has been displaced at Spragueville by Frank Zeiser, has purchased a gasoline station near De Witt. Mr. Hutchins and Mrs. Hutchins who has acted at times as relief agent, have given good service during their long stay at Spragueville. Their going is generally regretted by friends on the division who hope to see them back again when business improves.

A. J. Elder, M. J. Skord, H. B. Christiansen, Lyle King and Roy Worthington went to Perry September 3rd to play kitten ball on the Supervisors' team. H. C. Van Wormer went along as one of the boosters for the Marion team. We understand the Perry team made the most errors, but were lucky enough in getting the most scores. We hope for a return game to be played at Marion soon and when that time comes we expect to see the Supervisors on top and the Women's Club treasury receives a substantial increase in funds.

E. E. Edwards acted as relief train dispatcher during vacations.

Second Trick Operator John Nolan and wife, of Cedar Rapids, spent several weeks visiting their son in southern California. W. K. Hodgson acted as relief operator.

The Browns' station agency has been discontinued and a custodian placed in charge. Frank G. Zeiser, who has been working there very efficiently for a number of years, has been transferred to Spragueville.

Merwin Taylor, of Marion, and Brother Kenneth, returned September 1st from two weeks' vacation spent visiting in Boston, New York, Philadelphia and Washington. They took the boat trip from Albany to New York City and visited Mt. Vernon and Alexandria, Va.

C. H. Kennedy, station baggageman, Cedar Rapids, Iowa, spent a week fishing in August at the lakes in the extreme northern border of Minnesota. He tells a WHALE of a fish story: denies that they used any bait from across the border line, and proved the fish story by passing out many fine fish to his friends in Cedar Rapids.

Tacoma Shop Notes "Andy"

LOUIS GRANT called on us the other day, or on September 11th to be exact, just back from attending summer school at the University of Southern California. Louis used to be one of our old sidekicks around here, juggling material for the Store Department, but he is out of that racket now and what's more, we will have to add prof. to his name, because he has been signed up as a member of the teaching staff of the College of Puget Sound. Congratulations, Louis, we knew you could do it.

We desire to report in this issue that Lulu Keyes and Ruth Phelps returned from their tour of California and Mexico safe and single, for when they left they had a sort of an idea that they might meet up with some dashing romantic Mexican matador, but nothing doing, so they have decided to stick to local talent, and anyway those birds have nothing on the local matadors when it comes to throwing the bull.

Well, we sure have to hand the hand-painted cut glass lawnmower to J. T. Kelley as a collector of tinfoil for the children's hospital, for which Al Pentecost is the central collecting station. J. T. used to send it out in

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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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Union Refrigerator Transit Co.
Milwaukee, Wisconsin

bundles, but now it comes out in barrels, yes, sir, we got a barrel of it here the other day. When J. T. Kelley does things he does them in a big way, no foolin'. Many thanks, J. T. K.

Len Hogan, so we have heard, one day sauntered forth in search of blackberries, and his search being successful, he commenced raking in the fruit by the handfuls, and at the same time wondering how anyone had overlooked such a patch, but he was soon to find out, for he had not been there long when he heard some snortin' and wheezin' and when he turned around he was gazing soulfully into the pale blue eyes, or maybe they were green, we lack details on this point, of a huge Durham bull, and not a signboard in sight. At this point there was considerable confusion, the stories of various witnesses were very contradictory, but we take it that Len ran very swiftly, yes, he flew, the hundred yards or feet that separated him from bull, berries and fence, made in nothing flat.

While writing these items, the telephone rings, and we receive the sad news that Chas. Snyder passed away at 7:50 A. M., September 12th. Mr. Snyder has been a conductor on the Milwaukee for many years and was very well known and well liked by all who knew him, and it is with deep regret that we have to chronicle his demise, which followed an illness that lasted for several months. Those left to mourn his loss of whom the writer is familiar are: his wife, Harvey Snyder, chief clerk, D. M. M., Tacoma; Cal Snyder, district accountant's office, son, and three daughters, to whom the Milwaukee folks desire to express their heartfelt sympathies.

The Milwaukee bowling league at Tacoma expect to get under way about September 18th, with six teams in the field. We have not as yet received the entire line-up, so we can turn it in for the sporting page of our Magazine, but will soon as possible.

Wisconsin Valley Division Notes Lillian

A DAUGHTER was born to Mr. and Mrs. William Miller on August 17th. Edward Diebel, car clerk, was at Memorial Hospital for two weeks on account of an injury to his back, received while playing ball.

Mrs. Charles Rieman passed away at her

home at Wausau, Saturday, August 29th, after a lingering illness. Mrs. Rieman was a sister to Mrs. Sam Ash. The division employees extend sympathy to Mr. Rieman, his two sons and Mr. and Mrs. Sam Ash.

Mrs. William Below and daughters, Miriam and Ruth, who visited at the homes of Mr. F. L. Hudson and George S. Wirth for the past three weeks, returned to their home at River Forest, Ill.

Mr. and Mrs. Joe Held have departed for Ishpeming, Mich., to spend their vacation.

Earl Smith, Wausau, 11 years old, caught a thirteen-pound muskellunge, which measured thirty-four inches in length, in Lake Anna, at Winegar.

August has been an ideal month in the north woods, with plenty of sunshine and many cool days for fishing, there have been rainy days, too, needed to help settle the dust of the country roads and for those vacationists anxious to get to their correspondence or their books.

One of the many delightful things about the north this year is the dustless highways. All of U. S. Highway 51, from Merrill, through the entire detour, up through Minocqua, Manitowish and clear to the Michigan line, has been given a fresh coat of oil. Driving in the north is now a pleasure. Highway 26 north of Eagle River through Conover and up to Land o' Lakes and the Michigan line has been dustless for some time. Among the most recent fish catches at Gauthier's resort at Lac du Flambeau, were a nine-pound muskie, 34 inches in length, caught by Mrs. Hamrick, of the DeWitt Hotel, Chicago, also a pike catch by Mrs. Hamrick, ranging in weight from three to five pounds.

Another fisherman at Wildwoods Lodge, Mercer Lake, was Bill Hester, Chicago, who got a large mouthed black bass, 4 1/2 pounds in weight and 18 inches long.

A wall-eyed pike was caught by Frank Dieterson, weighing 5 1/2 pounds, 26 inches in length, also taken at Mercer Lake, near Minocqua. W. Lander, guide of the Minocqua waters reports a wall-eyed pike catch of 10 1/2 pounds in Tomahawk Lake. There were many other prizes, including smaller muskies, pike and bass. The week's prize winner was landed by Thomas Crowley, Chicago, Ill. It was a muskie weighing 46 pounds and was taken from Big Sissabagama Lake while Mr. Crowley was a guest at Pine Ridge resort. In the same lake Mrs. Charles Scripps, Evanston, Ill., hooked a 25-pound muskie. Mr. Kubnick, owner of the resort, reports that in one week 20 muskellunge, weighing between 12 and 30 pounds, were landed. Lake Wausau continues to give up muskellunge to the persistent fisherman, one forty and one-half inches long and weighing twenty pounds having been taken from that body of water during the past week by Raymond Behring and Henry Lutzke.

Professor Palmer A. Czamanske has made his appearance on the faculty of Capital University for the current school year just opened. Professor Czamanske has just completed his master's degree from the University of Chicago and will augment the English department.

Miss Chloris Czamanske has taken up her duties as 8th grade teacher at Horicon, Wis. Miss Evelyn Callahan resumed her teaching duties at Iron Mountain, Mich.

Miss Kathleen O'Brien left for Chicago Sunday evening where she will attend Rosary College.

Miss Kathleen Vachreau and Miss Gertrude Conklin left for Winona, Minnesota, where they will attend St. Thresa College.

Miss Dorothy Dexter left for Milwaukee, where she will attend the State Teachers' Normal School.

Miss Norma Atkinson left for Chicago, where she will attend the Kendall College of Physical Education.

Junior Callahan, who was accidentally shot by a playmate while at play, has left the hospital and is able to be up and around.

Mrs. John Brown is recovering at her home from a sprained back and other bruises received in an automobile accident recently. An uncle, Leary Brown, and daughter, from Birmingham, Ala., also in the accident, are at St. Mary's Hospital. Mr. Brown received severe cuts about the head and three broken ribs, and Miss Brown received a fractured shoulder. Recent report is that they are resting well and will probably remain at the hospital four or five weeks.

Miss Esther Rodehaver, daughter of Mrs. J. C. Rodehaver, was married to Dr. Fred C. Pehln, of Wausau. The marriage was solemnized at Evanston, Ill., on Thursday, August 27th. They will reside at Wausau after returning from an eastern trip. The division employees extend congratulations and best wishes to the happy couple.

Conductor Sam Loomis has moved his family to Wausau and they are located on Fulton Street.

Kansas City Terminal S. M. C.

WE are glad to report that Engineer E. C. Van Buskirk is again able to be about. He says it won't be long now till he will be able to do a hard day's work.

Mrs. Eugene Cunningham is anticipating a trip to the west coast after she returns from visiting in Oklahoma.

Our local office was well represented at Chicago over Labor Day. Bus Beem, Nell McGraw, Cecelia Martin and Mr. and Mrs. Ralph Curtis celebrated the double holiday there. Mrs. Martin says Chicago is too big for her. "Check and double check," from Bus Beem.

