

The MILWAUKEE MAGAZINE

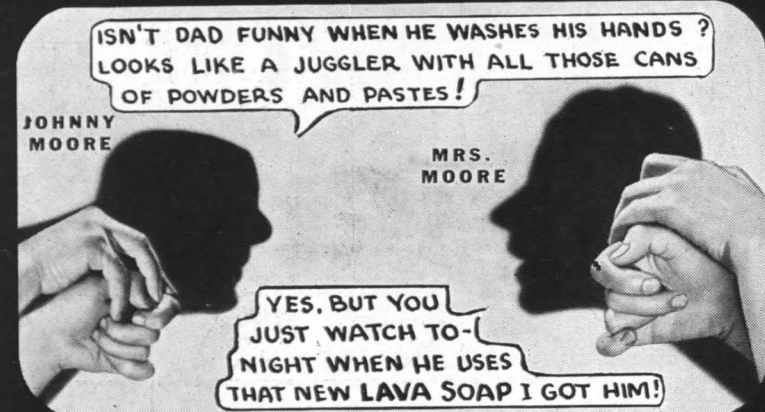
CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

NOVEMBER, 1932

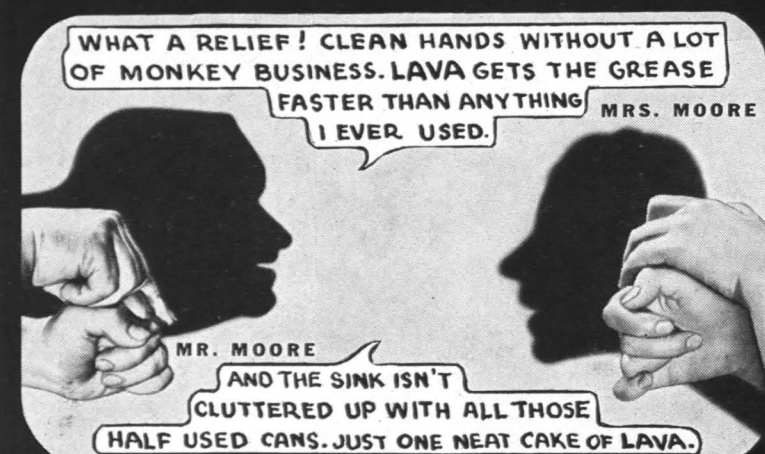


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On Thanksgiving Day?

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THAT NIGHT



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LAVA SOAP
TAKES THE DIRT . . . PROTECTS THE SKIN

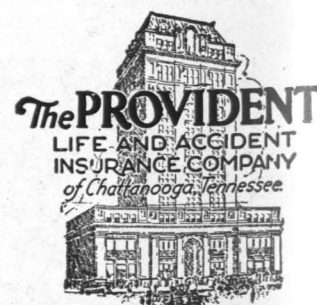
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LEST WE FORGET

A Meditation

By NORA B. DECCO

THE year father made us doll cupboards for Christmas, we were told at Thanksgiving time, we must be thankful for what we had . . . and, after grace, on every Thanksgiving thereafter, as far as I can remember, we were told the same thing. . . . "Always be thankful, if we are all together and have as much as we have today. . . ." it did not seem to make a deal of difference, what it was we had, we should be properly thankful; but this year of all years, for some of us, our powers of being thankful for what we have, are going to be tried to the utmost.

Saint Paul says . . . "Be given to hospitality" . . . and, as I read somewhere lately, that, too, for this year, is quite an order for most of us. . . . However, we presume, he was not so much concerned with what was on the table, as with the welcome to our invited guests, and looking backward to my own remembered Thanksgivings what seems now, the events of the day, were the guests, the table and the hospitality.

This year the urge for something we used to have, to do, the old ways, the getting back to familiar places, simple things that we in our hurry had thought not quite worth while,—we want them back again this year, possibly because it gives us a sense of security to be on old familiar ground. This desire, whatever the reason, to return to a sensible, rational view of things, is after all the real reason for Thanksgiving.

"Don't it please a feller, when he's travellin' through the lan'
That home comes out to meet him, an' takes him by the han'"

In my own home, in those old days, extra leaves were inserted in the extension table, the best white cloth laid, and how that table must have sighed with satisfaction, as later on did we, at the dinner it supported.

The men folks, instead of being busy as they usually were, sat around all day and talked, while the women of the family, as well as any invited guests, were even busier than on ordinary days, bustling to and fro from dining room to kitchen, to cellar, to roothouse.

It could not always have been so, but in looking backward we are apt to remember best the nice things, those we like to remember. I know, as a child, once, bragging no doubt to a young neighbor sharing our Thanksgiving dinner . . . "We always have turkey Thanksgiving, don't we, Mother?" . . . and that wise one seeing so much more than I could see, answered . . . "Why, no my dear, we did not; there was one time we had only beef stew and some carrots, and once had your father not shot a rabbit we could not have had much dinner at all. There was another time . . . but you were quite small then . . . and it does not matter, we always tried to be thankful for what we had"

Once, in Kansas, the bank failed and Father had seven hundred dollars in it. Cosmos grew higher than my head and Mother had us gather some for the dinner table, knowing sadness and worry would not help us. One other time, in our own state, pansies bloomed under the snow at Thanksgiving time. This was the first moisture since early the preceding May; there were no crops that year, but we made ice cream from the snow for Thanksgiving dinner.

The celebrations are held in other homes now and the dinners in the old home are but memories. One beloved is gone on ahead, others—brothers and sisters—are scattered far and near; some of their children are strangers to us now. But each new home and homestead welcomes its own on this day of Thanksgiving, and "Mother" presides as her mother before her, and the cycle is complete.

"God be thanked who giveth me,
Aster bloom and banded bee
Hollow and hill and good green tree."

Today out along the highway, down through the valley . . . the wigwam corn waits solemn in the fields . . . whisking leaves dance to a phantom drum . . . pheasants run through the stubble and a mist hangs low over the hills, in the air the scent of pine smoke . . . fat cattle in the fence corners and geese gossiping around the straw stacks . . . the season of golden and brown hues with their softness and warmth, golden fruits, red and yellow, and brown leaves, yellow corn, yellow pumpkins, yellow cottonwoods . . . willows by a stream, and sunlight on the grass. . . .

May we give thanks for nature, for the ritual of its seasons, the wonder of seed time and harvest. For the road along which we travel and for grace and kindness on the way.

For those disciplines that train us and in the end make for strength and honor. For love that heals our hurts and mercy that lifts us when we fall. May we be thankful for this country of ours, which is after all, for us, the best country because it is our own. For home and family, for rooftop and fireside, and while we so sorely miss one who has gone, may we still be thankful, so many are left awhile.

Give thanks as you watch the staggering steps of your two year old and remember with heartfelt sympathy that neighbor across the way who is grieving because her own little one has gone since last November.

All in all, looking back over those years we all have to remember, we are reassured by the everlasting stability of home and . . . lest we forget, may we this year also, be thankful for what we have.

The Annual

GET-TOGETHER LUNCHEON

of the Milwaukee Railroad Women's Club

The annual Get-Together Luncheon of The Milwaukee Railroad Women's Club was held October 8th in the Cameo Room of the Morrison Hotel, Chicago, with an attendance of 488, which, while not as large as in some previous years, was considered a very good number in these depression times; while in point of interest, good-feeling and a "good time" it ranks as one of the most successful ever held by the Club.

Mrs. Byram gave her greeting, calling attention to the fact that this was our seventh annual get-together, and she commended all the members for the good work they had accomplished. She gave in round numbers the amount of money which the Club has expended in relief work since the beginning of its last fiscal year, April 1st, which is about \$9,000. The membership has increased since August 31st of this year 4,600, which is the best membership record ever made by the Club.

Mrs. Byram made an appeal to the men of the railroad for their active support and cooperation. She said that at this time, as never before, we need their assistance, their support and cooperation, in order to carry on the relief work on this railroad, which promises to be greater during the winter just ahead than ever before. We need the help of everyone on this railroad in order to be able to bring relief to those of our Milwaukee Family who are in need of food, fuel, clothing, good cheer and kindness. We need the help of everyone in order to take care of our children, for it is mandatory on us all to see that our children do not suffer, that they are properly clothed, fed and kept in school. The work takes money, but with the intelligent and loyal supervision and work of our splendid women we can and will measure up to all expectations and do what is needed and hoped for from us.

Mrs. Byram cited some of the outstanding things that have been accomplished, such as furnishing seeds for gardens, enabling many hundreds of our families to raise their own vegetables for summer use, can green vegetables and fruit and put away root crops for winter use. She told of one of the Chapters which had by spending \$39.00 for seeds the spring this fall had a return of manyfold, not only for those raising gardens, but in the way of canning approximately 200 quarts of vegetables in their club house, putting down kraut, etc., so that there would be a nucleus to begin winter operations. She told of commissaries established by some of the Chapters and the wonderful results therefrom; she also told of one Chapter which had, in the spring, purchased some young pigs, fattened them during the summer and at the fall killing found themselves in possession of some 2,000

pounds of pork for later distribution; and all at a very small original outlay and reasonable "carrying charge."

She also told of the sewing groups established in Chicago Chapters by Mrs. H. A. Scandrett, and the splendid work of these women in providing layettes for babies and clothing for older children. She urged the Chapters to make the utmost use possible of their club rooms and to make the young people feel welcome; if possible, to inaugurate auxiliary clubs for the men, for the women and for the children and have them all feel that the club rooms are a real club home. Also to do everything

KINDNESS IS KINSHIP

Kindness is kinship;

He who helps another,

Would he be truly kind,

Must think him brother.

For charity bestowed

By condescending

Issues from vanity,

Nor helps the mending

Of man's bruised spirit,

Consolation pleading,

And, more than all, the balm

Of friendship needing.

possible to make those who are not now in position to be paying members of the club feel they are welcome to come and enjoy the meetings and join in the work.

Mrs. Byram then introduced President H. A. Scandrett, the first speaker of the afternoon. Mr. Scandrett has always been a loyal friend and supporter of the Women's Club and he was greeted most cordially by the company, standing.

Mr. Scandrett prefaced his little talk by saying that this is the fourth year that he has addressed the members of this club at their annual luncheon and he had decided this year the club should not be "inflicted" with a talk from him, but that he had been overruled very promptly by the president-general, Mrs. Byram; and he continued:

"When we met two years ago we had had one year of depression, and we hoped we had seen the worst of it. It is probably fortunate we could not then see what was ahead. Some of us might not have been able to keep our courage, and courage we have found is indispensable. Your organization, your tireless, self-sacrificing, cheerful and cheering work, is one of the sources of our courage. Probably all of us are a little the worse for wear because of the stress and strain—older by more years than the calendar measures—it could hardly be otherwise—but to the extent that we have given our best thought and effort to the old Milwaukee Road and have done

our part in caring for those less fortunate than ourselves, we are the better for it.

I have never doubted that The Milwaukee Road, battered though it might be, would weather the storm because I know the temper and the mettle and the high courage of the men and women who are the bone and sinew and heart of The Milwaukee Road. We are sticking together, and sticking together we are going to be able to stick it out.

Financially we are worse off than a year ago. We haven't earned this year so far, a cent toward our fixed charges and have had to borrow large sums of money. The past few weeks evidenced some improvement. We hope for its continuance. If we are disappointed in this we will just tighten our belts, dig in our toes and work a little harder.

I asked myself if in view of our most unsatisfactory operating results we could afford to make a contribution this year to your welfare work, and the answer was another question—can you, in view of the need, afford not to. That was a full and complete answer, and so Mrs. Byram, here is the Company's check for \$7,500.00, and the last thing I would need to say would be 'spend it wisely.'

The announcement of the generous donation by the railroad company was greeted with spontaneous and tumultuous applause. The money will be needed and will surely be spent wisely, Mrs. Byram assured the President, and then she announced that tucked into the envelope with the company's check was another check, being the personal gift of Mr. and Mrs. Scandrett. There was also a personal donation from Mr. and Mrs. W. W. K. Sparrow.

She then introduced Mr. Byram, always a welcome guest at the Women's Clubs. Mr. Byram cordially endorsed the sentiments toward the women's work expressed by Mr. Scandrett and congratulated the membership on their notable achievements, both in membership and in relief work during the past year.

The speaker of the afternoon, Mr. H. H. Field, Special Counsel of The Milwaukee Railroad, was introduced by Mrs. Byram. Mr. Field, also, has always been a cordial supporter and contributor to the Women's Club. He is greatly beloved by all Milwaukee employees and whenever he is announced to speak at a meeting of the employees his appearance is warmly greeted. He is always their friend, genial, humorous, and sympathetic in his understanding.

Mr. Field was cordially welcomed and spoke as follows:

"A prominent business man of Chicago was once invited to address the faculty of the University of Chicago. He mentioned this to his brother who said, 'are you going to speak to the Faculty of the University of Chicago?' and on being told that he was, the brother said, 'Well you do get yourself into the d—est bunkers'; and when in a moment of weakness, I accepted an invitation to speak on this occasion, I felt myself to be in the same situation.

The question then came up, what shall I talk about? The older I grow the less value I place on what people say as compared with what they do. A parrot can

talk volubly but did you ever hear of a parrot doing anything for humanity or his fellow parrots? And I think that this occasion and what I have heard here, would confirm my opinion of the value of *doing* as compared with *saying*.

The important thing that stands out in my mind, in respect of your work, is the personal contacts you have had, the homes you have visited, the sympathy you have extended to those whom you have aided. It is easy for us to give some money or draw a check, but we do not get the inspiration that you must enjoy in the personal contacts of your welfare work.