When Roscoe Ralls was on the farm he claims that he used to doctor up some of the watermelons to keep the boys from stealing them. The farmers of today are still practicing that scheme because Ralls was the unlucky "buyer" of such a melon recently.

Bert White, of the commercial office, says playing golf is just like getting along with your wife, some days you do and some days you don't.

The Milwaukee Railroad Kansas City golfers will hold a tournament and basket picnic during September and all sod busters should make arrangements to be present.

Harry Vail claims this is his hard luck year for fishing. Every time Harry goes out with hook and line the fish are all on a diet.

We would like reports on how Fred Studt's grapes were this year.

Mr. and Mrs. Anderson attended the Veterans' Convention at Minneapolis.

Anyone wanting an A-number-one Martin house, put in their order to John Lemon, Chillicothe. He guarantees that the Martins will move in just as soon as one of his houses is put up. And they certainly look cute.

Fullerton Avenue Building A. M. D.

HAZEL STICKLER, the attractive little brown-eyed girl from the ticket auditor's office, is wearing a new diamond on the appropriate finger. The lucky man's name is Clarence Clark and he is one of the home town boys of Deerfield, Ill. There are many nice boys both at Deerfield and in the building

badly in need of consolation. All of your friends wish you much happiness, Hazel.

A baby son was born to Mr. and Mrs. Fred Bartels on August 31, 1931. Congratulations.

Miss V. Elleby reports having spent a very enjoyable vacation at Sharon and Sharpsville, Pa.

On Wednesday, September 2nd, Marie Mitchell and her two sisters, Florence and Agnes Gloden, were driving to work when their car overturned. Florence and Agnes escaped without injury but Marie was badly cut from the flying glass. We do hope Marie will be with us very soon.

Well, even "Hard to Get Roy" has fallen at last. On August 22nd Roy Schiffer, of the ticket auditor's office, and Miss Lillian Malmstrom were united in marriage at Lutheran Trinity Church at Seminary and Barry Ave. A reception was held at the home of the bride's parents immediately following the ceremony, after which the young couple left for Rochdale, Mich. May your married life be a long and happy one, Roy.

Ted Eckhart and his family are vacationing in Michigan.

Virginia Martins just returned from her leave of absence. Virginia looks like she had lots of rest.

Louise Palmer will be with us next week after a three week furlough.

Gus Rohde, of the ticket auditor's office, has just returned from a week's vacation. Gus says he didn't take a trip but found some good beer. Next time he goes on a vacation we are going to have a good "slew-foot" appointed to trail along close to him and find out just where this is to be found. Couldn't have been in Chicago, could it, as Chicago is "dry." Then where and just what is the stuff anyway?

Tony Rocco, of the ticket auditor's office, is leaving September 19th for a trip to Georgia. Tony takes this trip quite regularly. Why not let us all in the secret, Tony? Why hold out on your friends this way?

George Weigraf and Mrs. Weigraf have been enjoying a second vacation-honeymoon trip. They visited the home of Mrs. Weigraf in New Salem, N. D.

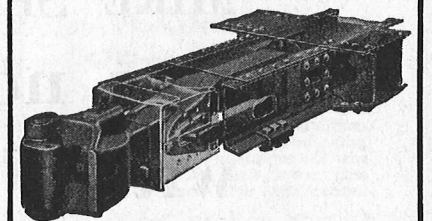


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Mike Sempervivo is engine hostler at the Rock Island Yards in Chicago. No matter how cold and wet the weather he must be on the job—oil-ing the "hogs".

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Some of the good looking sheiks in the ticket auditor's office are thinking of advertising for jobs as gigolos. No names are mentioned but anyone knowing of such a job (or shall we say, position?) can get names of applicants by seeing Mat Cain.

M. Smith spent a few days at New Buffalo, Mich.

D. W. Flint, Grant Miller and Wm. Krause went on a fishing trip. They got there at the right time and had the right bait. After catching all the fish the camp could use, they were out one morning when Flint got a nice strike on a live frog. After quite a fight he landed a small pickerel. From all facts now obtainable it probably weighed three or four pounds. Krause was all for throwing it back but Miller said: "Gimme it! I'll use it for bait." So back in the lake went the pickerel and after a time he was rewarded with a real bit. When the battle was over Miller had a worthwhile pike flopping in the boat. It was the kind of fish ordinary fishermen have their pictures taken with, looking sillier than the fish, and Miller was pretty proud of it himself, but Krause's sporting blood was aroused and he proposed that they "shoot the pike." The others proved as crazy as Krause and they proceeded to rig up a heavy line with the hook from the gaff and overside went the prize pike. Their luck still held and in an instant the whole lake was in commotion. The fight lasted for hours but the rope and the gaff hook held and they finally beached the "Daddy of all Muskies."

A crowd quickly gathered and people came from neighboring resorts to stand with bulging eyes and mouths agape before so monstrous a fish. The boys were a little proud of it, too, and could not bring themselves to eat it. One of them—we do not know which one, said there was only one man worthy to eat such a fish and at the thought they all spoke in unison, "Frank Weichbrod," the venerated president of the Loan Association.

Almost like building an altar, the three fishermen set about building a shipping case and as the shadows of evening approached that night, the mighty fish was on its way to Chicago. The train sped on its way all through the night and as the sun came blazing up in the morning there was a black spot high in the cloudless sky that kept apace with it. After a time there was another and still another. When the train reached Chicago there were many of them, wheeling and circling but keeping ever apace. When the crate was transferred from the express car to the truck seven of the buzzards fainted and the rest took one look at the address and flew down to Frank's house to sit on the back fence and wait. But the truck never got there, nor has it been heard of since except that it was last seen in the neighborhood of 47th and Kedzie.

The revising bureau find the whole trouble was that the boys were so overwrought they billed the fish as "Fish, Salted or Smoked," while it should have been billed as "Fish, Fresh, Dried or Frozen."

Harold Van Meter, of the ticket auditor's office, has just returned from a week's vacation trip to New York by way of Michigan and Canada. While in Canajoharie, N. Y., Harold took a sight-seeing trip through the Beech Nut factories and watched them make chewing gum, peanut butter, etc.

Harry Krumrei and Tom Fitzgerald, of the T. A. office, spent a few days' vacation in Detroit, Mich.

On August 15th, at 5:00 P. M. a very pretty wedding was held at the First Lutheran Church on Ballou and Fullerton Ave. The uniting couple were Mr. Lester Anderson, of the ticket

auditor's office, and Miss Esther Carlson, one of the most charming girls of the freight auditor's office. Immediately after the ceremony a reception was held for the family and near friends of the young couple. They left Monday, September 17th, for a short honeymoon trip to New York City. Both Mr. and Mrs. Anderson have many friends in the building who wish them much happiness in their married life.

La Crosse-River Division Items Eileen

IN the dead of night, when all good little gophers should be asleep, one little fellow, with a genius for mechanics, set about exploring some of the switches in Portage interlocking, and effectively, too, for the switch simply refused to work. No amount of coaxing, cajoling, humoring or bribing could induce the switch to move from its comfortable position, and Operator Graf was well beside himself when he called upon "Diamond Eye" Klemp to work his magic. It was an irate signal maintainer who eyed Mr. Gopher, and heated words ensued. Next morning the body of Mr. Gopher was found beside the tracks. Never more will he tamper with the switches.

On Saturday, September 5th, Miss Dorothy Jorns, daughter of Mr. and Mrs. George Jorns, became the bride of Roland Davies at Milwaukee. They will make their home in Portage, where the groom is employed. Their many friends are wishing them a long and successful life.

Assistant Superintendent W. M. Thurber has returned to La Crosse from a trip to eastern points.

Would like to have been at the Vets' Convention to hear Joe Aman sing "Little Old Log Cabin in the Lane" and some of Walt Shannon's stories.

On the morning of September 12th, on No. 16, Brakeman Mike Ternes found \$30.00 in a purse. Not being able to locate the owner on the train, he made inquiry of some of the other passengers and learned that it might possibly have been lost by a party getting off the train at Winona. The money was turned over to the superintendent for return to the rightful owner, but it was through the efforts of Mr. Ternes that the man who lost the money was located.

Willard Hayes and Mrs. Hayes have returned from a trip to New York, Niagara Falls, Buffalo and other eastern points. Just like a second honeymoon—well, not exactly either, guess this was more of a sightseeing trip.

Tony Schwab is spending a week camping in the northern woods.

Mrs. J. H. Hennessy and son, John, are visiting in Terre Haute.

Engineers Corbett and Nugent and their wives attended the morning and afternoon ball game at Chicago on Labor Day.

Bill Stegman has left the office at La Crosse and is now working with the Timekeeping Department in Chicago. Don't know where the Ford is, but Bill says he is doing his sightseeing by bus.

Elmer has left the wilds and is again living in the city.

Some time during August "Partner" Joe Aman was camping at Squaw Lake, devoting every possible moment to the gentle art of fishing, and the thirty-nine pounder, let me see, did he get away? Well, anyway, Joe says that keg of beer was awfully good.

Understand Helen G. lost her key recently. Like to hear the details.

Sorry we weren't in Portage to witness the excitement. The mutilated screen door gives

evidence of the haste with which Ralph Jorns left the dog house when he saw some cleavers close upon his heels.

Brakeman John W. Kathemann, wife and son, John, and daughter, Marion, are spending some time in Duluth.