I don't call this charity; I don't like that word,—it seems cold and hard. I much prefer the definitions: good affections men should feel toward others; good will; kindness, brotherly feelings.

It is the recognition of what we owe to our fellow men who have been unfortunate or are in need or distress that constitutes real kindness and good will; and, my friends, I believe that out of this world wide depression there will survive a better understanding and appreciation that we are members of one great human family and that the welfare of one is bound up with the welfare of all.

In that age-old story it was the priest and the Levite who were indifferent to the needs of the poor, stricken traveler on the Jerusalem-Jericho road. Possibly they may have said to him, 'We are sorry for you' before they passed by on the other side; but it was the Good Samaritan who acted, who cared for one whom he recognized as a fellow man, and whose example has shone through all the ages and always will stand in contrast with the indifference of the others.

Another thing that impresses me is the intelligent way you go about this welfare

work. You find out the facts so that you may wisely direct your course with no waste of effort or resources.

I congratulate you on your success in alleviating distress, in aiding those who are in need at the right time and in the proper way, in the personal contacts you have made, and which I am convinced have brought you much real satisfaction and happiness.

Some time ago the Board of Directors of this company suggested that I write a history of the Milwaukee Road for the last 40 years or more, and while sitting here I thought that a chapter of that history might be devoted to the welfare work of these noble women with the aid and encouragement of the company.

In an old cemetery in the east there is a stone which was erected to the memory of a woman who passed on many years ago. No one now knows who she was, or anything about her. Perhaps she had not all the virtues of womanhood, for on her stone were inscribed two lines; the first, 'She had her faults,' and below, 'But she was good to the poor.' In the lapse of time the stone has settled so that now only the first line is visible. I have felt often that I would like to take a crowbar and raise that stone so that the visitor might be reminded of her virtues as well as of her faults.

Perhaps if the chapter of history I have spoken of should be written, and if perchance someone, some time, should read the book and coming to this chapter, after perusing the record of the achievements and successes as well as the problems and difficulties of the company, he might say, 'Here was the greatest achievement of all,' lay down the book and reverently say, 'Thank God the Milwaukee and its people were good to those in need.' Thank you."

THE NEXT PRESIDENT TRAVELS via the MILWAUKEE ROAD

The next president of the United States was a recent traveler on the Milwaukee Road.

Rather a temeritous statement in a publication in circulation fully a week in advance of the forthcoming election, yet it is founded on fact. Doubtless you've already grasped its significance.

Yes, both did. The Milwaukee Road was signally honored by its selection as the official route of the candidates of both major parties during the present campaign.

President Hoover chose the Milwaukee Road for his return from Des Moines to Chicago leaving the Iowa Capital the night of October 4th, and a few days previously Governor Roosevelt traveled over the Milwaukee Road from Sioux City to Milwaukee and Chicago. With their entourage both traveled in special trains.

Assistant General Manager Norman A. Ryan was in charge of operating department arrangements. He accompanied both trains and was assisted by local officers over their respective divisions. W. B. Dixon, General Passenger Agent, through whose efforts the trains were

routed via the Milwaukee Road, represented the passenger traffic department as the official convoy. L. J. Benson, General Superintendent of Police, and members of his staff were on-board constantly, working in conjunction with Secret Service officials and with the local police force at towns where the trains were scheduled to stop. L. M. Jones, Superintendent Dining and Sleeping Cars, assisted by Inspector F. J. Wozny, catered to the wants of the distinguished travelers and won high praise for their successful efforts. J. A. Deppe, Assistant Superintendent Car Department, accompanied by members of his staff, supervised the servicing of the equipment and accompanied the trains to guard against possible failures. Frank J. Newell of the Public Relations Department represented the railroad in its relations with the newspaper representatives, of whom a large number traveled with both candidates.

Mr. Roosevelt's train stopped at Savanna, Freeport, Beloit, and Sturtevant where he talked briefly to the crowds that quickly assembled at the rear platform of his private car. Because of the late hour of departure from Des Moines and the early

arrival in Chicago the following morning, President Hoover's train made no special stops.

Considerable secrecy must necessarily surround certain of the arrangements for the movement and protection of trains carrying men outstanding in public life and so well were the plans formulated and executed that not the slightest mishap or confusion occurred while the trains were in our custody.

"Each department involved made every provision for safe, comfortable and on-time service. And typical of Milwaukee Road service the system over, every officer and employee concerned with the movements discharged his particular duty in an efficient manner to the end that all advance arrangements were carried out to perfection," Mr. Ryan said.

Milwaukee Road employees may be justly proud of the distinction of having had their line selected as the official route of the next President of the United States.



Col. C. L. Whiting

The Decoration of the Purple Heart

"Since we know not who waits without there is nothing so interesting as a knock on the door," runs an adage.

One day last month Colonel C. L. Whiting, Superintendent of the Chicago Terminal Division of the Milwaukee Road, answered a summons to his door to find a postman with a registered package. It was found to contain a citation from the Secretary of War and a decoration known as The Purple Heart.

It is explained that The Purple Heart is a decoration established by George Washington in 1782, and is awarded to persons who, while serving in the Army of the United States, perform any singularly meritorious act of extraordinary fidelity or essential service.

Prior to February 22, 1932, the decoration had been awarded to but three individuals, and those awards were made by General George Washington.

The Order of The Purple Heart was revived by President Hoover as a tribute to the Father of the Country in Washington's bi-centennial year.

Colonel Whiting served overseas with the 13th Engineers and was with the first contingent of American troops under fire. He saw two years' active service with the 13th Engineers in France.

The New Freight Car Repair Shop at Milwaukee

A. Reichart

THE new Freight Car Shop at Milwaukee Shops was erected on the site of the old repair tracks, during the year 1929. After its completion, it was duly dedicated with impressive ceremonies which were attended by over seven thousand visitors, who admired the modern structure and its many facilities.

The shop was opened for operation in February, 1930. Employees who were accustomed to work out of doors in all kinds of weather during the winter and summer months were gradually moved into the building where every consideration possible had been planned for their safety, comfort and convenience, to perform their work in an efficient manner.

It is almost unnecessary to mention here that the employees have shown their appreciation for the wonderful conditions which had been provided for them. Their honest cooperation towards greater production and better workmanship are sufficient evidence that they have set up a standard which has little competition from any other source in the car repair field.

This shop is equipped with a unit heating system which is regulated during the cold months so that a comfortable working temperature can be maintained. The ventilators in the monitor type of roof regulate the temperature during the hot summer months to such an extent that the shop is always comfortable.

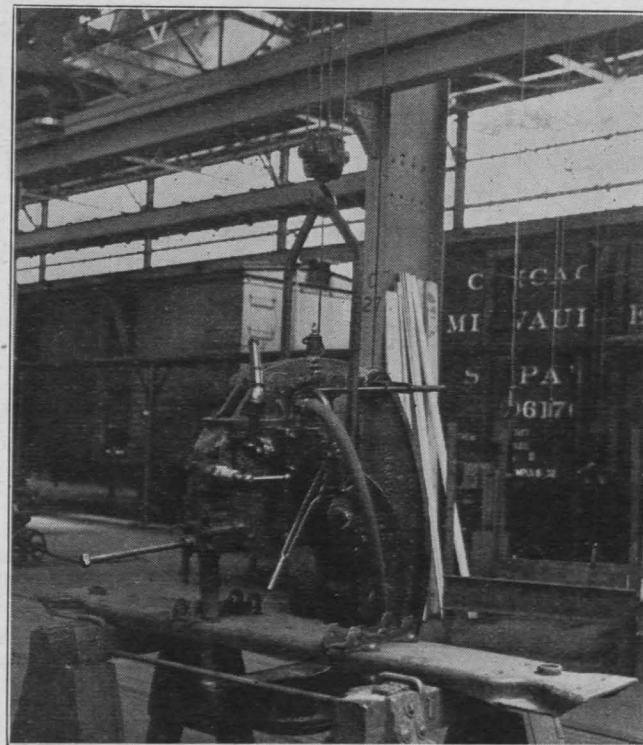
Due to the structure being composed of steel and glass, the light in the interior is equal to the daylight out of doors. The shop has also been provided with a very efficient artificial lighting system, whereby all shadows from cars are eliminated when operating the shop on dark days and at night.

Space does not permit the detailing of all operations performed in the shop. However, practically all cars being repaired in this structure are handled in the progressive plan or the so-called "Spot System." Most car foremen and repair track employees are familiar with this system.

Some of the methods used in this system in the new Freight Car Shop vary considerably from the usual progressive system, inasmuch as cars which are usually jacked

up with car jacks in most places, are raised and set on horses with the use of the overhead, fifteen ton traveling cranes. The entire car is set on horses and the trucks removed in less than two minutes actual time. This same method is followed in lowering the car to the trucks.

The overhead crane performs practically all of the heavy work of handling such material as wheels, cast steel truck frames, bolsters, couplers, draft gears, etc. It removes them and replaces them in the trucks and their respective positions.



Rivets Driven With a Pinch Bug Type of Riveting Machine Are There to Stay

The material used in the upper structure of the cars, such as brake staffs, side plates, roof boards, paper, metal roofs, etc., are lifted by the crane to platforms so that the material is accessible and convenient for the men to apply.

Couplers and draft gears are raised to their positions on the car with the use of telescopic air jacks. This makes the operation safe and economical.

After the cars have passed from the progressive system, they are ready for paint. This operation is



A. Reichart

very unique inasmuch as the paint is sprayed while the car is moving through specially constructed spray hoods. An endless cable is attached to the car, which moves it at the rate of seven feet per minute. A forty-two foot box car is paint sprayed, one coat, in six minutes time. Lettering and numbering of freight cars is also performed in this building and is spray stenciled with the use of special stencil guns.

Undoubtedly one of the most interesting experiments, which proved to be a great success from an efficiency and economic standpoint, was made when the light repair operation was taken into the new Freight Car Shop. These cars are handled on a progressive system, which is a new development in this class of work. This operation has developed to such an extent that practically seventy cars are being passed over one track per eight hours. From the fact that light repairs generally consist of raising of the car, wheel changes, coupler and draft gear renewals, bolster and truck frame replacements, etc., one can readily assume that the overhead crane plays a very important part in this operation. Undoubtedly the crane is primarily responsible for the great economy in handling the light repair cars.

Proper material handling is a very important operation in the car shop and tends to increase efficiency generally. Due to the large volume of material handled and consumed in this shop, lift trucks have been provided to move the material from the store house and supply docks to the designated place in the car shop. Each lift truck operator supplies certain sections of the



Material for Roof Work Is Placed on Elevated Platform from Where It Is Easily Applied to the Cars

shop and they have become very efficient in supplying material without any confusion or delay.

Besides making repairs to cars, considerable manufacturing and reclaiming is also performed in this shop. During the first five months of this year, over sixteen thousand brake beams have been repaired. The method used in repairing is systematic and lowers the cost to a very nominal figure. This is only possible because of the efficient machinery used for dismantling and assembling, as well as the crane facilities for handling the beams, which are brought in carload lots. The electric lift trucks handle them to the Store Department in skid loads.

Couplers, with riveted yokes, which have defects, are cut apart with the use of the acetylene torch. Such couplers which have cracks and fractures, within the limits of the ARA recommendations, are repaired and riveted with a seventy-five ton riveting machine, which drives rivets efficiently and economically.

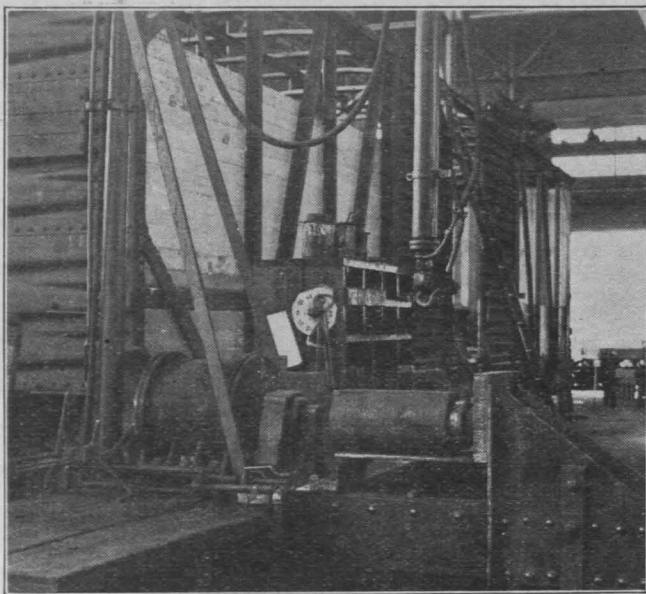
Draft gears from this shop, as well as many which are received from outside points, are all thoroughly inspected and repaired so that they are in first class condition in every respect. Special pneumatic presses and clamps have been devised for the handling of this work.

Cast steel truck frames and bolsters, which require welding of fractures and worn surfaces, are readily handled with the use of the traveling wall cranes. A considerable number of these frames are welded, straightened and repaired daily, all repairs made to meet the ARA specifications.

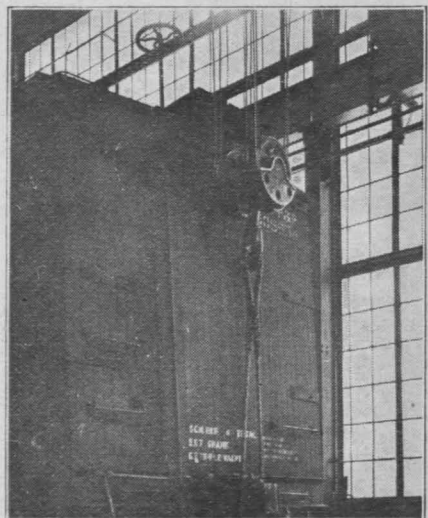
Efficient machines, such as hydraulic straightening presses; Universal type combination punching, shearing, coping and slitting machines; deep throat punches, with spacing tables for large plate and shape work; pneumatic Pinch Bug type riveters; electric rivet heaters; Hicycle reamers, drills and nut runners; automatic cut-off saw and gaining machine for flooring and siding, as well as a number of other wood working machines, have been provided, all of which tend towards greater production at lower costs.

Removable scaffolds, which have been built in twelve feet sections, have been placed throughout the shop where scaffolds are necessary for employees doing repair work on cars. The portable feature of these scaffolds is of considerable benefit as they can be moved into any location in a very short time.

In conclusion, the facilities above described have provided a car repair plant of such flexibility and practical efficiency that



All Defective Parts of Draft Gears Are Replaced With the Aid of the Pneumatic Press



Steel Cable Sling Around the Coupler, to the Crane Hook, is Safe and Fast Way to Raise Cars on Horses or Trucks



Brake Beam Truss Rod Nuts Are Turned Off or the Rod Is Snapped Off With the Use of This Machine. No Acetylene Torch or Chisel Are Necessary on Battered Treads or Rusty Nuts

it meets all our car repair requirements in a manner which fully justifies its existence.

"Has Anybody Here Seen Kelley?"

D. C. Peck,

Warehouseman, Deer Lodge, Mont.

THREE score and ten with an ante of ten years is the life span so far of the

youthful John Joseph Kelley, recently retired under the pension of the Milwaukee Pension Association.

Mr. Kelley was born in County Kerry, Ireland, March 25th, 1852. At the age of eleven years he set his face westward from the native haunts of brawny men to the shores of a newer and more promising land. His first job was that of cabin boy on a coastwise square rigger plying between New York and Cuba which he held until the age of sixteen when the spirit of "Westward Ho" took possession and he sought his future and possible fortune.

In May 1878 he enlisted with the Milwaukee at Monroe, Wis., and his life story reads from thence with the roadway forces, coming west with the extension. He has worked for a number of years past as Section Foreman and Extra Gang Foreman, with a record that is the envy of all men in this branch of the service. "NO REPORTABLE ACCIDENTS" either to himself or the men working under him.

Of a jolly nature, he is at once the friend of all who meet him and his disposition radiates to every group in which he mingles.

Clog dancing, say "You couldn't beat me (him) with a club." With eighty years on his shoulders he can make many a man years his junior blush at his antics.

The Supreme Court of the United States Defines Good Will

By W. D. Stevenson

"GOOD Will is the disposition of a pleased customer to return to the place where he has been well treated."

It is a most opportune time to talk Good Will. We are nearing the holiday season when "Peace on earth, good will toward men" should be in the hearts of all of us. The good will that disposes a customer to patronize your railroad and the good will known as "Christmas Spirit" are one and the same. Good Will is born of service. Service, humanly interpreted, is "Good will toward men."

Service is the spear head of success. Every Milwaukee employee should absorb the ideal of Service and Good Will. He should constantly preach Service and Good Will to his fellow employee. He should take pride in his railroad. The urge to make his railroad and its service more pleasant, appealing and inviting is part of a service that builds Good Will.

Good Will can neither be bought nor built over night. It is never superficial. Good Will is born of ambition, sincerity, persistence, courtesy, a love of retailing our service and of one's fellowman.

The Yuletide season is a wonderful time to create Good Will, when "folks are friendly and hearts are mellow." It may be the investment of an extra smile, the unusually helpful attitude that helps create a railroad's personality, always suggestive of "Service with a Smile."

Build into your 1933 budget the thought of Good Will. The appropriation is not one of dollars, but one of courteous, helpful and appealing service.

ACCIDENT SAFETY FIRST PREVENTION



E. A. Meyer

To All Employees:

Since I have been placed in charge of the Safety Department I feel as though I have a personal interest in every employee on the Milwaukee Railroad, particularly where their safety is involved. It will be my aim to help you in every way that I can to point out how you can help yourselves. Through this means I hope it will be possible to save employees from losing their lives or suffering disabling injuries. I want each employee to know that I will do everything in my power to keep him from being involved in a personal injury accident.

No doubt you will be willing to help me in helping you. It goes without saying that I must have the cooperation of every man and woman on the Milwaukee Railroad in order to make it possible for me to help you as I have proposed. There is still much to be done in the safety work. What good records have been accomplished in the past must be bettered to the extent that we will eventually have a 100 per cent safety performance. I am counting on your assistance in making this possible.

E. A. Meyer,
Manager Safety Department.

Be in Good Mental and Physical Condition

Paper read by John H. Mack, Section Stockman, Before the Tacoma Store Department Safety Meeting, October 3rd, 1932

SAFETY FIRST embraces in its scope not alone the prevention of accidents and the elimination of the causes that lead to accidents, but also the safeguarding of one's health so that we may be at all times in the best mental and physical condition to perform the duties allotted to us, as it is well known that many accidents occur when our faculties are not at their best.

To this end we should have the necessary amount of sleep, avoid worry and keep a tranquil mind. We then can apply ourselves to our work with more confidence in our ability to perform it safely, and yet we must not become overconfident.

The personal injury figures for the month of August and the eight-month period, 1932, are as follows:

	August, 1932			August, 1931			Increase or Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	—	10	6	—	10	6	—	—	—
Lines West	—	4	2	—	2	1	—	+2	+1
System	—	14	8	—	12	7	—	+2	+1
An increase of 17% in reportable cases.									
	8 Months, 1932			8 Months, 1931			Increase or Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	10	89	57	7	102	82	+3	-13	-25
Lines West	—	24	13	1	13	17	-1	+11	-4
System	10	113	70	8	115	99	+2	-2	-29

DIVISIONS WITH CLEAR REPORTABLE INJURY RECORDS DURING THE MONTH OF SEPTEMBER, 1932

The records show that all of the following divisions completed the month of September, 1932, without a reportable injury and those shown with the star prefix also went through the month without a lost time injury:

- *Dubuque & Illinois
- *Iowa
- *Kansas City
- *Madison
- *Superior
- Iowa & Dakota
- Iowa & Southern Minnesota
- Idaho
- *Sleeping & Dining Car Dept.

The safety contest results for the eight-month period ended August 31, 1932, show the following officers at the top of the list in their respective groups:

NAME	TITLE	DIVISION
C. E. Elliott	Superintendent	Terre Haute
P. L. Mullen	Master Mechanic	Dubuque and Illinois
F. J. Swanson	General Car Dept. Supervisor	Northern District
M. J. Gruber	Asst. Supt. (classed with Trainmasters)	Terre Haute
A. M. Martinson	Asst. Master Mechanic (classed with Traveling Engineers)	Milwaukee (1st Dist.) and Milwaukee Terminals
W. E. Ring	Division Engineer	Trans-Missouri
T. McMahon	Roadmaster	LaCrosse and River
O. E. Blake	Chief Carpenter	Trans-Missouri
G. W. Dahl	General Yardmaster	Dubuque and Illinois
J. P. Fahey	Agent, Large Freight House	Minneapolis, Minn.
F. S. Peck	District Storekeeper	Middle District
O. J. Fohey	Signal Supervisor	Marion, Iowa
J. G. Wetherell	Asst. Engineer	Milwaukee Grade Separation
G. Lamberg	Locomotive Shop Supt.	Minneapolis, Minn.
L. B. Jensen	Passenger Car Shop Supt.	Milwaukee, Wis.
John Reinehr	Shop Supt.	Tomah Shops

We may have done a certain thing safely so many times that we do it mechanically, so to speak, without any conscious thought, but there still remains that possibility that is well expressed when we say "There is many a slip between the cup and the lip," so it is better to be overcautions than overconfident.

With regard to the Rules of Safety governing our work, there are some that seem to me to stand out prominently. In the Maintenance of Way book we find under the heading "General Notice"—

"Always play safe, use common sense and study your work to prevent accidents and improve yourself."

Rule 13 in the same book tells us, "Don't shirk, do your share, keep your actions safe." In the Mechanical Book of Rules, Rule 1 says, "Employees must not rely upon the carefulness of others, but must protect themselves when their own safety is involved," and Rule 2, "Team work is essential to safety. When working in groups, all concerned should understand the moves to be made, with full consideration to safety."

These rules, kept in mind at all times, will do much to minimize the possibility of accidents and the suffering and hardship that follows.

Cheating Ourselves

THE story is told of a dishonest worker. He and his family were roofless, whereupon a certain good Samaritan decided to surprise this poor man with a comfortable home. So, without telling his purpose, he hired the builder at a fair wage to build a house on a sunny hill, and then went on business to a far-away country. The builder was left at work with no watchman but his own labor. "Ha," said he in his heart. "I can skimp the material and scamp the work." So he went on spinning out the time, putting in poor service, poor nails, poor timbers.

When the good Samaritan returned, the builder said: "That's a fine house I built on the hill." "Good," was the reply. "Go move your folks into it at once for the house is yours. Here is the deed." The builder was thunderstruck. He realized that, instead of cheating his friend he had been industrially cheating himself when he did not know it was his own house he was building.

EQUAL

A very thin man met a very fat one in the hotel corridor. "From the look of you," said the latter, "there might have been a famine."

"Yes," was the reply, "and from the look of you, you might have caused it."

The Ship by Rail Movement

An event of far-reaching consequence occurred in Chicago on September 30, 1932 when 75 delegates, representing Ship by Rail Clubs and Railroad Employees' and Taxpayers' Associations and Citizens' Leagues met to take preliminary steps toward extending these organizations in their own states as well as other states and toward the formation of a National body to serve as a point of contact for the various state associations and to coordinate their activities. It was decided to form only a temporary organization at present to assist in the formation of other similar movements throughout the various states of the Union to be followed by a permanent association when the work of organization had been completed. In addition to a general committee of 21 representatives there was formed an executive committee of six to head the activities of the temporary National organization. Mr. H. H. Parker of Virginia was elected General Chairman, Mr. C. E. McIntosh of Iowa, Vice-Chairman; Mr. E. J. Foley, of New Jersey, Vice-Chairman; Mr. W. L. Hurlinger of Minnesota, Vice-Chairman; Mr. H. O. Hewitt of Ohio, Executive Secretary, and Mr. G. L. Phillips of Kentucky, Executive Treasurer.

The purpose of the movement is outlined in the following resolution adopted by the National organization, which will be known as The National Railroad Employees' and Taxpayers' Association: "Therefore, be it resolved by a unanimous vote of all here present, that we pledge the Committee to restrict its activities to fostering the use of railway transportation, and working in every legitimate way for the correction of inequalities in regulation and taxation which exist as between the railways and competitive methods of transport, such efforts to follow—and in no case to overstep this policy."

On October 8th, 1932, in line with action taken by the temporary National organization, a meeting of representatives of the various Ship by Rail and Booster Clubs of Illinois was held in Chicago and resulted in the formation of a temporary state association to be known as The Illinois Railroad Employees' and Taxpayers' Association. Mr. L. F. Annable, C. B. & Q. Ry., Aurora, Illinois, was elected Chairman; Mr. R. H. Allen, E. J. & E. Ry., Chicago, Illinois, Vice-Chairman; Mr. S. M. Doheny, Chicago Junction Ry., Chicago, Illinois,

Vice-Chairman; Mr. J. H. Griff, Illinois Central Ry., Chicago, Illinois, Vice-Chairman, and Mr. E. L. King, C. M. St. P. & P. R.R., Elgin, Illinois, Executive Secretary-Treasurer.

The purpose of this movement is to coordinate all local units throughout the State of Illinois and to form additional units. The further purpose of this organization is to seek legislative action on a plan to equalize the regulation of all forms of transportation and thus protect the interests of railway employees and taxpayers; to oppose legislation which unnecessarily increases taxation, or which is of a non-constructive nature; and to secure action against the subsidizing with public funds, of water and other forms of transportation competitive with railroads.

The aims and purpose of our Association, if made effective by statute, we feel confident will make our public highways more safe for the traveling public both by the means of private automobile and highway transportation companies. An equalization of taxes, a safe and sane regulation of all motor highway vehicles, will have a tendency to stabilize our present demoralized transportation systems, thereby providing employment for some of the half million men and women who have been thrown out of employment by the present unregulated, chaotic conditions, a continuance of which adds daily to the disasters and fatal accidents which are so forcibly brought home to the public in general.

We, therefore, urge you to become a member and help support our organization which is, after all, to our mutual interest and the interest of all taxpayers.

E. L. KING,
Executive Secretary-Treasurer,
Illinois Railroad Employees &
Taxpayers Ass'n.

The Coal and Medicine Fund

On October 17, the committee on employees' relief met in Chicago to discuss the question of a relief program for the coming winter.

It was voted to call upon employees for a similar donation as that of last year to this fund, viz.: at least one dollar. This amount may be deducted over a period of four months or paid in cash.

The need will be great this winter and every employee is urged to remember those not so fortunate as to have employment, and to contribute to the extent of his ability.

Jane Whipple Scandrett

On the evening of October 11th, at her home in St. Paul, occurred the death of Mrs. Jane Whipple Scandrett, mother of President H. A. Scandrett of The Milwaukee Company. Mrs. Scandrett was in her 86th year.