Miss Clara Johnson spent a few days' vacation at her home in Minneapolis.

Little Alice Isberner, daughter of Paul Isberner, who underwent a serious operation for appendicitis some weeks ago, is recovering nicely.

Rocky Mountain Division— Northern Montana Max

THE trainmen on this division were visited by the general chairman of the Brotherhood of Railroad Trainmen, L. A. Borden. His main mission here was to inform the members how to properly apply the mileage limitation, which became effective on this division September 1st. This is a movement adopted by the Sixth Triennial Convention, held at Houston, Texas, and is the trainmen's contribution to help the great army of unemployed. By its mandatory provisions of a maximum mileage allowed of 3,500 miles per month in freight service, 5,500 miles in passenger, and 208 hours in yard service, in United States and Canada, it will put 11,000 men to work, and is generally conceded to be the greatest step forward that we have taken since the advent of the 8-hour day movement.

Otto Blotter, water service man on the north end of the Rocky Mountain Division, left for Toronto, Canada, where he will attend the convention of Maintenance of Way members, as delegate from his local organization.

Engineer Douglas, of the Winnett Line, left for Minneapolis to attend the meeting of the Veterans of the Milwaukee Road.

N. H. Fuller, our assistant superintendent, went to Minneapolis for the Veterans meeting and will spend a day in Chicago before his return home.

Brakeman Jenks has returned to his duties on the Agawan Line, after an absence of some time, during which he was operated upon at Rochester.

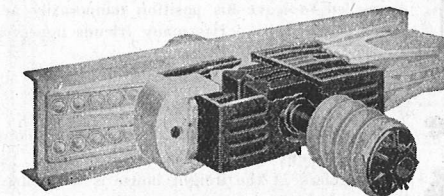
Mrs. F. A. Curtis and daughter, Martha, returned from a visit in California and Chehalis, Washington.

Frank Conrad, switchman, left for a visit with his brother, located at Spokane, Wash.

Conductor Bacon left for an extended visit

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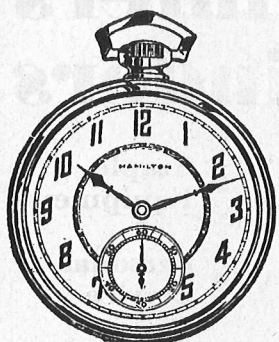
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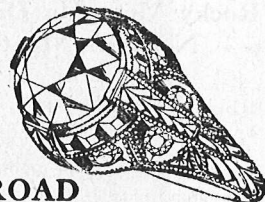


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east, and incidentally expects to spend a few days at the Minnesota State Fair.

We have experienced a great deal of activity during the Central Montana Fair, held at Lewistown, and always point with pride to this yearly event.

Mrs. M. F. Riddell spent several days visiting with the Spayde family in Great Falls.

J. O. Callahan, from Chehalis, Washington, is visiting at the Curtis home, he being a brother of Mrs. Curtis.

E. J. Burns and his wife have returned from Canistota, S. D., where they both took treatments at this famous place, and both report a great improvement in health.

F. M. Bailey, baggageman at Lewistown, is visiting in Wisconsin, his place being filled by C. H. Baker.

A. M. Maxeiner spent the week-end at Helena, where he was looking after his ranch interests.

Every time that people return from a trip, they remark that the country looks better in the immediate vicinity of Lewistown than other portions of the state and the northwest.

With the live stock movement on, business around the Lewistown Yard on shipping dates looks like the good old days when we had lots of work to do.

A. G. Ingalls has returned to his duties as agent at Winnefred, after an absence of a year in California where he went for the benefit of his health.

Tom Gannon, who was doing relief work at Winnefred, Mont., will go to Martinsdale.

Mrs. J. Z. Ramsey, of Denton, Mont., accompanied her mother to Bozeman, where they will visit for several months.

O. S. Porter, cashier at Great Falls, has been compelled to leave his position temporarily account of ill health. His many friends hope for a speedy recovery.

West H. and D.

A few changes have taken place among our office help. Frank Faeth, formerly O. S. and D. clerk at the freight house is now timekeeper in the superintendent's office, taking the place left vacant by the untimely death of Lynn Messick. Jack Sisler has taken the place left vacant by Mr. Faeth.

William ("Bill") Foster has returned from his home at Sumner, Wash., and is now running on the south line.

Dorothy Daniels has returned from a two weeks' vacation spent in Seattle, Spokane, and Portland. It is reported that Miss Daniels took along some specimens of grasshoppers to exhibit on the coast.

Claude Williams is now the agent at Virgil and has already moved his family there and assumed his duties.

We are sorry to report that the Milwaukee diamond ball team did not fare so well this summer. They were only able to finish in the last place. Although they put up a good brand of ball they didn't have the punch to bring in the necessary scores. Manager Larson has hopes of lining up a winning team for the 1932 season.

Frank Fischer, the popular messenger boy, is spending the first two weeks of September on vacation. He is spending most of the time at a lake. His place is being taken by Ivan Kuckleburg.

We now have an up-to-the-minute auditing department, as Mr. Langer recently made his solo flight out at the airport. Mr. Langer is very much enthused over air travel and so don't be surprised to see him drop in on you at any time.

During the State Legion Convention at Rapid City a number of the Milwaukee employees were in attendance and all report a wonderful time. The Aberdeen Drum and Bugle Corps won the state championship for the second straight year.

August 22nd, Miss Alivia Rehfeld, former timekeeper in the office of Division Master Mechanic Hopp, resigned and left for Butte, Mont., where she is to marry Robert Humphrey, former secretary to Superintendent H. M. Gillick. The Milwaukee family send best regards to Bob and Dibby and wish them the best of luck.

The lunch room of the Interstate in the Milwaukee Depot is being newly painted and its appearance is causing considerable comment from the regular patrons and the traveling public. It is said to be the prettiest place on the entire system.

Information has reached us that WJZ, after securing a reservation and putting his grip on H. & D. No. 6 Sunday night the 26th, let the train leave town without him. The gang would like to know the reason for such action—perhaps the little blonde who accompanied him to the train was a contributing cause—who knows. Also, where did he spend a perfectly good Sunday evening? Come on, Walt, let us in on the secret.

Due to heat, illness, depression, "Days of 81," rodeo and many alibis, we have missed a couple of months in sending the items for the Magazine, but are back on the job now and we would like to have every department represented, so help us out.

Madalyn Neumiller, who has been employed as clerk at the Aberdeen roundhouse, has been promoted to the position of stenographer in the division mechanic's office in place of Jane St. Clair.

Mr. Kane, chief clerk to Mr. Gillick, has recently moved his family here from Minneapolis and they are living on Sixth Avenue.

Sam Toney, our janitor, returned the 25th of August from a ten day vacation spent in St. Louis, Chicago and the Twin Cities. While in Minneapolis it was reported that he was seen in the company of a charming young lady. Sam hasn't said much about it, though.

In spite of the heat this summer and the lack of moisture our lawn, with its three large geranium beds, has presented a most striking picture to tourists and the home folks as well. Sam has been working very hard to make it one of the show spots of the Hub City.

The roundhouse boomer dog, who claims only Machinist C. J. Johnson as his master, attended the last Safety First meeting with Charlie. There is no question but what Shep got some good pointers at the meeting.

G. L. R. McCarron is in charge of the F. W. Miller Heating Co. gang at Aberdeen, putting in the new wash out line.

Paul Jensen, lead electrician at Aberdeen, was recently found enjoying himself on the merry-go-round at the Fair Grounds a little way from the city. Bill Miller said that he had the clothes but didn't ride wooden horses, so he looked on.

John Jacobs and his gang electrifying the plant at Aberdeen, are making good headway and report the work over 65 per cent done at this writing. They are doing a fine job and it will be a wonderful plant when completed.

W. C. Marshall, assistant to the superintendent of motive power from Milwaukee, has made several trips to Aberdeen overseeing the work of electrifying Aberdeen terminal. Walter is always a welcome visitor.

Nora Klein has taken over the duties of roundhouse clerk at Aberdeen in place of Madalyn Neumiller, who was promoted to position of stenographer in the division master mechanic's office.

August 1st occurred the marriage of Jane St. Clair stenographer in the division master mechanic's office, to Wilber Kearns employed by the News Printing Co. of this city. The Milwaukee family at Aberdeen are sorry to lose Jane but wish her the best of luck.

Seattle General Offices

Claire E. Shappee

WE are glad to see our telegraph messenger back and better. George Baker took suddenly sick and was sent to the hospital and operated on for appendicitis. When we are used to seeing these boys many times a day, we soon miss them when they are not on the job.

A. V. Amos, of the Traffic Department, and his wife and son were out riding with some friends one evening and on their way home some unknown machine ran into them, turning the car over. They were all badly shaken up and Mrs. Amos was cut about the face. After they climbed out of the car they looked around to find the car that hit them and it was gone. I think possibly that they were afraid of Amos. If it had been Andy it would have been different. Now Amos has decided that if he had used his own Fresh Air Taxi Cab it might not have happened.

It's time for bowling, folks! I hear that Mr. E. Webster, of the Passenger Department, and Mr. H. B. Brownell, of the Traffic Department, are shining up their bowling shoes, but we don't imagine there is much dust on them.

The members of the Great Home Bank are experiencing difficulty these days. Mr. Mumford of the credit committee is on his vacation. In the meantime the financial stringency is on.