She was the daughter of the late Rt. Rev. H. B. Whipple, first Episcopal bishop of Minnesota and founder of Shattuck School at Faribault, Minn. Funeral services and burial took place in Faribault. Besides President Scandrett, Mrs. Scandrett is survived by another son, B. W. Scandrett, executive vice-president of the Northern Pacific Railroad; two daughters, Cornelia W. Scandrett and Mrs. Jane Burt of St. Paul; one brother, General C. H. Whipple, U. S. A., retired; and a sister, Mrs. F. W. Jackson of Cleveland.

Through The Magazine, the employees of The Milwaukee Road extend their sympathy to their president and his family in their loss.

Card of Acknowledgment

The family of the late Mr. Martin J. Flanigan gratefully acknowledge and appreciate the kind expressions of sympathy from their many friends of the Milwaukee Railroad

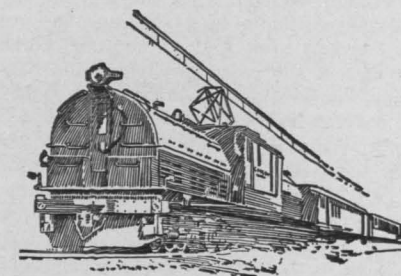
James H. O'Keefe

The many friends on The Milwaukee Road, of James H. O'Keefe, were shocked to learn of his sudden death in an auto accident on September 20th, near Green Bay, Wisconsin. The automobile which was driven by Mr. O'Keefe skidded on a slippery pavement and overturned, killing Mr. O'Keefe instantly and injuring Mrs. O'Keefe and two friends who were accompanying the O'Keefes on a trip to northern Wisconsin.

Mr. O'Keefe entered the employ of the Milwaukee Road at the age of 17 years, working for several years as brakeman on the Madison and Superior Divisions, was then promoted to train conductor and held that position until 1920 when he was transferred to the Chicago Terminal where he was soon promoted to the position of Night General Yardmaster which position he held at the time of his death.

Mr. O'Keefe was an earnest and loyal employee throughout his long service with the company and his passing is mourned by a large circle of friends. He was held in high esteem by the officers of the railroad company with whom he came in contact, and was greatly beloved by his associates.

Chicago, Milwaukee, St. Paul and Pacific Railroad Co.



THE SHIP-BY-RAIL CLUBS

I am sure that every one of us takes much interest in the formation of Ship-by-Rail Clubs by employees of our railroad.

We are all vitally interested in the railroad's welfare and we should do our utmost to make our law-makers realize the necessity for remedial legislation and regulation to the end that trucks, buses, barge lines, etc., and the railroads may be competing with one another on a more equitable basis than now exists.

Railway employees of Minnesota at present seem to have the most complete organization in the West, and when railway employees of other States adopt by-laws and principles along the lines of those adopted by the Minnesota men, much good is bound to come from the efforts of railroad men to make themselves felt in expressing their views on proper regulation of all transportation agencies.

J. D. Finick

Vice-President



OUR LITTLE FOLK

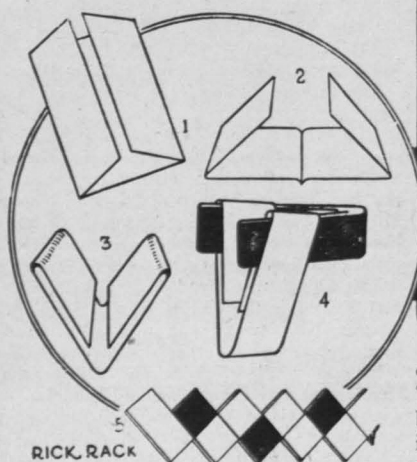
How to Fashion Belts from Package Wrappers

Almost every one of our mothers would be glad to receive an attractive belt for Christmas. The belts shown here can be made from the cellophane wrappers of cigarettes, cigars, cakes, candy and other packages.

Unusual color combinations and patterns are achieved through various methods of weaving the strips. One of the simplest is the rickrack, shown in the circle below. This requires strips three-and-a-quarter by four-and-a-quarter inches. These are folded twice lengthwise and then the ends turned in, bringing the outer edges to within one-eighth of an inch of the center fold. The link is completed by folding the ends together. Then the links are hooked together by inserting the ends of one link through the side folds of another as shown in Fig. 4, in the circle.

For the square collapsible weave, the fold is the same as for the rickrack, but the strips are cut one inch wide by four-and-a-quarter long. The ends of the horizontal links are inserted through the side folds of the vertical ones. Then a second vertical is pushed through the side folds of the bottom horizontal and a second upper horizontal inserted. Another horizontal link at the top continues the weave. The diagram of the diagonal collapsible weave shows the various steps for this design. The same size link is used as in the square.

Many belts, when finished, look like mother of pearl, and colorful buckles of plastic materials are to be had in many



designs. Needle and thread may be used to secure the links if this is thought necessary.

Purse

And here is another thing—a purse made from strips of cellophane braided together.

The cellophane is first cut into strips ten inches long and four inches wide,

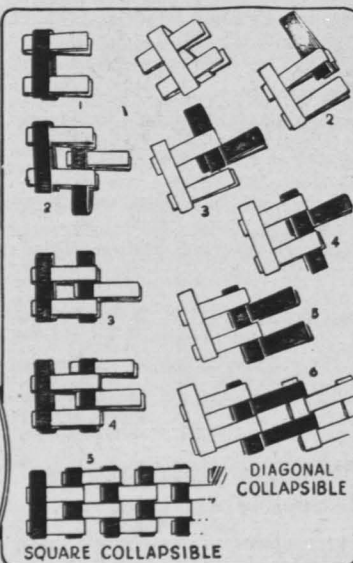


Dear Little Folk:

Here is little Helen Mae Leneg from Wausau, Wisconsin. She sent the puzzle in correctly solved and the following letter:

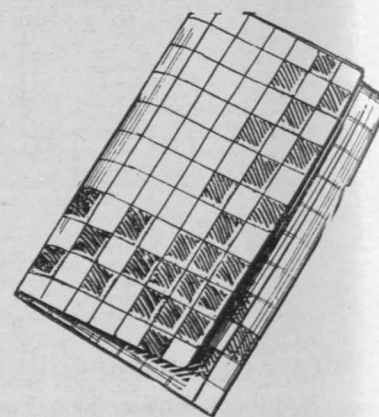
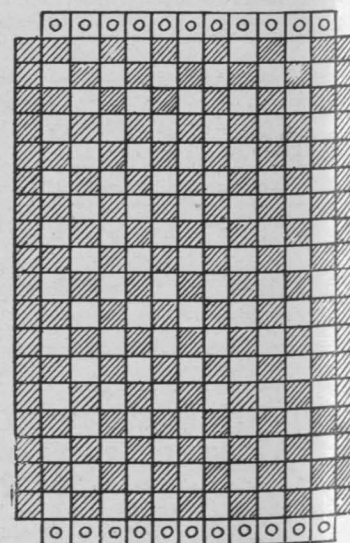
"I am a little girl six years old. I cannot write very well because I have my right arm broken. I am sending my picture and the puzzle." Write again, Helen Mae.

With love,
AUNT BETTY.



Turn the loose ends over these strips and fasten them tightly. Colored strips woven in at top and bottom add to the attractiveness of the finished handbag.

Then sew in a lining, bend the woven strip up from the bottom and down from the top until it resembles an envelope and catch the lower sides with stitches of white silk.



Cigarette Case

doubled so as to be a half inch wide. These are tacked side by side on a board (ironing, or bread, or cardboard is a good support). Be sure the strips are folded and tacked straight and that they are very close together.

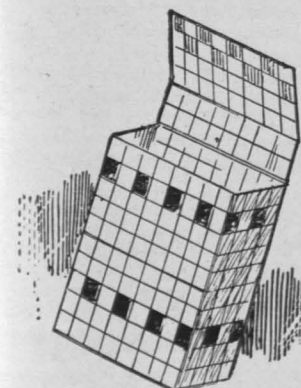
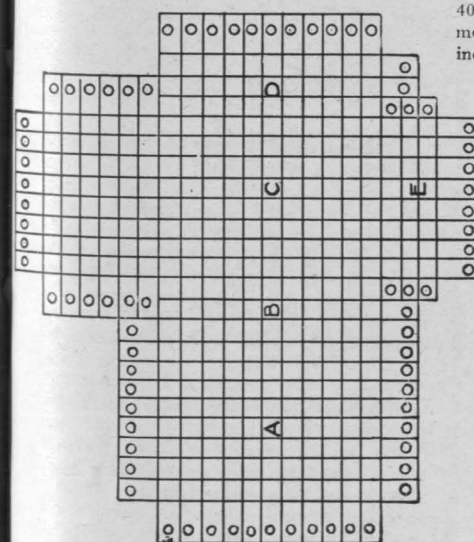
Then cut 18 strips 6 inches by 4 inches wide and fold in the same manner as the 10-inch strip. Interlace them over and under the vertical strips. Keep pushing each weaving strip tightly upward so the bag will be firm. After weaving, remove the tacks. Affix a strip of gummed tape the entire length of the outside strip on each of the four sides.

And now something for Dad—you can't leave him out. Make him a cigarette case. Cut the strips one inch wide as follows: 8 vertical, 8 inches long; 14 vertical, 5½ inches long; 9 horizontal, 4½ inches long; and 11 horizontal, 10 inches long. A few colored strips will add much to the appearance of the finished case.

Fold the strips in half lengthwise twice. Tack the eight verticals to the board (a breadboard will serve) to the bottom. To the right, 3 inches lower, put three 5½-inch strips. The rest of the verticals are then tacked to the left

In weaving, the horizontal strips are passed over and under the vertical ones. Start weaving at the top right, over one and under one, using 6 of the 4½-inch lengths to form the flap. Then continue weaving, using the 10-inch strips to form the front, back and sides of the case, or A, B, C and D on the diagram. The last 3 strips at the bottom are 4½ inches long.

To finish top and flap, cut off all but a half inch, just enough to turn back over the weavers, and tuck in. At first remove only the tacks on the flap. Beginning at the upper right corner, turn every other vertical down, being sure the foundation strip is covered. Then tuck the edges in. Next turn the alternating strips back and tuck in. The sides are finished in the same way. Then take out the edge tacks and finish the edges the same way.



ANSWER TO PUZZLE

Tell	L
Alto	O
Bran	N
Long	G
Half	F
Time	E
Hall	L
Call	L
Also	O
Grow	W

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE BOOK OF FASHIONS, WINTER, 1932-33.

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

7649. Ladies Coat. Designed in Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires 3¾ yards of 54 inch material. To line coat requires 4 yards 35 inches wide. Price 12c.

7403. Ladies Dress. Designed in sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. Size 44 requires 3¾ yards of 54 inch material. Price 12c.

7693. Girls' Dress. Designed in sizes: 6, 8, 10, and 12 years. Size 10 requires 2½ yards of 39 inch material if made as in the large view. If made with sleeves 2½ yards. Belt of ribbon requires 2 yards. Bow at neck requires 2/3 yard of narrow ribbon. Price 12c.

7653. Ladies Coat Dress. Designed in sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Size 38 requires 4½ yards of 35 inch material together with ¾ yard of contrasting material. Price 12c.

7699. Girls Dress. Designed in sizes: 2, 3, 4 and 5 years. Size 3 requires 1¾ yard of 32 inch material. To finish with insertion or other trimming requires 1 yard. Bow at neck requires ½ yard. Price 12c.

7688. Ladies' Morning Frock. Designed in sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires 1½ yards of 35 inch material together with 1½ yard of contrasting material. Price 12c.

7686. Ladies' Dress. Designed in sizes: 14, 16, 18 and 20 with corresponding bust measure 32, 34, 36, 38 and also in 40 and 42 inches bust measure. Size 20 will require 3¾ yards of 35 inch material, if made as in the large view. With short sleeves it will require 3½ yards. Price 12c.

(Continued on page 16)



THE MILWAUKEE RAILROAD WOMEN'S CLUB

The Annual Meeting of the General Governing Board

ON FRIDAY, October 7, the Governing Board of this Club convened in the Rose Room of the Morrison Hotel, Chicago, with the president general, Mrs. H. E. Byram, in the chair.

Thirty-eight chapters were represented by their presidents or their alternates and many welfare chairmen of the various chapters were also present.

Mrs. Byram welcomed the members and expressed her gratification over the excellent work which all of the chapters had done during the past year in caring for the needy, devising ways and means for improving their treasuries, spreading good-cheer and all the rest. She said she was more than pleased and encouraged over the wonderful reports from all over the railroad of the splendid relief work that had been done. She said the need would probably be as acute, if not more so the coming winter than last and hoped every effort would be put forth toward taking care of our Milwaukee Family in these times when they need us so greatly. Especially did she ask that we see to it that no one of our unemployed should be hungry or cold, and to extend emergency aid while cases were being investigated to determine whether they were to be taken over by outside agencies or cared for by the Club. With the prospect of widespread and intense need the coming winter, the welfare committees were asked to cooperate with the public agencies in order to avoid duplication of help and wherever possible to undertake to supplement the aid extended by the public-agencies.

Following the minutes were the reports of the general officers and committee chairmen. The treasurer-general, Mrs. W. W. K. Sparrow, reported a balance of \$14,911.66 as of September 30, with expenditures for the year amounting to \$9,287.34. Receipts: \$12,956.86.

The secretary-general, Miss Lindskog, reported the work of the chapters, of the number which had been visited, the amounts spent in relief work, together with a general resume of the activities of the Club as a whole. Miss Lindskog is the working head of the entire Club and she carries, neatly filed away in her brain for instant reference, as well as in her voluminous files in the Governing Board Office at Fullerton Avenue, all the information concerning the work of every chapter on the system. She read the latest figures on the membership, which had increased from 5,496 to 9,180 in the time between August 31st and September 30. Her report was listened to with undivided interest.

Mrs. Kendall, first vice president-general, who is in charge of the relief, extended to the chapters by the Governing Board, read a statement of the amounts of money sent to the various chapters needing assistance financially, and told of some of the outstanding cases which had been helped in the past year.

Mrs. E. H. Bannon, second vice president-general, gave a short report of the chapters which she had visited and made some suggestions as to ways and means measures which might be adopted successfully by the chapters. Mrs. F. E. Devlin, third vice president-general, of Tacoma, was unable to be present and did not submit a report.

The general directors and chairmen of the committees who were present gave their reports. The report of Mrs. H. A. Scandrett in regard to the sewing groups of the three Chicago chapters was read by Mrs. G. F. Baker, in charge of the sewing, showing that the work of the women who have been gathering twice each month to sew for the needy had had splendid results. At the close of Mrs. Baker's reading, Mrs. Byram urged on the presidents of the chapters

the desirability of these sewing groups for the purpose of making new garments, altering used clothing, etc.

The plan of the Chicago chapters is to meet on the days specified in the club rooms, where there are sewing machines, and work on garments that have been cut and prepared in advance. The work begins at 10:30 a. m. and lasts until the middle of the afternoon, the members bringing their own lunch, with the Club furnishing the coffee and cream. These get-togethers have been productive of much good outside of the benefits of the sewing done, for they have promoted the social side and the friendly spirit.

The reports of the chapter presidents followed, all indicating that with few exceptions every chapter had been alert to find those in need and had done wonders in relief work, in raising money and increasing membership.

The matter of a time limit for extending aid

THANKSGIVING (Lucille Millar)

*Infinite Thought, back of all things, seen and unseen dear,
We are grateful for the blessings sent, during this past year,
Thanksgiving lies within our hearts for joy, as well as pain;
For we know full well the lesson holds its brimming cup of gain.
So thankful we are for the seasons—one by one as they unfold
Bringing the gifts more precious far than silver, or pure gold.
We thank Thee for the flowers, which bloomed in early Spring,
The Summer's rose whose perfume sweet, a promise seemed to bring
Of this, our Golden Harvest; the bins now running o'er
Bespeak Thy wondrous care for us, both now and evermore.*

to the unemployed was discussed and a motion made and carried, fixed the limit of two years, so that an employe who had not had work with the company for two years would automatically pass from the club lists, as it would be more than doubtful if he were ever reemployed. Such cases properly belong to the public agencies.

The nominating committee presented its report as follows: Honorary president, Mrs. H. A. Scandrett; president-general, Mrs. H. E. Byram; 1st vice president-general, Mrs. Carpenter Kendall; 2nd vice president-general, Mrs. E. H. Bannon of Minneapolis; 3rd vice president-general, Mrs. F. E. Devlin, Tacoma, Wash.; secretary-general, Miss Etta N. Lindskog; recording secretary-general, Miss Hazel Merrill; treasurer-general, Mrs. W. W. K. Sparrow. The general directors named were: Mrs. H. A. Scandrett, Mrs. G. F. Baker, Mrs. J. T. Gillick, Chicago; Mrs. J. H. Valentine, Milwaukee; Mrs. H. P. Carmichel, Savanna, Ill.; Mrs. G. H. Vandyke, Austin, Minn. A motion to direct the secretary to cast the ballot for the list as read carried unanimously. A motion was made and carried to add a sixth member to the list of general directors, to be named from the Lines West membership, and Mrs. G. H. Hill was elected to that position.

Aberdeen Chapter

Mrs. Charles L. Boland, Historian

INSPIRED by the friendliness which was prevalent to a marked degree, and the enthusiasm of all members present (between fifty and sixty) our initial meeting of the season was a pronounced success. Unusual pep made the community singing a real pleasure and looking over the smiling faces of our large gathering everyone seemed to radiate the happiness which made the evening so enjoyable.

After the usual opening of a business meeting, our relief committee chairman, Mrs. H. M. Gillick, gave a very interesting resume of the entire summer's work, and the totals of various expenditures were amazing. Daily visits and phone calls, cards sent to sick; food, clothing and fuel furnished all the needy, is the brief summary of this part of the work, but it does not stop even for one day; it goes on day after day, reaching all who come within bounds of our knowledge and whatever their need may be we try to help in every way possible.

During the summer months while no regular meetings were held, many activities went on as usual; the Sunshine Committee, Mrs. R. E. Sizer, chairman, kept up their calls on sick, both at the hospitals and at homes.

Whether we are on the committee especially appointed to carry on this splendid work, we should feel it a duty to visit our sick, and do so as often as possible.

Our membership is one feature of this chapter in which special pride is taken, and attention called to. As chairman, Mrs. F. H. Burdick has been very active, assisted by an able committee, who are ever on the alert to "bring in" new members, and we want everyone in any way connected with the Milwaukee to feel that we want them to belong to our Chapter, not only for their membership dues, which so bountifully aid in the work we are carrying on, but for mutual pleasure; we want to know who they are, and to welcome them at our meetings and each one has been asked to bring one new member next month.

Mrs. E. H. Soike, as chairman of Ways and Means Committee, deserves much credit for the well-planned activities, which are not only enjoyable in themselves, but aid so much in keeping the treasury filled. First event of the season was a dinner-bridge (September 29), at which twenty-four tables were served to a delicious chicken pie dinner, after which cards were in order.

Constitution and By-Laws Committee, Mrs. Ralph Vanella chairman, were sponsors of this evening's entertainment, and to this group as well as several other women who aided materially, much credit is given for their efficiency.

Next in line of activities, a pot-luck dinner was planned for October 13, which will be given (without charge) not only for adults, but also for all members of the family. Some time in latter part of October, our annual club dance will be held.

These social activities are a wonderful source of building up our treasury which must respond to so many calls during the entire year, but particularly throughout the coming months of cold and hunger. No one is overlooked if the case is brought to knowledge of the club, it is the aim of all members to aid wherever possible in the work of caring for one another in all times of need.

Another splendid source of income is the very satisfactory sums derived from club room rental, and occasionally furnishing a dinner, some other organization as on Wednesday night, October 7, when Business and Professional Women's Club were entertained at dinner.

Among other charitable activities, garden seed was furnished during "planting time" for those who desired same, and were unable to purchase it, with the result that quite a number were able to raise a generous supply of vegetables.

Our club "livestock" which consists of a healthy, husky "pigs," will be a further aid

furnishing food to our needy this winter, which is just additional proof that where the necessity arises there are many ways of raising money or earning same to care for our dependent ones.

Marion Chapter

Mrs. Robert Cesswood, Historian

PLANS for the winter activities were discussed at the first meeting in September, following the summer vacation of Marion Chapter. Mrs. A. J. Elder, the president, kindly offered her home to the club members for this meeting and a large number of ladies enjoyed Mrs. Elder's hospitality. Announcement was made of the annual luncheon for the various clubs of the system at the Hotel Morrison, Chicago. A number of Marion women attended this luncheon and reported a very enjoyable time.

At the regular meeting in October plans were made for a "mile of pennies" project. Mrs. Ora Miller and Mrs. G. W. Miller are co-chairmen of the Ways and Means Committee, sponsoring the project. Mrs. A. J. Elder gave the report of the general meeting held in Chicago.

Mrs. H. C. Van Wormer was named the chairman of the Good Cheer Committee in place of Mrs. J. J. Reardon, who has moved from Marion temporarily. After the business meeting cards were enjoyed and refreshments were served to twenty-five women in charge of Mrs. S. C. Lawson and Mrs. W. E. Smith. The next meeting, which will be held November 5th, will be preceded by a picnic supper for members and their families. Cards will be played in the evening. Mrs. Frank Keith and Mrs. D. S. Stewart will be in charge.

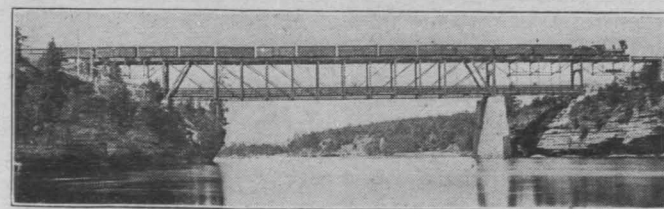
Terre Haute Chapter

Mrs. R. S. Bentley, Historian

FOLLOWING a delightful pot luck supper arranged by Mrs. Brown, Chairman, assisted by Mesdames Burt, Bear and Bishop, the September meeting of the Chapter was opened and owing to there having been no meetings during the summer months, there was considerable business to be handled.

Mrs. C. E. Elliott was appointed Chairman of the Ways and Means Committee, which is quite a task in these strenuous times. This vacancy was due to former Chairman, Mrs. Blackwell, having been made president, vice Mrs. J. H. Valentine, who is no longer with us on account of Mr. Valentine having been transferred to Milwaukee.

Plans were made for a Hallowe'en party.



THE OLD KILBOURN, WIS., BRIDGE

Dear Editor:

I am sending you herewith, a photograph of the first bridge over the Wisconsin River at Kilbourn, Wis., which is submitted by Mr. Owain T. Hughes, former foundation foreman, now living at Watertown, Wis. This iron bridge consists of truss spans carrying the railroad track on the upper deck and the county highway on the lower deck. It was a single track bridge, with spans of the following lengths, beginning at the west end:

2—68½ ft. spans
1—243 ft. span
1—56 ft. span

Mr. Hughes had charge of a crew of men during the entire construction of this bridge, and it was here that he first became acquainted with Mr. Onward Bates, who was acting as inspector for the bridge company that furnished and

Miles City Chapter

Mrs. W. H. Wise, Historian

THE first of the fall meetings of Miles City Chapter was held September 2nd, at which time Mrs. Geo. Hill, president, was elected to attend the general meeting at Chicago.

It was voted to have an evening party at the club house September 30, and also to have a dinner dance at the Kempton Ranch at Terry, September 10.

On September 10th, Mrs. Geo. Hill, president, called a committee meeting. Mrs. Carpenter Kendall and Miss Etta Lindskog were present.

After a prolonged and very instructive meeting, the ladies and their husbands drove to the Kempton Ranch, about 35 attended the dinner dance, at which Mrs. Kendall and Miss Lindskog were guests of honor, and in their talks, though concise, expressed appreciation of the enjoyable time they had had, and the infectious get-together spirit which prevailed.

W. N. "Bill" Riss followed with a short talk, spiced with his usual snappy humor.

Singing of several "get-together" songs, before the banquet, and visiting and dancing afterward rounded out a full and very delightful evening.

Davenport Chapter

Mrs. Ray Roenfeldt, Historian

AFTER a vacation of three months, the regular meetings were resumed on Monday evening, September 12th, at our club room with our President, Mrs. E. A. Johnson, presiding. The usual reports were given.

Mrs. John Collins, Membership Chairman, reported a paid membership of 147 with more coming in nearly every day. Let us all thank Mrs. Collins for her sincere efforts in getting members.

Mrs. J. L. Parnell, Sunshine Chairman, is actively looking after the sick and shut-in members. Cards are being sent and personal calls made.

A card party was held during the month of September and was very well attended. The money obtained will be used for welfare work during the coming months.

Mrs. F. L. Brenton, Chairman of the Relief Committee, reported that there was no relief work done during the summer months.

The club members are very sorry to hear of Mrs. J. C. Fuller being sick and hope that she may soon recover. Mrs. Fuller has been an active member, always being willing to assist wherever she could.

Green Bay Chapter

Mrs. Chas. Heyrman

DURING the summer months Green Bay Chapter was rather quiet. The board meetings were held each month at which times reports of the Welfare and Sunshine Chairmen were given and plans made to carry on the relief work which has been very heavy. However, we are glad to be able to do what we have done and hope to take care of all who are in need.

Thursday, October 6th, the regular business meeting was held in the club rooms, our president, Mrs. Thos. McLean, presiding. After the recitation of the club motto the usual business was transacted. Reports from the officers and committees were read and accepted.

The report of the Sunshine Chairman, Mrs. Chas. Cheany, was very fine. Several personal and telephone calls were made to the sick during the past few months.

A card party is being planned, to be given in the early part of November.

We are very sorry to have to lose two of our active and congenial members, Superintendent and Mrs. E. A. Meyer. Both have worked very hard for the club. Mrs. Meyer has always been an inspiration to us and helped us through all our undertakings. We will miss her very much.

Our President, with a large delegation, went to Chicago for the annual "get together" meeting and luncheon, October 8th.

Tacoma Chapter

Mrs. F. W. Rasmussen, Historian

TACOMA Chapter held its regular monthly meeting September 26th, at the club rooms. Everyone seemed so glad to get home again and to get started on the work of the club.

Lunch was served to seventy-three at noon. Mrs. M. G. Roper, chairman, was assisted by Mrs. F. Alleman, E. P. Allen, F. P. Malloy, H. F. Farcy, F. DeMar, E. Hurd and E. P. Wilson. Seven dollars was cleared from same.

After lunch the business of the club was taken up, the President, Mrs. Kirkland, in the chair.

The Benevolent Chairman reported \$6.93 used in her work for the past month.

The Sunshine Chairman reported five cards sent out, 16 calls and 5 phone calls.