Mr. and Mrs. C. H. Buford and son are enjoying a trip to Alaska. They will return to Seattle on Sunday, September 6th.

On Saturday the Milwaukee Women's Club had their annual picnic at Woodland Park. Many from the general offices attended and an enjoyable time was had.

Among the sick list of this month we must mention "Sparky," a little black, curly dog, whose owner is W. A. MacLeod, of the Traffic Department. "Sparky" had an operation on his ear and four teeth taken out. We hope he will soon be well again as his master is quite worried and is afraid to go out without "Sparky."

Of interest to many Milwaukee employees was the wedding of Miss Grace Cummings and Mr. William Nelson. The young couple were very popular and well liked by everyone and we all join in wishing them a long and happy wedded life.

The many friends of Mr. I. S. Crawford were deeply grieved and shocked to hear of his passing after a short illness on August 11th. Funeral services were held on Friday afternoon, August 14th, and conducted by the Sigma Chi Fraternity and American Legion, of which organizations he had been a member.

Mr. Crawford had been with the Milwaukee but two years, serving as assistant general attorney. Prior to that time he served as prosecuting attorney for Rosebud County, Mont., later being associated with a local law firm, later becoming affiliated with the Milwaukee Road.

Mr. Crawford leaves to mourn his loss, his wife, a four-year-old daughter, Ann, and a baby son, John Edward.

Iowa (Middle and West) Division

Ruby Eckman

ELIAS BUGBEE, father of Conductor La Verne Roland's wife, died August 27th at the home of his brother in Rushville, Nebraska. Conductor Roland went to Rushville to accompany the remains to Perry for burial.

D. R. Poole, section foreman at Jamaica, was off duty for a few weeks in August and September. It was necessary for Mr. Poole to submit to a major operation, which was performed at the Perry Hospital.

Mr. and Mrs. Leo Brewer are the parents of a son born the latter part of August. The lad is the first son in the Brewer family and the first grandchild in the family of Car Foreman William Cheek. Leo worked for the Milwaukee in the Car Department until the reduction of forces made it necessary for him to seek other employment, so he went back to the automobile business.

Mr. and Mrs. L. A. Turner drove out from

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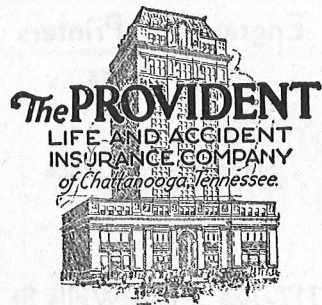
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Marion the latter part of August for a short visit with former friends and neighbors.

Engineer Lon Morgan and wife went to Colorado to spend part of September with relatives on a ranch. Lon has been off duty for a couple years on account of trouble with his eyes, having had cataracts removed and hopes soon to be able to go back to work.

Al Tyler came back on his old run on 7 and 8 the middle of September, after having been on one of the other runs out of Savannah for a few weeks.

Engineer O. V. Robinson had a chance to try his hand at housekeeping in August as his wife and son took a three weeks' trip to New York for a vacation. O. V. ate quite a few meals out, so apparently isn't much of a cook. George Lyons also tried the same kind of work while his family made a trip east to visit relatives.

A. J. Kohles, whose wife is operator at Earling, had a little bad luck at Perry September 10th, but came out of the deal mighty lucky. Mr. Kohles is a representative of an oil company and while at Perry he removed the pump pipe from a partly filled tank car on the siding of an electric line. In doing so he raised the pipe too high and it struck the electric trolley wire and immediately ignited. The first puff and flame burned him about the face, head and arm. A coat had been placed over the hole in the tank car for protection so fortunately the gas in the car did not ignite.

Walter Lindquist, who has been the perishable freight inspector at Perry for the last ten months, was transferred in September to a similar position in Minneapolis. Bert Brandt, of Ottumwa, took charge of the work at Perry in his place.

Miss Kathern Howe, who has been taking a special training course at the American Institute of Business in Des Moines, since she was displaced by a senior stenographer at the roundhouse, has recently secured a nice position as secretary to the president of the Vibrolithic Corporation in Des Moines.

C. E. Evitts, labor foreman at the Perry roundhouse, was able to return to work the latter part of August after being off duty for several weeks on account of an operation.

Mrs. Mason Hildrith, whose husband is in the Perry Store Department, and her daughter, wife of Machinist Orin Lutze, spent a couple weeks of August and September on a trip to Portland and other western cities.

Mr. and Mrs. Antone Michelson, of Perry, are the parents of a son born August 21st. Antone is on the labor force at the roundhouse.

When the train dispatchers' vacations were over and O. P. Byrd, relief dispatcher, went back to work at the yard office, he displaced H. E. Merkle, who had been working the job since his position was abolished. Mr. Merkle took second trick at Coon Rapids, held

by a younger operator, and J. I. McGuire displaced F. A. Bruce from the Dedham agency. Mr. Bruce took advantage of the lay-off to go to South Dakota for a visit with his son, who is working for the government in one of the Indian agencies.

Engineer J. W. Kuykendall, who has been working for a refinery company near Cincinnati, Ohio, completed the work with the company and returned to Perry in August in time to get his children started in school. Jack had the misfortune to be injured a few weeks before the job was completed so that it was necessary for him to be in the hospital for a while. He will go to Pittsburgh to work as soon as he is able.

Betty Marchant was out from Marion to spend a part of her vacation with her father, Train Dispatcher C. C. Marchant.

August 16th, Fay Marie, the only daughter of Engineer Arthur Borg, of Perry, and Lee Jens, of Silver City, Iowa, were united in marriage at the home of the bride's uncle, Engineer Joe Kirkwood. Following the ceremony the young people left for a motor trip through the west. They will reside on a farm near Silver City. Mrs. Jens is a graduate of Iowa State College at Ames. She has been teaching at Silver for a few years.

Friends on the Iowa Division were grieved to learn in August of the death of Lon Kendall, for many years general yardmaster at Council Bluffs, and at one time yardmaster at Perry and Van Horne. Mr. Kendall retired a few years ago.

J. W. Moore, of the Perry roundhouse force, was called to Missouri the forepart of September by the death of his father.

Eddie Elsasser, whom all the other engineers and firemen thought was a confirmed bachelor, surprised his friends in August by announcing his marriage to Mattie Irene Hoeg, of Lincoln, Iowa. The marriage took place August 16th at Rockport, Missouri. Following a wedding trip to Colorado the young people returned to Perry to make their home. Eddie is one of the extra engineers.

D. Magnuson and family, of Milwaukee, spent part of their vacation in Perry at the home of Traveling Engineer S. Einerson.

Engineer Billie Howe and wife took a motor trip to Indiana and Illinois in September, stopping at Danville for a while to visit Charles Armstrong, who will be remembered by many of the old-timers on the Milwaukee. Charles lives at the Soldiers' Home in Danville. He keeps in touch with the former fellow associates on the Milwaukee through the medium of the Magazine.

As has been his custom for some time, Engineer Henry Nichols starts his vacation with a trip to the Veterans' Convention to be followed by a few weeks spent visiting or seeing the sights. This year Henry went to Minneapolis and then back to his old home in Vermont.

From the Banks of the Wabash Roberta Bair

THE bowling season for the Milwaukee Railroad on the Terre Haute Division will be officially opened Wednesday evening, September 16th. The "Milwaukee" will be represented in Terre Haute by the following "wood getters": P. B. Mueller, roundhouse foreman; T. N. Walters, division accountant; George J. Scholl, car distributor; Leo Huberti, superintendent's file clerk; "Brownie" Meads, machinist, and T. I. Colwell, assistant division accountant. This "gang" has been very successful during the past few seasons in coming out on top, and are contemplating doing the same thing again this year.

Mr. William Nelson, from Mr. Tornes' office, was on the division September 9th and 10th, going over the 1932 bridge work sheets with our chief carpenter, Mr. V. E. Engman.

On August 13th the gas-electric car sent here from Sioux City was put in service on passenger trains Nos. 4 and 1, between Terre Haute and Bedford.

This car was used at Sioux City when our present roundhouse foreman, Mr. Paul Mueller was located at that point, and after Mr. Mueller was transferred, it seemed it was impossible to get the car to function properly. It was finally decided to try it out on the Terre Haute Division and since it has been with its former foreman, it has been doing nicely. Somehow we are inclined to believe this gas-electric car was homesick for Mr. Mueller.

Mrs. R. M. Burns, wife of our field engineer, has returned from a pleasant vacation spent with her daughters in Sanford, Florida.

We are glad to have with us at this time Mr. George A. Ehmer, traveling accountant of Chicago.

The marriage of our popular Car Department payroll maker, Miss Catherine Pfeiffer and Mr. Carl Vendel, will take place at St. Margaret Mary's on the morning of October 7th.

Catherine has been with the railroad since 1918 and Mr. Vendel is associated with his brothers, Herman and William Vendel, in the grocery business.

Catherine has been a social favorite in her set and a few years ago, when the Kiwanis Club launched a popularity contest, she was awarded first place as "Miss Milwaukee."

We all join in wishing this young couple a long, happy and prosperous married life.

Messrs. C. A. Lundell and C. E. Whitt, time checkers, have been on the division the last couple of weeks helping to install the new transportation timekeeping system. These men have been with us from time to time and we are always glad to welcome them.

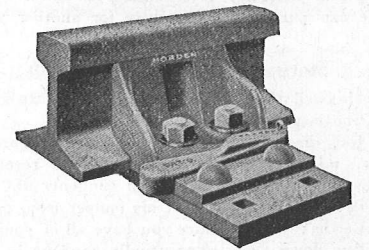
We are pleased to announce the marriage of our lieutenant of police, Mr. W. F. Krienke and Mrs. Grace Osborne. The happy couple have returned from a honeymoon trip in Michigan and are at home to their many friends at 1103 N. 8th Street, Terre Haute. We all join in wishing them an abundance of health, wealth and happiness.

Mr. L. Allen, of Mr. Lodge's office, was in Terre Haute the second week of September, making a check of industry tracks. Louie formerly lived in Terre Haute and belonged to "Our Gang," so we are always happy to have him back with us even for a short time.

Mr. R. L. Whitney, traveling accountant, is with us at this time checking inventory. We are always pleased to have Mr. Whitney with us.

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Constant Reminders

Ticket office signs, passenger and freight car lettering, and right-of-way notices tell the public about "Milwaukee Road," so too do advertisements, timetables, and travel

books. Every employee of the road is a personal representative. Thus the story of rail transportation is told continually, and the reader and listner are constantly reminded of the services the "Milwaukee" renders. One of the leaders among railroad printers is

The Acorn Press

PLANNERS AND PRODUCERS OF PRODUCTIVE PRINTING

1214-1216 Howard Street
Omaha, Nebraska

Mrs. A. L. Burt, wife of our assistant division engineer, returned home September 12th from a pleasant vacation trip to the coast. She was accompanied by her son, Gordon.

Our office engineer, Mr. Walter Osmer, is thankful that hay fever season is about over. He can put his muzzle away for another year now.

Store Department Chargeouts

Maxwell House coffee and airplanes are good to the last drop.

Joe, the golfer to foursome ahead: "Pardon me, might I go through? I just received word that my wife was taken suddenly ill."

Pat: "Ozzie doesn't get his temper from me."

Bertha: "No, I notice you have all of yours."

Run down pedestrians usually wind up in the hospital.

Regarding Fritz Swarts: "And still the wonder grew, how one small head could carry all he knew."

Catherine Vendal (in a fish store): "I don't like the looks of this salt herring."

Clerk, fish store: "If it's looks you're after, lady, you better buy some gold fish."

Ex-Champ at 301 Union Station: "Thou are forgiven, forgiven and forgiven. Your hymn of repentance was pathetically beautiful." (Can be obtained in any music store in 3 flats.) Thanks for your letters-edged-in-black, Tomah. You'll hear from them.

Wouldn't it surprise you WBOW radio listeners if a new feature was announced sounding like this?—"Step right up, ladies and gentlemen. Meet the new brunette baritone, Aaron E. Wright."

Wonder if Pat has to get an approved AFE every time he has his tonsorial work done?

Flossie Mae Waggoner is certainly a charming hostess. The garden party with its gayly colored umbrellas, balloons, baskets of lovely flowers—the wonderful rock garden—the lilly pond and gold fishes. Gosh, no wonder you couldn't get the girls to go home. Catherine, in whose honor this party was given, received some more Fostoria glassware. She has enough now to throw one at Carl each day for one year. Our sympathy, Carl.

You folks who have gone away, do your ears ever burn? They're supposed to, for we talk of you often.

Mr. McConahay, have you ever found a better back-slapper than John Unison? Wouldn't he jar the pipe out of your mouth, though?

How are the Swedes and prohibition up in Minnesota, Mr. Bentley? Same as in Wisconsin?

Since Savanna means "An extensive open plain or meadow," we can picture the Bowens gambling about on Sunday afternoons having a heck of a time. We miss you lots.

Does your crane still go "Woo Woo," Mr. Hedrick? The hen parties aren't the same without you two. Do they know how well you and Harold used to tat on the Terre Haute Division, Buck? Tell 'em about it.

Glad to hear you like your new home, Mr. Cochran. We enjoy getting your letters.

Since Danville is so near Terre Haute, you have no excuse, Mr. and Mrs. Van Etten, for not coming down. You'd hardly know us, we've aged so during the depression.

PLEASE COME BACK! ALL IS FORGIVEN!

Coast Division

"Kirk"

COAST DIVISION ENGINEER R. G. WEBB, now traveling engineer, Harlowton, was in the office last week to look us over. Bob has been a busy fellow since we

last saw him; spent five months in New York testing out a new air brake, which the New York Air Brake people are developing. Come again, Bob.

Mr. D. E. Rossiter, train rules examiner, was also a caller recently. Expect to see a lot of him now that his work will call him here frequently. It sure is nice to see old friends.

Traveling Engineer F. Buchanan is now back on the division, having been acting as division master mechanic on the Idaho Division while Mr. O'Neil was vacationing.

Assistant Superintendent T. J. Hamilton has disappeared for his annual vacation. Don't know where he has gone but I'll bet that it is some place where the fish are known to bite pretty regularly.

Mrs. A. L. Phelps and daughter, Elizabeth, family of Section Foreman Phelps, of Sumner, visited in Attalia with friends the latter part of August.

Mrs. C. P. Baker, wife of Chief Lumber Inspector C. P. Baker, visited for several weeks in Idaho. Have it on good authority that Charlie lived on canned goods during her absence and lost a few pounds thereby.

Mrs. Gerow, wife of Clerk Ed Gerow, recently returned from an extended visit to France and Germany. Ed will have to walk the chalk line from now on.

Lester Prescott, of Tacoma yard office, has taken a leave of absence and is spending a couple of months in Boston and other eastern cities.

Mrs. O. C. Cardle and daughter have recently returned from a trip through the east.

Mrs. Chas. A. Van Horn, wife of Brakeman Van Horn, was called to Rock Island, Ill., last week account her son having been in an auto accident.

Section Foreman Chas. Gilroy, Bellingham, has taken a 90-day leave of absence, his place being filled by Stanley Rauch, of Deming.

Miss Elsie R. Barrett, daughter of Station Clerk R. H. Barrett, of Chehalis, was recently married to Mr. J. Roy Platt, of Chehalis and San Francisco. Mr. Platt is engaged in radio and electrical work. Miss Elsie was one of the popular young ladies of Chehalis and the employees of the Milwaukee wish them well.

Section Laborer John Cox, of Mineral, has gone to Chicago to visit friends for several months.

Miss Carlotta Kelley, of Chicago, niece of Section Foreman J. O. Hower, Rochester, recently arrived at Rochester, where she will make her future home.

Section Laborers John Hartman and Martin Fisher, with their families, left recently for Chicago, where they will spend the next few months with relatives and friends.

Mr. and Mrs. F. W. Rasmussen took advantage of the Labor Day holiday to take an auto trip to Yakima, the Columbia Highway to Portland, where they visited relatives and the Mt. Hood Loop, returning to Tacoma. Fred says it's a dandy trip.

Sorry to report the death of Coast Division Conductor C. A. Snyder the night of September 11th. Mr. Snyder had celebrated his seventieth birthday on April 11th and had a seniority date of June 28, 1915, on this division, coming here from Green Bay, Wis. Charlie Snyder was one of the best known and loved trainmen on the Harbor Line, where he ran train for many years. Harvey Snyder, of the division master mechanic's office and C. H. Snyder, of the District Accounting Department, are sons. The sympathy of the Coast Division employees goes out to the family in their loss.

Roadmaster George Nick has had his territory increased, effective September 1st, by the addition of the Olympic Line.

The B. & B. Department is to be congratulated on the fine response they have made to the appeal for memberships for the Women's Club. They are practically 100 per cent.

Mrs. Carpenter Kendall, accompanied by Miss Etta Lindskog, were visitors September 8th, the Women's Club having a special meeting in order that they might attend and tell of the work. A number of the Tacoma women also attended the Seattle club's meeting honoring our distinguished visitors. Come again, folks.

Vacations are in order at the Tacoma freight house. Bill Clerk Dolle has been away this week, also Yard Clerk Frank Clover. Al Goldsborough, revising clerk, will be away the following week which makes it tough for Tom just coming back from a week of idleness.

Station WLE

Harriet

THE PHANTOM CYCLIST

OUR P. F. I. at Marquette has been entered in the Olympic games to be held at Marquette, January 1, 1932. Mr. Weinberg's track name will be Skinouplis and the contest will consist of long distance, fancy and trick riding. After watching him in training, P. F. I.s and P. F.ets, make no mistake on where to place your money.

Like all great gymnasts, Ralph is a wee bit bashful and just hates publicity, and has threatened to withdraw unless assured that no scribes or critics will be on hand. So self-conscious is he that a nice black Klaxton horn and brilliant head and tail lights supplied with the vehicle have been removed, and Ralph has now found himself in a jackpot with the highway commission, as complaints are being filed that he is actually sneaking up on pedestrians and then just whizzing by with nary a sound of the horn nor a flicker of light.

It has been suggested that due to the vast sums that will, no doubt, be placed on this bicycle riding P. F. I. by the rest of the hot and cold boys, some of the backers prevail upon our champion to replace the accessories, and for heaven's sake, be discreet in his peddling performances.