The annual get-together dinner was held September 20, at the club rooms. The purpose was to get the folks together again after being scattered during the summer. After dinner cards were enjoyed by all. Mrs. G. Pyette, chairman, was assisted by Mmes. Kirkland, Emmanul, Slightam, Footit, Swally, Rasmussen, Loomis, Wright, Beachwood, Devlin, Wende, Hatch, Schmidt, Monroe, and Miss Morison. The girls of the families served the tables. Twenty-eight dollars and fifty-five cents was cleared from this dinner.

Plans are being made for a card party to be held October 22nd, and a rummage sale on October 21st and 22nd. Mrs. H. Hatch will have charge of the sale.

Five new members were taken in during the past month. Mmes. Clinton, Miles, Oliver, Stollikerand, H. Gunther.

Union Station Chapter

Vera G. Snapp, Historian

THE first Sewing Bee of the three Chicago Chapters, held in the Union Station Club Room on Monday, October 3, was attended by thirty members. These gatherings will be held at the three club rooms throughout the season.

There was a short business meeting in the Club Room on Tuesday, the 4th, to start off the fall season.

Union Station sold one hundred tickets for the Annual Get-Together Luncheon at the Hotel Morrison on the 8th. A complete report of the luncheon will no doubt be found elsewhere in this magazine.

Seventeen members accepted the invitation of

Fullerton Avenue Chapter to attend their Autumn Festival on October 11. A delicious dinner was served and after the business meeting Mrs. H. E. Byram, guest of honor, told of the splendid accomplishments of the club during the past year, complimenting the three Chicago Chapters for their work. Following this there were games of various kinds and prizes were awarded to winners. It was a most enjoyable evening.

Union Station is proud to be one of the Chapters to secure a prize from the General Governing Board in the membership drive.

Spokane Chapter

Mrs. W. H. Hunter, Historian

ON August 10th, Mrs. Byram and Mrs. Carpenter Kendall and Mrs. F. E. Devlin were guests of Spokane Chapter. In their honor a reception was held at 8 P. M. in the club rooms. Mrs. P. H. Nee, the president of the club, introduced the speakers.

Refreshments were served by Mrs. R. W. Beal and Mrs. Chas. Strong and their committees.

The regular meeting of the Chapter was held September 14, at 2 P. M. in the club rooms.

Mrs. P. H. Nee, President, called the meeting to order and opened by repeating the club motto. Mrs. T. E. Corbett, in absence of the Secretary, Mrs. Rolland Smith, read the minutes of the two previous meetings.

Mrs. E. M. Grobel reported \$167.26 in the treasury. Mrs. Mohr reported \$38.23 spent for groceries given to needy families.

The Sunshine Committee work was reported by Mrs. G. A. Rossbach, who does much calling and sending notes of cheer to the sick and those in trouble.

Mrs. Beal reported on Ways and Means. Plans were made for a luncheon to be given September 27. Those who wished played bridge; later tea and cookies were served.

From 11:30 A. M. to 2 P. M. on September 27, Social Chairman Mrs. Strong and Ways and Means Chairman, Mrs. Beal, and their committees served a delicious lunch to over 200 people. Mrs. Nee seated the people. Mrs. Grobel took the cash. The rooms so suitable for such an occasion were again attractive with the late flowers of autumn. The women worked hard and faithfully and while the charge was small, they cleared \$31.88 and expended \$19.92.

Sioux City Chapter

Lillian Rose, Historian

THE first pot-luck of the season was held September 26, and an enthusiastic crowd welcomed the opportunity of getting together and exchanging friendly gossip concerning the summer's doings, vacations, gardening, canning or what did you? Much credit goes to Mrs. John Carney, our first vice president who, in the absence due to illness of Mrs. Murphey, took up the reins and skilfully guided us through the weeks of our president's indisposition.

Not only sickness, but the Silent Reaper has entered several of our homes this autumn, and we who have passed through these sad experiences are most grateful to the women of the Chapter who so kindly came in and performed those material services of love and sympathy.

The September meeting of the Governing Board met with Mrs. B. O. Searles in her lovely summer home at McCook Lake, Mrs. Buechler assisting.

There is one thing the Sioux City Chapter is determined to do this coming year—come what may—and that is, to expend every effort to keep all needy children properly clothed and attending school.

As individuals we may not be able to accomplish great things but collectively we can solve large problems and overcome the seemingly impossible. Won't you, everyone who is working, join us in order that some little boy or girl, whose daddy was a Milwaukee employe, may have that pair of shoes or clothes that he needs to attend school? "He that has done it unto the least of these my children has done it unto Me."

Dubuque Chapter

Lucille Millar, Historian

THE October meeting of Dubuque Chapter, held on October 6th, took the form of a memorial service to all members of our Milwaukee family in Dubuque who had passed to the higher life during the past year.

The following members were paid tribute: Mrs. Fred Lillie, Mrs. Jos. Roepch, Mrs. Jake Kleeman, Mr. Glenn Elmer, Mr. Chas. Klumpf, Mr. William Hopp, Mrs. Hilda Meiers, Alex. Ruley, C. Sweikert, Ben O'Leary, Raymond Miller, A. E. Book, John Lund, Lawrence Wathen and John Gambles.

Thirty club members attended this meeting, which was presided over by Mrs. W. F. Keefe, President. Miss Lucille Millar paid tribute to the departed members.

At the conclusion of the meeting, Mrs. A. Bensch (membership chairman) made a plea for members, asking each member present to invite our Milwaukee people. The enrollment of a large membership will enable Dubuque Chapter to carry on its welfare work during the coming winter and due to the large percentage unemployed it is expected there will be many calls for assistance.

Savanna Chapter

Mrs. W. G. Bowen, Historian

THE Savanna Chapter resumed their meetings at the Lydia T. Byram Club House Monday evening October 10, 1932, after a recess of three months. There were twenty-six members present.

Mrs. Geo. Humphrey, our treasurer, reported a balance of \$649.12 on hand as of October 1st.

Mrs. Smith, Chairman of the Membership Committee, reported a total membership of 212 members, 82 contributing members and 130 voting members. On June 13, 1932 there were only 25 paid-up members.

The food which was gardenized this summer has been canned and will be used for relief this winter.

The Patterns

(Continued from page 13)

7416. Girls' Pajamas. Designed in sizes: 4, 6, 8, 10, 12, 14 and 16 years. Size 10 requires 3 3/4 yards of 29 inch material if made with long sleeves. With short sleeves 3 1/2 yards. If made without sleeves, 2 1/2 yards. For contrasting material 1 1/3 yard. Price 12c.

7466. Boys' Suit. Designed in sizes: 2, 3, 4 and 5 years. A 4 year size of one material, requires 2 1/4 yards of 40 inch material. The trousers of contrasting material requires 1 yard of 40 inches wide. The waist 1 1/4 yard. Price 12c.

Favorite Recipes

Mock Sweetbreads. Chop fine one pound of raw veal and two ounces of fat salt pork and work together, using the hands, until thoroughly blended; then add two-thirds cup of soft bread crumbs, two eggs slightly beaten, one-third cup of flour, one-half cup milk, one-half teaspoon salt and one-eighth teaspoon pepper. This will form into eight "sweetbreads." Put in baking dish, dot over with butter—about one and one-half tablespoonsful, and pour around three-fourths cup of chicken stock if it is available. If not use boiling water. Cover and bake one hour, basting frequently. Serve on platter with tomato sauce.

Fried Salt Pork, Country Style. Cut fat salt pork in thin slices then slice in halves crosswise and gash the rinds. Dip in cornmeal and flour and put in hot frying pan, cooking until crisp and well browned, turning frequently. Remove from pan and strain the fat through double thickness of cheese cloth placed over a fine strainer. Put one and one-half tablespoons of the fat back in the pan, add two and a half tablespoons flour and stir until well blended; then pour on gradually, stirring constantly, one

Numerous ways were discussed as how to raise money this coming winter. The "mile of pennies" means of raising money was voted upon and passed.

Mr. Donald's and Mr. Elder's baseball team will play a match game Saturday, Oct. 15, 1932, to raise money for relief work for the Women's Club. Last year they played and were very successful in raising \$240.00. After the game the Club will serve to the Marion team and guests, and the Savanna team and their wives, a chicken dinner.

On Oct. 19th and 20th, 1932, we will have a benefit movie.

At our next meeting we will have a pot-luck supper.

After the meeting there were four tables of bridge. High honors going to Mrs. L. Schwartz. A delightful lunch was served by Mrs. Rex Wilkerson, Mrs. C. Plum, Mrs. M. K. Lynn, Mrs. Otis Croghan and Mrs. Earl Daley.

Ottumwa Chapter

Mrs. Mike Reynolds, Historian

OTTUMWA Chapter resumed activities September 9th, with a business meeting and cooperative luncheon. The Welfare Chairman reported \$94.23 spent for relief work for the month of August.

A benefit card party was held in the club room September 12th.

Plans were made for a sewing bee to be held on September 14th. Eight ladies met at Mrs. Barnoske's home with their luncheon and sewed throughout the day.

September 15th, a party of fourteen members visited Mrs. Toumey in her new home at Polo, Missouri. They made the trip down on Number 3 and returned on the Limited. Mrs. Toumey also had as her guests for dinner the wives of all the Milwaukee operators at Polo.

September 21st twelve members met at the home of Mrs. Munson and made three comforts to be given to the poor.

cup of milk. Bring to the boil and add salt and pepper and one-fourth tablespoon butter. When thoroughly blended, add one and one-half cups cold boiled potato cubes. Pile in center of platter and surround with the fried pork.

Shredded Ham with Currant Jelly Sauce. Put one-half tablespoon butter and one-third glass currant jelly into saucepan and when melted add dash of cayenne, one-fourth cup grape juice and one cup of cold cooked ham cut in small pieces. Simmer five minutes and serve on toast. Nice for Sunday evening supper, made in chafing dish; or for luncheon.

Frosted Ham. Remove outside skin from cold boiled ham and trim off most of the fat, leaving smooth surface. Rub over with cracker dust and spread with ornamental frosting. Decorate with the frosting colored pink or green, forced through a pastry bag or tube. Remove to platter and arrange around the ham, a border of small lettuce leaves and watercress.

Ornamental Frosting is made with two cups sugar, one cup of water boiled together until it forms a long thread dropped from the spoon. Pour the syrup gradually on the beaten whites of three eggs, beat constantly. Then add one fourth teaspoon tartaric acid and continue beating. When stiff enough to spread, put coating over the ham. If frosting is too stiff to spread smoothly, thin with a few drops of water. Beat remaining frosting until cold and stiff enough to force through tube.

Roast Crown of Pork. Order at your market a crown of pork. Sprinkle with salt and pepper, dredge with flour and place in roaster, bones down. Bake in hot oven two hours. Remove to platter and surround with slices of apple cut one-half inch thick and fried in the fat from the pork; or with mashed potato and halves of baked apples. Garnish ends of the bones with paper frills and put large bunch of parsley in center of crown. Roast pork is a tasty substitute for roast turkey.

SPECIAL COMMENDATION

Our Business Getters

General Passenger Agent W. B. Dixon commends the following named for their interest in securing passenger business for our line:

Mrs. Julia Tennis	Widow—Machinist, Green Bay Shops	Green Bay
Mrs. W. E. Bartlett	Wife—Engineer, Superior Division	Green Bay
H. C. Youngs	Tie and Timber Agent, Purchasing Department	Chicago
F. M. Hutchinson	Brakeman, Illinois Division	Ontarioville, Ill.
J. R. Bowen	Engineer, Milwaukee Division No. 3	Milwaukee
P. H. Nee	Superintendent, Idaho Division	Spokane
Geo. H. Halsey	Traveling Auditor	Marion, Ia.
Hugh McManus	Engineer, C. & M. Division	Milwaukee
W. Bennett	Assistant Foreman, Car Department	Chicago
H. Seig	Motor Car Inspector—c/o Supt. of Work Equipment	Chicago
A. L. Backlund	Assistant Comptroller's Office	Chicago
Miss Ottilia A. Mayer	Freight Auditor's Office	Chicago
Harry Brock	Claim Adjustment Department	Minneapolis
B. B. Melgaard	Purchasing Department	Chicago

General Agent, Passenger Department, E. G. Woodward, Kansas City, also reports the following:

Mr. Gus Hauenstein, Dining Car Steward, 2 round trips (week end), Chicago	\$ 33.70
Miss S. Clifford, Clerk J. F. Anderson, Asst. Supt., 2 round trips (coach exc.), New York	91.28
Mr. E. R. Singleton, City Frt. Agt., 2 cruises, Great Lakes	122.00
Mr. Warren Kelley, City Frt. Agt., 3 round trips, Ludington (via Chicago)	\$107.10
1 cruise, Great Lakes	77.80
1 Chicago	16.54
1 round trip, Bay View, Mich.	46.70
	248.14

Fullerton Avenue Building Sporting News

The standings of the Freight Auditor's Bowling League as of October 6, is as follows:

Team	Won	Lost	Average
1 Twin Cities	7	5	788
2 Chicago	7	5	754
3 Milwaukee	7	5	751
4 Kansas City	7	5	739
5 Seattle	4	8	752
6 Omaha	4	8	719

The Freight Auditor's Bowling League got under way on Sept. 15 with the usual six teams. While the first night is not to be considered a criterion of the class of the league, it did upset the dopesters who had it all figured out beforehand.