However, we must consider this thing with a tear in the eye and a bit of sadness in our soul, as there is no question after the date of contest we will lose a loyal P. F. I. and instead of coasting through the beautiful Whelan's Hill Deestrick of Marquette, Ralph will be speeding through the vineyards of France, through merry old England or some other cyclist's paradise. Alas! that's what the public demands of the master or artist; Ah! the curse of fame!

SPARKLING NEWS

When you hear a coupla oh, oh's and ah's, a general buzz in the feminine quarter and feel sort of a bright light around the office, might as well get out the note book and jot down "Announcement of Engagement," and so 'tis. This time it is our slim, always well-groomed little blonde, Ruby Russell. Congratulations to the lucky fellow and our very best wishes of great happiness to you, Ruby.

And now we'll wax sentimental. Musing—sottovoco—"happiness comes in bundles of three," therefore, Abbey, Ruby and now (?) Miriam, we think, from the broad rumor about. Is Miriam going to help keep up the romantic side of the office by wearing the next sparkler?

VACATION TID BITS

Can you imagine the crust of W. R. Wilson sending us during our hottest days of August, a card picturing Canada's best in cooling liquids and said card reading: "Hello, boys, this is no dream."

Millie says vacations are all right, but when Liz goes haywire, they're all wrong.

Mary sez: "What's the use of going on a vacation, when you come back and work an hour it doesn't seem as if you ever had one?"

If you want to know where to get good old spirits, just ask Bob and Ray. What do you suppose they went to Milwaukee for?

POEM BY RAY

Autumn days are almost here,
Vacation days are all over now,
Soon we will see snow flying high;
That makes us forget summer days and nights.
Out of the gloomy darkness of winter though
We can see and hear the long awaited spring-time,
Then once again the good old summer time
Will melt away the cold memories of winter.

WISE CRACKERS

How old is your mustache, Don?

Almost 4 weeks.

Gee, it looks terrible.

What would you suggest—tonic?

No, tweezers!

A fellow can't grow a mustache in peace anymore; they've just got to be telling him he's gonna get married, or trying to grow up and make believe he's a man, and, yes, even blame the forever biting flies on poor Don's mustachio.

Speaking of forever biting flies, it takes Al to do up a swatter with half dozen swats. Comment from Don after Al had swatted a couple of flies: "What were you doing, hitting elephants?"

Party on the telephone talking to Mr. Dougherty: "Have you any wrecks?"

Mr. D.: "Yes, a few right here in the office."

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

Nora B. Decco

A very nice, agreeable person by the name of

Winsor, talked things over with me this evening and along came his wife and said: "I didn't know you knew anyone at Three Forks." Well, but that's easy, we start railroading as soon as we see a name on a pass and are friends forever afterward. He has been to Alaska, he and the "Mrs." on a nice vacation here, there and everywhere, and he works on the Mussellshell Division, which I don't doubt is a nice place to work, but I certainly wouldn't want to work down there, I'd rather stay here—now Helen, don't let that get by you.

We regret to write of the sudden death in San Francisco in August, of Fred Wilkins, son of our former trainmaster, A. E. Wilkins. He had been employed at various points on the Milwaukee line in train service and was well known here on this division. He leaves three sisters, Mrs. Hoy, in San Francisco; Mrs. Young, in another California town, and Mrs. R. H. Brackney, of Three Forks, also Jean, a younger sister, who is with her father in Longview, Wash. Mrs. Wilkins, his mother, died several years ago. We offer this family our most sincere sympathy in this loss.

Mrs. Van Hosen, sister of Mrs. George Spaulding, who has been sick in a Rochester, Minn., hospital for some time, has returned home and is getting along very well. We are all glad to see her back again.

Miss Wilma Van Hosen and Clifford Wilcox surprised their friends on this division September 8th and were married in Butte on that date. Mrs. Wilcox was one of our city's most popular young ladies and Mr. Wilcox, the son of Fireman Wilcox and also a fireman himself, was raised in Three Forks and well known all over the division. We wish this young couple the very best of everything and a long and happy life.

Miss Edith Townsley, daughter of Engineer Townsley, has gone to California for a visit with relatives.

Another wedding of interest here is Miss Hazel Grant, of Bozeman, and Emmett Butler, of this place, on August 22nd. Mr. Butler is the son of Engineer and Mrs. Butler here, and is known by everyone on the division and they all wish he and Mrs. Butler much happiness.

We regret to write of the death of Grace Lee in California early in September. She was well known here, having lived here many years when her father was an employe on the R. M. Division. We offer our deepest sympathy to the family in this loss.

George Coughlin, on the stubbing crew near Lombard, was burned during work and was brought in to the Three Forks Hospital. He is resting very well at this writing.

The Willow Creek section has been discontinued and Mr. White is assigned to Jefferson Island. Mr. Walsh has moved to Eustis from Grace also, on account of the section at Grace being discontinued.

Broadcast from Madison Division

A. C. E.

VACATIONS are practically over. We are back on the job with more pep than ever.

"Reductions"—that is the word most frequently uttered around Madison. Accountant clerk's position in superintendent's office has been abolished. We miss you, Sheldon, and hope you'll be back soon.

Roadmaster clerk's position, Madison, has been abolished. Ben Schultz is very popular. He spends three days at Madison and three at Janesville. There's nothing like a change, is there, Ben?

Mr. W. J. Fagg, agent, and wife have just returned from a two weeks' camping outing at Lake Kegonsa.

Archie Sommerfeldt, warehouse employe, has just returned from a trip through the West. He reports having had a wonderful time.

Miss Welcome Meyer has given up her position in the freight office to enter the University of Wisconsin. Rae Scherneck, one of our "Old Rails," formerly with the Store Department and later with the superintendent's office, has accepted the position vacated by Miss Meyer.

Cashier J. F. Conlin and wife announce the arrival of a son at their home, August 27th.

James Coleman, general clerk, Madison freight office, has just returned to work after a thirty day leave of absence. Welcome back, Jimmy.

We wish to express sincere sympathy to Berdella Niebuhr, whose mother recently passed away.

Our own Caruso, Herman Leppgold, has made a great hit with Madisonians during his brief stay here. He was soloist at the Dane County Fair, was guest artist over WIBA, and sang at the Chanticleer. Congratulations, Herman! We're sure that if you would turn crooner your name would be mentioned with such great ones as Vallee and Columbo.

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CHICAGO

We are all glad to see Frank P. Metzger back on the job after having spent his vacation at his cottage near Eagle River. Frank's first inquiry on his return was, "Have any of the boys been around lately?" The depression must have hurt the fishing business—at least there weren't any "muskies" passed around. How about it, Frank?

Has anyone ever seen a "tap dancing" Ford? We understand Bill Meier has had offers to go on the stage with his.

Madison showed an increase in freight revenue for August over the same month last year.

Wm. F. Dunn, warehouse foreman, is on a two weeks' vacation. Receiving Clerk Murphy is relieving Mr. Dunn, and Leo Harrington has returned to work in the warehouse to relieve Mr. Murphy.

E. A. Herrling and wife and son, Sanford, recently returned from a trip to Niagara Falls.

It looks like we will have a "No Accident Month," at least so far—so good. We want to maintain this record so we can compare favorably with other divisions.

Carl Dahnke, city passenger agent, receives frequent mention in "Betty Cass's Column." We wonder what the connection is?

Do you know when "Car Metz" was in Madison that Dan Kiley put the scale out of commission? We are still without information as to his exact weight.

News Flashes from Janesville

William Siebert, employe at the roundhouse, is recovering from a tonsil operation.

We have had a Madison resident in our midst for the past four weeks. He is none other than our division trainmaster, G. H. Rowley, relieving both the day and night yardmasters.

Chas. Gregory, day yardmaster, has just returned from a very pleasant vacation in one of our western mountain cities—Denver, Colorado.

Passenger business here showed quite an increase during the Labor Day week-end. We'll try to keep the good work going.

Chas. Erickson, expressman at our depot, has had his name relieved from the payroll due to falling off of business.

Mr. A. F. Brohm: Please give us a reply on the Cubs baseball team. You seem to be pretty quiet.

We wonder why Wm. Olson, second trick operator, always visits the Fair Grounds when a circus arrives at Janesville.

S. C. & D. Items

M. F. Kasak

THREE HUNDRED persons attended the annual picnic for the employes of the S. C. & D. Division of the Milwaukee at Riverside Park in Sioux City August 2nd.

Members of the Sioux City Chapter of the Milwaukee Women's Club furnished the ice cream and coffee for the basket lunch, which was served at one o'clock. Mrs. L. A. Cline was general chairman.

Among those from out of town were Mr. and Mrs. A. B. Main and party, from Sioux Falls.

The afternoon was well filled with games and an exciting ball game between the Mechanical and Freight Departments, the game being won by Homer Snow's Slickers. F. R. Doud was an outstanding success at first base, performing like a big leaguer. The final score was 4 to 3 and indicates that it was a lively and well played game. The line-up is as follows:

Freight House

Lonseth, c
Blixt, p
Doud, 1b
Spencer, 1b
Ebersole, 2b
Forsling, rs
Snow, 3b
Philpot, lf
Broome, cf
J. Ebersole, rf

Mechanical Dept.

Malskow, c
Bennett, p
Bower, 1b
J. E. Palmer, 2b
Gustafson, 3b
Kjose, ls
Bazett, rs
Lux, rf
Pauley, lf
Blair, cf

Other contests and winners of them are given below:

Dash for girls, 8 to 10 years..... Catherine Leibold
..... Catherine Leibold
Dash for boys, 7 to 12 years.... Don Mathison
Eliza Crossing Ice.....
..... Mrs. Homer Snow and Jack Ebersole
Husband Calling Contest..... Mrs. E. Cousins
Cinderella's Slipper A. Philpot
Putting Contest Mrs. Homer Snow

Another group of baseball players known as the Sioux Falls All-Stars played a similar aggregation from Sioux City, resulting in the score of 10 to 4 in favor of the S. F. A. S. "Mud" Medin captained the Sioux City out-



fit. B. O. Searles played first base with Sioux City and finally resigned that position to take up umpiring, hoping thereby to put the game on ice. The S. F. A. S. proved too classy and despite the fact that they spotted their opponents 9½ home runs, tossed the ball to the batters and allowed each one securing a hit 15 minutes to make first base, the Sioux City outfit went down in defeat. Al Main knocked so many home runs that they had to make a new rule requiring him to hit 10 home runs before they would allow him to count one.

A great deal of credit is due the Sioux City Chapter of the Women's Club for the able management of the picnic which was a real success.

Zane Jenkins, train baggageman on Nos. 11 and 22 had a red nose during the second day of the Sioux Falls Diamond Jubilee Celebration. We hasten to inform you, however, that it was not the result of a private celebration on his part, for Zane was a member of the clown band and played first snake charmer's whistle.

Mrs. T. P. Cavanaugh and son Mike, wife and son of second trick operator at Sioux Falls, visited in Minneapolis during the last half of August. Tom stood their absence much better than the last time as they did not stay so long and they left the dog for company.

Louis Rabun has been appointed night roundhouse foreman at Sioux Falls. Mr. Rabun comes to us from the Kansas City Division where he was recently transferred from Sioux City. Welcome back!

Section Foreman George Christ and family spent about ten days in Big Stone Lake during the first half of July. George reports fishing as "not so good" and swimming "fair."

Engineer Frazine and wife visited in northern Wisconsin during July. Engineer Leslie Drew and wife spent a week at Big Stone accompanied by Switchman Peter Larson and wife.

E. Quillen Hoberg is now proud daddy of little Nancy Hoberg, who was born on July 8th at 11:45 P. M. Mother, daddy and baby are doing well. The doctor was a little worried about Emil for a while.

Yardmaster E. O. Eckert spent his vacation in Vancouver, B. C. What is the attraction so far away from home, Ed?

O. K. Johnson and family spent a week at Big Stone during the last half of July.

Walt Hauser is out one dollar in this manner: Walt is very proud of his Big Ben and its time keeping qualities. Jerry Murphy and Pete Forsberg were comparing time when Walt horned in to tell them the correct time. Walt noted that there was not over twenty seconds of difference in the time, to which Jerry took exception betting him one dollar that there was over twenty seconds of difference in time, each one covering his watch. Walt was sure of his Big Ben so the bet was on and Pete was stakeholder. When the watches were compared Walt figured he was winner until Jerry called his attention to the fact that it was 11:30 A. M. by his watch and Walt's indicated only 10:30 A. M. No hits, one error and one buck lost.

Engineers Ben Rose and wife, Art Little and wife, daughter and Miss Inez Cobb, of Akron, Iowa, just returned from a three weeks' trip to Alaska the first week of September. They visited Skagway and other points along the coast, also taking the inland trip to Lake Bennett over the White Pass and Yukon Railway, this railroad being built along the trail over which the gold miners passed in 1897 and '98. While in Alaska the party was escorted on a tour of inspection through the largest salmon canning factory in the world at Ketchikan, Alaska. The entire party was very enthusiastic over the trip and stated it was worth many times more the money and time which they spent in making it.

Drafts from the Drafting Room

C. R. O.

IT'S terrible to be so popular. Art Hampel received a beautiful bouquet of flowers from the girls in the S. M. P. office. It was the tenth anniversary of Art's twenty-first birthday, on August 13th, too. Just missed Friday by twenty-four hours.

Sign on blue print room door, September the 11th, temperature at 96 degrees:

"CAUTION: MAN AT WORK INSIDE
—ENTER AT YOUR OWN RISK."

The return of the 95 degree weather was responsible for renewing all of the summer sports. It can't last too long to suit us, but we'd like it about ten degrees cooler.

Harold couldn't keep his mind on his work with the flies bothering him, so his friends presented him with a hickory handled copper wire fly swatter. It's hard to tell whether he is swatting a fly or taking off with his flivver. What he needs is a can of Flit. He can use it on flies in the warm weather and in his radiator in cold weather.

The boys in the office are trying to figure out whether Art S. really had lumbago or if it was just a bad eye tooth. So far no one has been successful in diagnosing his case.

Leonard attended the Akron air races Labor Day and his friends had all they could do to keep him on the ground. It won't be long before he takes a swat at flying himself. There will be no traffic coppers up there, Leonard, here's a chance to balance your account with them.

Vacation time is almost over with and there won't be any more fish stories or high speed records broken until next summer. The boys will be getting ready for bowling soon, and the bets will be on again.

Monty gets up at five in the morning and runs a couple of miles before breakfast. He is getting ready for his annual pummeling. We hope he isn't going to be seen with his smeller bandaged up for a month like he did last year.

He insists on having a side line even at the cost of losing one of his senses. He's a glut-ton for punishment.

"AND WHY," whys Touring Tess, "does not the hitch-hiker who stands at the side of the road wiggling his thumb for a free ride from some softhearted and likewise headed motorist go down to the railroad station and make that same sign at railroad trains?" It's a grand idea, hitch-hikers, you ought to try it, anyhow. Much safer and better for the depression.

Ernest is negotiating for a petition to have the month of September stricken from the calendar. It interferes with his hay fever.

Lady entering Drug Store: "I'd like to get a present for my husband."

Druggist: "Sorry, Madam, but you'll have to have a prescription."

Harold has had a new fan installed, but he can't make up his mind whether he should continue using it for cooling purposes or build an airplane. It has all the earmarks of a good airplane propeller and a Diesel motor. When he turns it on everybody puts on ear muffs. That's what he gets for patronizing home industry.

Belated congratulations are extended to Fred Gregory, of the pattern storage, on the arrival of a baby boy born in July.

Ray returned from his vacation September 14th with a stiff neck and his tonsils sunburned. The skyscrapers in New York City were too much for him. Wonder if he acquired that broad, eastern accent also. If he has he had better not try it on us.

E. S. McConnell, formerly of this office and now with the Anaconda Copper Mining Company, of Chicago, spent a couple of hours here visiting with friends on August 26th.

Iowa & S. M.

V. J. W.

WE wish to thank our "substitute" and his assistants for the noble work done last month in getting out the notes. However, do not let the good work stop. It is very much appreciated.

A group of test cars was operated from the Hormel plant at Austin, September 12th, moving east in train No. 70. The cars used were the new compartment refrigerator, URT 100-000, a standard GAH brine tank, and one of the new basket bunker type GAH cars. U. S. Bureau of Market Standard Electrical Resistant Thermometers were installed in the cars. Two sets were used in the URT car, one in each compartment, which will read 24 relative temperatures in the car. The thermometers are arranged so the readings can be made from the roof of the car, it not being necessary to open the cars en route. The new URT car has eight inches of insulation and will be run to New York without additional icing. Two types of commodities were handled in the car; one end chilled pork, using 7 per cent salt in the icing, and smoked meats in the other end using 5 per cent salt. Eight per cent salt was used in the basket bunker GAH and 16 per cent salt was used in the brine tank. Among those present supervising the test were: Mr. Walter Alexander, president, URT Co., Mr. Syrus Philips, vice-president, URT Co., Mr. Arthur Beatty, general agent, URT Co., Mr. Earl Rummel, representative, URT Co., and Mr. D. S. Westover, chief inspector, Refrigerator Department.

Engineer Earl Wood has moved to Austin from Red Wing.

Cashier and Mrs. Williams visited in Chicago over Labor Day.

Division Accountant R. G. Evenson spent a few days with friends in Duluth during the latter part of August and the news reaches us that he also spent a little time with "Eli" and "Louie" over in Superior.

It was our good fortune to meet former Division Accountant Robert Galligan in Duluth the first part of August. He is now connected with the I. C. C. and was making a check at the D. & I. R. offices. Bob is looking and feeling fine and sends greetings to his many friends on the I. & S. M. Division.

Chief Clerk M. D. Hoff and Mrs. Hoff spent a few days the latter part of August with friends in Minneapolis and Farmington.

Sympathy is extended to O. S. & D. Clerk Harold Flanigan in the loss of his sister, who passed away at her home in Portland, Oregon, during the past month.

Sympathy is also extended to Mrs. Lena Nordin, of the Van Noy, in the loss of her brother, whose death occurred at his home in Madison, Wis., September 11th.

Special Officer J. D. Taylor is busy these days working on a new map of the S. M. Division, especially the Wye and Line into Hollandale. He is making it for the benefit of Charlie Smith, who has had occasion to work in the territory at night. Jim is also interested in the development of a rubber wheel for track motor cars.

Conductor R. J. Thornton and family are spending a few weeks on the west coast.