The standings as of Sept. 15 are as follows:

Team	Won	Lost	Average
1 Twin Cities	3	0	842
2 Chicago	2	1	759
3 Omaha	2	1	727
4 Milwaukee	1	2	714
5 Kansas City	1	2	697
6 Seattle	0	3	751

Player	Team	Games	Average
Miller	Chicago	12	150
Beneke		9	122
Patock		12	152
Christ		9	168
Specht		12	162
Peterson Milwaukee		12	180
Nickels		12	121
Ganzer		12	134
Pufundt		12	161
Gerke		12	155
Weyforth Twin Cities		12	156
Lynch		12	130
Braun		12	150
Ludwig		6	177
Malczynski		12	175

Player	Team	Games	Average
Larson	Seattle	12	166
Hussey		12	144
Riplinger		12	146
Ewalt		12	152
Bartels		12	144
Reinert Omaha		12	152
Harvey		12	118
Crickard		12	143
Greenwald		12	146
Helwig		12	160
Wayrowski Kansas City		12	169
Allaire		12	133
Bialas		12	134
Neuzil		12	141
Duffy		12	162

Player	Average	Player	Average
Miller	154	Larson	161
Beneke	112	Hussey	144
Patock	161	Riplinger	155
Christ	172	Ewalt	144
Specht	160	Bartels	142
Peterson	161	Reinert	151
Nickels	104	Harvey	115
Ganzer	132	Crickard	149
Pufunot	139	Greenwald	151
Gerke	178	Helwig	161
Weyforth	160	Wayrowski	146
Lynch	154	Allaire	146
Braun	146	Bialas	128
Ludwig	182	Neuzil	123
Malczynski	200	Duffy	154

High Team Series, First	Twin Cities with score of 2532
" " " Second	Milwaukee " " 2399
" " " Game, First	Twin Cities " " 882
" " " Second	Chicago " " 856
" Individual Series	Malczynski " " 602
" " " Game	Peterson " " 221

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Train Director, 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
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
C. M. Browning.....Care of Superintendent, Green Bay, Wis.
Eileen Story.....Care of Superintendent, La Crosse, Wis.
L. J. Lightfield.....Ticket Office, Beloit, Wis.
Julia Barrows.....Care of Car Department, Milwaukee Shops
H. J. Montgomery.....Drafting Room, Milwaukee Shops
Mrs. Edna Bintliffe.....Care of Trainmaster, Mitchell, S. D.
E. Stevens.....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.
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 Shuster.....Care of Refrigerator Dept., Fullerton Ave., Chicago
Dora M. Anderson.....Care of Local Agent, Mobridge, S. D.
Nora B. Decco.....Telegrapher, Three Forks, Mont.
A. M. Maxeiner.....Agent, Lewistown, Mont.
L. W. Pratt.....Care of Superintendent, Butte, Mont.
F. E. Kirkland.....Care of Superintendent, Tacoma, Wash.
R. R. Thiele.....Raymond, Wash.
H. W. Anderson.....Roundhouse, Harlowton, Wash.
Anne Evans.....Care of Superintendent, Madison, Wis.

Myron Ubl

MYRON "MY" UBL is the son of Mr. George Ubl, who is a Passenger Engineer on the River Division, and "My" also was an employe of the Milwaukee during the school vacations.



Myron Ubl

Several years ago "My" was a star quarterback on the championship football team of Minneapolis South High School. His fighting spirit and ability to play the game carried the team through to the championship. He was the idol of every school boy.

On his graduation, he enrolled at the University of Minnesota and was again out for football. He was a star on the freshman team and great things were predicted for him on the football field when he became eligible for the Varsity team in his sophomore year. 1931 was his first year on the Varsity. Did he make good? Ask any of the Western Football Association coaches and many of the National football critics, "My" has unusual ability as a football player, being a triple threat man. He really is more than a triple threat man as in addition to being a passer, punter and ball carrier, he is an able blocker.

Great feats were expected from him this year on the football field, but at this writing he is laid low at the University Hospital with pneumonia and an injury sustained in practice. He was the "fightingest" player we have seen on the football field and we hope this same fighting spirit will carry him through his present crisis. We only wish we could get some word of cheer to "My" and in some way console his parents and sister. The sister is now a sophomore at the University of Minnesota.

Twin City Terminals Mechanical and Store Dept. N. A. H.

MR. E. Z. HERMANSADER, after undergoing an operation, is now well on to recovering, he having made several visits to the shops since.

Miss Grace Hammerot, stenographer in the Car Department, came back from her vacation

all enthused over New York City and reports a wonderful time.

"Bill" Tuttle, many years connected with the Car Department at South Minneapolis Shops, is on an indefinite leave of absence, due to very poor health.

Machinist Chas. Nelson of the back shops, passed away after a short illness. Sympathy is extended to his wife and family.

Lawrence Hindert, special apprentice, Minneapolis Shops, returned from a fishing trip up North and is still telling us about the "big ones" he caught but the proof of the pudding is the eating of it.

Mr. Jacob Sampson, employed in Minneapolis Shops for the past seventeen years, was fatally injured while moving household goods the fore part of September, death resulting in a few hours.

Miss Florence Almen of the Accounting Department, was recently one of the Minneapolis Store Department, was injured September 11th in an auto accident and was confined to her home for two weeks.

Mrs. Sadie Aysta, formerly Sadie Olson, who worked in the Car Department at South Minneapolis before her marriage, passed away September 19th, at the home in Virginia, Minn., after a long illness. She also worked in Aberdeen for a period. We wish to extend to her family our deepest sympathy—her father, Mr. Peter Olson, being an employe of the Milwaukee Road for a number of years at South Minneapolis.

Wm. Bender, Engineer on the H&D Division, passed away October 2nd, following a period of illness.

Machinist Helper, John H. Ward, of South Minneapolis Shops, passed away September 20th.

Sheet metal worker, Chris Laite of South Minneapolis Shops, passed away October 4th, after a long illness.

General Office—Chicago

Vila

ENGINEERING DEPT.

We know that all the readers of this column will be interested to hear of the marriage of Anna L. Peska and William Molitor, which was solemnized October 15th. It was such a pretty wedding and the bride looked lovely in ivory satin and veil. She carried white roses. Her attendant was gownned in the autumn shades of gold and brown and her bouquet was beautifully blended with her costume. Of course you want to know about the groom, too, (even if the saying is that no one is interested in the groom, we certainly were this time). "Bill" looked mighty

fine in his wedding outfit and best of all was the smile on his face as he entered the church. Just the best of everything is wished for the young folks whose romance started in the Engineering Department.

About a month ago there was another wedding in this department but as we had none of the details, could not tell you about it. Mr. F. L. Clark of Mr. Bowen's office was the benedict and congratulations are herein extended to Mr. and Mrs. Clark.

Rocky Mountain Division Northern Montana

Max

THERE was a large attendance at the general meeting of the Rocky Mountain Division which was held at Lewistown the evening of October 14th. The following subjects were taken up: Safety First, Fire Prevention, Fuel Conservation, Traffic and Claim Prevention. Superintendent Sorenson presided. Assistant Superintendent Fuller, Trainmaster A. C. Kohlase, L. Cunningham, J. S. Griffith, E. B. Cornwell, George Fritzen and A. DeGarmo led the discussions pertaining to their various departments.

Gilbert D. Richards, who for the past nineteen years has been a locomotive engineer on the Milwaukee, died at his home in Lewistown Monday, October 11th. He was 66 years of age, a native of Indiana, and is survived by the wife and two sons, Donald and Roy Richards, also a brother and a sister residing at Fort Morgan, Colo. He was popular among railroad men and highly esteemed by all that knew him. The funeral was largely attended. The impressive Masonic burial service was given at the grave by Past Grand Worshipful Master Francis H. Strom.

Wayland E. Kier, of the car department, who is president of the Lewistown Rod and Gun Club, gave a very interesting talk at the noonday meeting of the Lewistown Rotary Club on October 10th.

Miss Eileen Brisbane, the twelve-year-old daughter of Mr. and Mrs. H. C. Brisbane, was called by death at their home in Great Falls on Wednesday, October 11th. She had been in poor health for a long time. She was greatly beloved by those who knew her. This was attested by the procession of flowers at the funeral, which was held Friday afternoon. The pallbearers were the nurses from the Deaconess Hospital, who attended her during her illness. The sympathy of their many friends in railroad circles is tendered to the bereaved parents.

Death again took its toll on the Northern Montana October 14th, when the employes were

shocked at learning that Frank M. Bailey, former assistant ticket clerk at Lewistown, had been stricken by a heart attack while driving his automobile in Lewistown. He was taking Mrs. Bailey to the home of Assistant Superintendent Fuller. Mr. Bailey had been employed on this division for the past twelve years. He is survived by his wife and his aged parents, who live in Wisconsin. He was a member of the Masonic fraternity. Mrs. Bailey departed Saturday night with the remains for Oshkosh, Wis., where interment was made.

Mr. and Mrs. E. B. Cornwell and daughter Helen have returned to Harlowton after spending three weeks with friends in Oregon and California.

At a largely attended meeting of the American Red Cross, western district, which was held at Lewistown, Mont., the Milwaukee road was highly praised for the contribution of some \$300,000.00 in freight charges during the past season in connection with drought relief in Montana and the Dakotas. Assistant Superintendent Fuller was commended for the wonderful co-operation given the local chapter in getting supplies to the needy.

Bernard Retallick, son of W. J. Retallick, warehouse foreman, Lewistown, has sailed for Honolulu, where he has accepted a position with a contracting firm who will do work for the government. Bernard expects to remain in Honolulu for two and a half years.

It was a pleasure for your correspondent to assist the Glengarry Community Club the night of September 30th with their 4 H achievement program. It was our job to lead the singing. We were ably assisted by Emil Saxl, of the Art Music store, who presided at the piano.

The stock business in this territory is picking up. We had seventeen cars of horses from Roy last week and another shipment on the 15th of twenty for eastern points.

We were pleased to hear through Mr. J. S. Griffith, that former Superintendent A. C. Bowen is enjoying his work at Bellingham, Wash. Mr. Griffith reports that "AC" actually leaves the office at five in the afternoon and does not show up until seven-thirty the next morning.

A. DeGarmo, traveling inspector, headquarters Seattle, has been a frequent visitor on the division in connection with grain and stock shipping. If you want to know what a day's work is just follow "Art" around.

The Montana Flour Milling Company will commence grinding wheat in their Lewistown plant within a few days. They took in some seventy cars of wheat during the past six weeks.

La Crosse-River Division Items Eileen

ANNOUNCEMENT has been made of the marriage at Rockford, Ill., on August 1, 1931, of Miss Evelyn Owens, daughter of Mr. and Mrs. Ray Owens, to Mr. Robert Buehler of Baraboo. They are making their home in Madison, where both attend the University of Wisconsin.

Mrs. Edward J. Krause, wife of Engineer Krause, died at her home in Watertown on September 23rd. Funeral services were conducted in Portage with interment in Silver Lake cemetery. Sympathy is extended to Mr. Krause in his time of sorrow.

Jack Blossingham spent a few days around Pittsville hunting and returned with the limit. A stag dinner was held by way of celebration.

Operator W. S. Wright, Oconomowoc, put himself in line for commendation when he noticed all wheels red and brakes sticking under car CP 122286 and stopped the train before an accident occurred.

Mr. and Mrs. O. J. Carey and Mr. and Mrs. Donald Carey have returned from a trip through Canada.

SHORT STORY

(Contributed)

A. M. K. was in a declamatory mood and quoted his muse thus: "From the time that Eve was lured into the famous swindle in the garden of Eden, man has been born with a susceptible vein for the forked tongue of flattery, and on the other hand the descendants of the serpent of the garden of Eden have been endowed with the oily, persuasive tongue of their undoubted ancestors; still there is balm in Gilead, considering that a few are left that remain unmoved by the most eloquent offspring of the wily serpent. There is a word that these gentlemen who live by their wits go by and if I remember correctly it is...."

Just then the door opened with a flourish, and a lad breezed in and exclaimed, "Good morning, mine friend, look, for you I have been saving this bargain, this suit of clothes. Wool? Mine friend, you don't know half—and two pants or no pants and two coats—fit you like the skin on a peanut—buttons? Mine friend, I will throw them in free—never will you see a suit like this again. How much? Mine friend, I am giving them to you for such a price and I don't even collect it all. Just a deposit of five dollars. Oy, oy! Thank you too much and I will be seeing you."

Time has elapsed and A. M. K. was again

upon the subject. "As I was saying the other day, they have a name for those smooth fellows and it is—just a moment, the telephone.

Voice on phone: "Did you make a deposit on a suit of clothes recently?"

A. M. K.: "I did, and a very good bargain it was."

Voice on phone: "Yeah? Well, this is the police and your friend sold that same suit to fifteen other fellows and collected a deposit from each. The suit didn't even belong to him—he borrowed it from a store. In other words, you have helped the unemployed without your knowledge."

A. M. K. turned wearily from the phone and sadly said, "The name I was trying to think of is Kibitzer."

S. C. D. Office

J. B.

ONE by one our list of bachelors is diminishing. Steve's name has to be crossed off now that he has presented his future Mrs. Flint with a diamond ring. The day was September 15th and the girl, Marceil Havel of the District Accountant's office. I believe that soon Steve will get tired of saying, "I don't know" to the question of "When is the wedding?" and will enlighten us. Well, whenever it is and whether or not you give us the date we do wish you both luck and happiness.

The long looked forward to Golf Tournament is over and although Art Schroeder was the only one to bring home a prize I am sure all the fellows brought back pleasant memories of a great day and a great time. Is there going to be another one next year? Just ask the participants in this tournament and hear their answers.

Jack came down one rainy morning with a tale of an accident. No, nothing serious, just another one of those that couldn't be avoided.