Considerable comment was made recently when our governor missed an appointment for a radio program, so we feel obligated to announce that our own radio celebrity, Chris "Major" Hagelund came very near missing one. Chris was booked as a feature over

station "WNAX" early in August and after two days' preparation he overlooked the fact that the S. M. still operates on schedule. However, he was so close that the train was stopped and Chris was heard by his many admirers as scheduled. It was not our pleasure to tune in on the programs, but from the number of repeat programs that the Major featured in, it is quite evident that he went over big. He was accompanied by Yankton by Mrs. Hagelund, daughter Magnild and son Jonas.

I. & D. Items

M. G. B.

J. DOUGHERTY, A. DANIELS, M. A. BOST and W. F. Ingraham are up to their old tricks again and had their breakfast at 5:00 A. M., August 29th, ready to start out the day. Mr. Dougherty was 2 minutes late in showing up. He had a good explanation for this. They drove to Castalia where the extra gang was, to look over the new ballasting work.

They returned to New Hampton and Charles City, looking over the other construction work, then went to Spencer and Milford pit.

Mr. Bost and Mr. Ingraham returned to Mason City and Mr. Dougherty and Mr. Daniels continued to Minneapolis. This is just a small day's work for the boys on the I. & D.

W. F. Ingraham, Jr., and family spent a week at Okoboji during the latter part of August, and spent a week at Mr. Ingraham's home at Mason City. W. F. Ingraham, Jr., is assistant to the vice-president of the Fairmont Creamery Co., at Omaha.



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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—Improved 160-acre farm 3½ miles from county seat town on gravelled 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—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—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 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—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 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—An Improved Willis Planimeter, reads M. E. P. direct from Indicator diagram; gives areas of regular and irregular circles or diagrams in square inches, feet, and yards, without any computation; packed in velvet lined leather case with book of instructions that retails for \$24.00. Will sell for \$5.00. A. A. Hagenah, care of Aud. of Inv. and Jt. Fac. Accts., 288 Union Station.

For Sale—Four nicely marked, pedigreed Boston terrier male puppies. F. J. Jiran, Groton, 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.

HERE'S A SNAP FOR A RETIRING RAILROADER—Five-acre irrigated fruit and chicken farm. 19 miles from Spokane and ½ mile off Trent Highway, in the famous Spokane Valley. Buildings—Four-room living house, 1 40ftx20ft, chicken house; 1 32 ftx18 ft, chicken house; 1 20 ftx18 ft, chicken house; also a stable. More than 265 bearing fruit trees. All taxes amount to about \$27.00 per acre per year. About \$400.00 cash will handle this tract, balance \$100.00 per year and interest. Giving it up account old age. H. B. Smith, 1818 S. Hatch St., Spokane, Washington.

For Sale—Six room house on corner lot, 70x125. Furnace heat. Address 1115 S. Sheridan St., Spokane. Price \$2,000.00.—no interest. Write or call H. B. Smith, Terms, \$200.00 cash and \$25.00 per month, 1818 S. Hatch St., Spokane, Washington.

News is received on this division that W. E. Trichter is now a grandfather. His daughter and son-in-law, Mr. and Mrs. Henry Stark, are the parents of a baby girl, Mary Elizabeth, born August 21st. Congratulations.

Congratulations are also in order for former roadmaster on this division, J. A. Larkoski, who is the proud father of Kathleen Ann, born August 14th.

Mentioning old friends, we see W. G. Powrie, from Austin, visiting in the city August 28th.

Mr. and Mrs. Leonard Anderson, chief clerk to the storekeeper at Western Avenue, Chicago, visited Mason City and Clear Lake the last two weeks in August.

While we all like and welcome the new division master mechanic, J. Turney, we can still say that we miss our old friend (Smiling) Alex Martinson.

The father of Mr. McCord, of the Union Refrigerator Transit Co., was a guest of Superintendent Ingraham at Mason City the last week of August. He is associated with the International Harvester Co.

Before we go any farther, wish to say that Claude Faber has a new Robin Hood hat, being a lovely green hat, which he cut to suit his own taste. Claude is now Spike O'Donnell's rival for the role of Robin Hood.

Mallas' ballasting gang left the division September 12th and this was the last of the big gangs doing construction work on the division this summer. We have completed work of about 100 miles of relaying rail and ballasting between Garner and Marquette.

The work all the way through was very efficient and faster than anticipated. The general foreman of the ballasting gang states the work

was done remarkably fast and at less cost than average work of this class.

Miss Mae G. Quinn, bill and voucher clerk in the superintendent's office, spent Labor Day visiting friends in Des Moines.

Labor Day seemed to be a big day for those in the local offices at Mason City. Ruth Scott, assistant division accountant, spent Labor Day in Minneapolis. Freda Catlin, of the Store Department, went to Chicago. Leo Montgomery went to Minneapolis. C. E. Mutschler, chief clerk in the superintendent's office, went to Dubuque.

Mr. C. G. Heinhold and son Carlton, of Mitchell, S. D., visited Mason City the latter part of August.

Mr. F. J. Swanson, district master car builder was in Mason City August 24th.

Miss Edith Olson, daughter of Carman Olaf Olson, visited friends in Cape Girardeau, Mo., during August.

Mrs. George Nelson and children, family of carman at Mason City, left August 26th to visit friends in Casper and Cheyenne, Wyo.

Mrs. John Nelson and children, family of carman at Mason City, visited relatives in Cheyenne, Wyo., and Salt Lake during the latter part of August.

Mrs. Louis Skopec and three sons, of Mason City, visited relatives in South Bend, Ind., during the month of August.

Mrs. Oscar Larson and daughter, Margaret, wife and daughter of car foreman at Mason City, visited relatives in Casper Wyo., week of August 26th.

Thomas McArdle, veteran engineer, died September 4th at Long Beach, California.

He was born August 23, 1854, at Susquehanna, Pa., and came to Mason City in 1881. He had been with the company for 50 years. His death brought to a close the life of one of the oldest engineers on the road. He retired five years ago when he went to Long Beach to live.

Funeral services were held at Mason City. Pallbearers were Wm. McFarlane, Charles Fields, Alec Mottershed, George Buck, A. J. Edmonds and Edward A. Walters.

Bert B. Moore, engineer for many years, died at the home of his brother, Amos Moore, at Mason City, August 28th.

Mr. Moore had been with this company for 25 years, and he had been very ill for the past month. Funeral services were held at the First Methodist Episcopal Church, burial was made at Algoma.

Sympathy is extended to the families of Mr. McArdle and Mr. Moore.

Twin City Terminals

Leda Mars

THE officers of the Milwaukee Division of the Twin City Railway Business Association was selected last month. Miss Elizabeth Hessberg, local freight, was elected chairman; Gene Jacobson, local freight vice-chairman; Cecilia Murphy, commercial office, treasurer.

Miss Catherine Nicholson, of the local freight office, took a three months' leave of absence and will spend the time in Indianapolis, Indiana.

The girls of the local office gave a farewell picnic for her at Minnehaha Falls. The main feature was a gift shower with purchases from F. W. Woolworth store.

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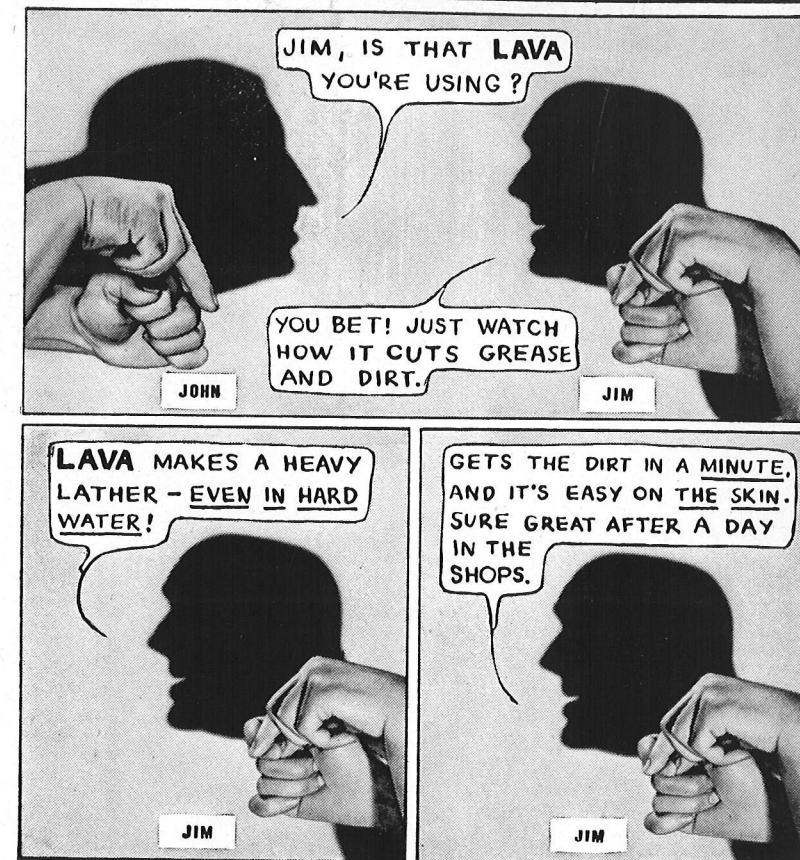
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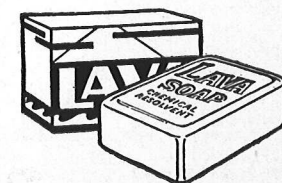
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