Mechanical Engineer's Office: Please take notice:

Now that Milwaukee has had its first snow and the horseshoes and baseballs will soon have to be put away until next spring, do you think you can keep that famous all-around out-door sport Harold "Jipper" Montgomery to a fifth or sixth place in the indoor sports of this winter? Several fellows in this office are wondering.

Wisconsin Valley Division Notes

Lillian

A GIGANTIC sales and advertising campaign is now in formation by Joseph Mercedes of Minocqua which promises to eclipse anything ever before attempted in the Northwoods. Mr. Mercedes believes that the possibilities of this "World's Most Concentrated Lake Region" have hardly been scratched. Beneath the surface as yet undisturbed there are opportunities that have long lain latent. Mr. Mercedes, a man of vision, has seen these and is beginning to bring them to the attention of others. He has just returned from a trip to Chicago where he has been in conference with the executives of the C. M. St. P. & P. and of the C. & N. W. Details of a plan which he originated were submitted to the officials who unhesitatingly promised their fullest cooperation. While the plans are not being given out at the present time, the idea is a big one and will no doubt be the means of bringing thousands of visitors to the northern region.

The potato shipping season is on and we are handling our share of the business. We expect to increase carload shipments but at the present time the market is not as favorable as we expect it to be a little later on.

Partridge season has called many hunters to the woods and everyone seems to be very well satisfied with their lot. The duck, partridge and musky catches at Minocqua have been unusually good.

The Wisconsin Public Service Commission held a hearing at Wausau which took two days on an application to operate a bus line between Wausau, Rhinelander, via Merrill and Tomahawk, and also freight truck line Rhinelander



Roundhouse Force, Nahant, Iowa

to Milwaukee, via Wausau, and two freight truck lines Wausau to Milwaukee. So far the Commission has denied a certificate to operate the bus and we are hoping for the same favorable decision on the trucks.

Construction on the new overhead bridge on highway No. 51, over our tracks just one mile south of Heafford Jct., has just been commenced.

There is an unusually large cranberry crop this year and from present reports, the quality is very good.

Mr. and Mrs. E. B. Gehrke, now located at Minneapolis, spent a week end visiting friends at Wausau recently; also Mr. and Mrs. Nile McGinley, now located at Milwaukee, visited at Wausau with friends and relatives.

We were very sorry to learn of the accident to Mr. and Mrs. N. P. Thurber while on their way to visit with Wausau friends, but are glad to know they are recovering from the effects and shock, very nicely.

Mr. and Mrs. H. L. Vachreau celebrated their 25th wedding anniversary with a 6 o'clock family dinner in the Rose room of the Hotel Wausau, on September 11. Covers were laid for fourteen. Mr. and Mrs. J. H. Eilers, Jr., of Peoria, Ill., were present for the affair.

Miss Katherine McCarthy, daughter of Mr. and Mrs. T. H. McCarthy, has returned home after spending two weeks at St. Mary's hospital where she underwent an operation for appendicitis.

Miss Doris Freeborn, daughter of Mr. and Mrs. Walter F. Freeborn, and Chester Rozelle, son of A. L. Rozelle, were quietly married on August 29th. They spent their honeymoon at the Northern Lakes and are residing at 117½ Grand Avenue, Wausau.

Kansas City Terminals

S. M. C.

WHO said "the melancholy days are here?" In Missouri the countryside is one riot of color. Old Mother Nature has spread such vivid reds over the oaks and shumac and lovely yellows and browns over maple and elm, not to speak of all the shades even to orchid seen on the ash trees that their beauty is almost breath taking. Fall in Missouri is one glorious time.

As a house breaker Mr. Jas. Talbott of the local office is not much good. Finding he was locked out the other evening he decided to gain entrance through the basement. After scraping off a good portion of a new coat of whitewash in crawling through a window, he found that the door leading to the basement was locked, so back again over the same whitewash route he went, to a neighbors to borrow a ladder. After quite a little effort the ladder was in place at an upstairs window, but the screen was so securely fastened the wire had to be cut off. In disposing of screen and wire preparatory to crawling in, his watch became caught and fell to the ground. Anyway, he got in, but the lecture he at first had intended giving his wife for not locking the house securely, was not delivered.

Baseball season is over for another year, and now football holds the limelight. The local office boys are doing a lot of figuring. Baker is still strong for Missouri, Bus Beem being from Kansas, leans toward the Jayhawkers, but Talbott thinks they can console each other now that they met Texas and Oklahoma.

Ernie Thomas says owning property and paying a school tax is just a small part of the cost of educating a couple of boys. Cheer up, Ernie, one of them may be president some day, but be sure to keep track of his age when he leaves the farm so that his opponents will not have a chance to question his veracity.

Let's hear from the duck hunters. Frank Dignan, Guy Rhodus and Bill Webber, not to mention Red Fehler, should soon be telling us about those they didn't get. Red's specialty is squirrels, not ducks, and he likes to run them down.

Alex Schutte stepped out the other day and shot an 86. You other golfers, especially Mr. Larson and Mr. Reeder, take notice.

Judging from the amount of Wisconsin cabbage coming in there will be no shortage of kraut this year.

West End of the Trans-Missouri Division

R. K. B.

WE ARE glad to report that Brakeman Bel-den Rehn, who was seriously injured about three months ago, has recovered sufficiently to enable him to return to work in train service.

Quite a few faces which we have not seen for some time are working in train and engine service again. The increase in business, particularly on the east end, has enabled some of the boys who have been on the reserve list for a year or more to get their names on the payroll again, even if only long enough to ask for a time draft. The month of September on this division continued to show an increase in grain loading, and the usual seasonal increase in the stock and coal business began to bear some resemblance to old times.

Mr. T. J. Flesher, Machine Helper, and Mrs. Flesher, have left Miles City to spend the winter in the south visiting with their son and daughter, Margaret Wagner, daughter of Felix Wagner, has left for Chicago to enter school. She was accompanied on her trip east by her sister, Mrs. Harry Kelly, who had been visiting her parents in Miles City.

Mrs. Rod Janes, wife of Boilermaker at Miles City, plans to leave next week for a visit with her daughters, Mrs. Melvin Huff and Mrs. James Eldrege in St. Paul.

Ann Anderson, stenographer in the Superintendent's Office, who still insists she never saw the inside of a jail, donned her best bib and tucker one morning to appear before the judge and answer a charge of overtime parking on Main street. Finger wave, I think, was the excuse. Expensive beauty treatment, and Ann appeared some time later minus a portion of her worldly goods.

Mechanical Dept. Clerk Pearl Huff has just returned from her vacation and reports a pleasant visit with friends at various points in Minnesota.

Twenty thousand tons of sugar beets are being dug out of the ground in the Carterville district this fall for movement to the sugar beet factory in Sidney, and the movement will probably keep up for the next month or so. This is a fairly recent industry in this part of Montana, and means a nice revenue to the railroad and a cash crop to the farmers.

Grant Hedrick, Rodman in the Engineering Department, who has been employed this summer on the bank excavation work between McLaughlin and Moreau Junction, has resigned his position to return to school in Seattle.

The Miles City high school football team recently traveled over our line to Great Falls, where they defeated the Great Falls high school team in a night game by a score of 19 to 0. The date of this game was unlucky enough to coincide with the first blizzard of the season, and when the teams trotted out on the field the ground was covered with two inches of snow and a howling wind was coming down from the north knocking the thermometer below zero. The thousand shivering spectators, however, report getting their money's worth.

A change in mixed train service on the Isabel branch line has reestablished the service in effect a year ago. This was made necessary by the increased tonnage off that line.

Mrs. C. J. Currie, wife of Conductor on the Terre Haute Division, recently made a ten-day visit with her daughter, Miss Ruby Currie, who is employed as Comptometer Operator in the Superintendent's office. Ruby reports that her mother was pleasantly surprised to find that Montana wasn't the end of the earth surrounded by Indians. In fact, she didn't see an Indian (and probably not a cowboy) all the time she was here.

We are sorry to report the death of Alex Elder, who was for several years employed as

Machine Helper at Miles City. Mr. Elder, who has been an invalid for the past three years, died at the home of his son, Dr. Donald Elder, in Miles City.

Milwaukee Terminals

M. H.

CROSSING FLAGMAN Chas. Dobe of Keefe Ave. has the sympathy of the Milwaukee Family in the loss of his wife by death Sept. 21. The funeral was Sept. 24, with interment at Wisconsin Memorial Park. Chas. Dobe, "Omaha Charlie," as he is known among the employees, has been in the service of the Milwaukee for nearly 59 years.

Police Officer Wm. A. School of Chestnut St. Yards received a present of half dozen fine peaches in Sept. from one of the fruit men at Chestnut St. Yards. He handled them very carefully down Third St. to the Union Depot and when he arrived home at Pewaukee that evening he told his family what fine peaches he had. They were quite surprised on opening the package to find half dozen door knobs.

Machinist Helper Andrew Remm has taken a leave of absence on account of illness. We hope to see him back on the job soon fully recovered. Machinist Helper Edward Lofy had the misfortune to injure his foot Oct. 7.

Engineer Wm. M. Furey, another old employee died Sept. 24 after a long illness. The funeral was held Sept. 27 with interment at Calvary cemetery. His record was 43 years of faithful service.

Conductor Amos Koch is back on the beer train after two months' vacation in the north woods. He claims that he caught several fish while on his vacation, but we know of a friend who sent him a can of sardines when he heard that the fish were not biting at Pine Lake.

Dispatcher Alfred Kennedy, another of our old employees, has retired after 60 years of faithful service with the Milwaukee Road.

Yardmaster Haslam of the Air Line Yard wears a police or game warden's badge which he found at Mud Creek while fishing there.

Roundhouse Machinist Zimmerman is in receipt of a very fine letter of special commendation for his ability to eliminate boiler check leaks.

Engineer Wm. H. Ivens died Oct. 7. He had been off duty for the past two months on account of illness. He was formerly traveling accountant and several years member of the Safety First Committee. He had the respect of every officer and employee who knew him.

We saw Yardman John P. Moulton around the yard recently. He is looking fine and says he feels just as fine.

Kansas City Division

C. M. G.

ROBERTA SIDEBOTTOM of the district accounting office, Chicago, spent several days vacation in Ottumwa visiting in the home of her sister and family. Josephine Vander Meulen, of the same department, visited with friends in Ottumwa for a week during September.

Mrs. George Kissinger was the guest of relatives in Sioux City during September. The early part of October Mr. and Mrs. Kissinger departed for Tulsa, Okla., to visit in the home of their daughter, Mrs. Hugh Evans.

Edson Green, retired yard conductor, moved from Ottumwa to Des Moines and is now making his home with his daughter, Mrs. Cecil Smith, 4118 Fourth Street.

Statistical Clerk A. C. Daacke was in Chicago for both world series games. Being a Yankee rooter he was quite satisfied with the outcome of the series.

We have a real business getter in Extra Operator E. J. Vaughn, who secured five cars of lumber from the coast consigned to the McGavin Lumber Co., Ottumwa.

Thursday, September 27, funeral services were held for Geo. B. Rait in Minneapolis. He had been in ill health for several months and passed away on September 24. Mr. and Mrs. G. C.

Sheridan attended the services, Mrs. Sheridan being a cousin of Mrs. Rait, who survives him. Engineer W. F. Fry, retired, secured one round trip passenger from Ottumwa to Green Bay, Wis., party being a resident of Albia, which is on the C. B. & Q.

Will somebody please come to the assistance of Eddie Dornsife and help him decide which prize to accept—he has his choice of a bicycle, hanging lamp or a bird cage.

Several of our employees passed away during the past few weeks, among them Harold B. Moore, brakeman, who died on September 29 of appendicitis in St. Joseph Hospital after an illness of one day. Funeral services were held the following Sunday at 3 p. m. and burial made in Memorial Lawn Cemetery. He entered the service in 1922.

T. O. Beistle, son of B. Beistle, agent at Chillicothe, died on October 9 at the home of Dr. C. B. Shiner, Kansas City, his brother-in-law. He had returned from a government hospital in

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Chicago several days previous and was to resume his duties at Liberty as agent on October 10. Funeral services were held and burial at Braymer, the American Legion conducting services at the grave with military honors. He had been an employee of the Milwaukee since 1912 and was agent at Liberty at the time of his death.

One of our veteran employees, T. H. Tuomey, agent at Parnell, passed away on October 9. He had been in ill health for some time but had improved sufficiently to resume the agency at Parnell several weeks ago. His death followed a paralytic stroke. Funeral services were held and burial made in Parnell. Mr. Tuomey entered the service in 1886 and was made agent at Parnell the following year. He was well known among residents in the vicinity of Parnell, having served for seven years as president of the Parnell board of education and had been president of the former Parnell Savings Bank.

On September 29 an automobile driven by Mrs. W. Sowder was overturned in a collision with a car driven by Dave Sigel of Ottumwa on federal highway No. 63 at Cedar, Iowa. Three of the occupants, Mrs. W. F. Bottenfield, her daughter Imogene, and Mrs. Walter Mimick, were injured, while Mrs. Sowder suffered a severe shock. Mrs. Sowder was enroute to Ottumwa and the Sigel car was coming toward Ottumwa, traveling at a great rate of speed and attempting to make the curve the driver lost control of the car, colliding with the Sowder car. It is reported that the injured are improving.

Seattle General Office News

Claire E. Shappee

WE ARE glad to see Miss Sophie Frank with us again even though for but a short time. Sophie looks as though her trip to California agreed with her.

Lon Cook, our Peppy Publicity Agent, attended the Rodeo at Ellensburg and took some good photos of the broncho busters, which he reports wasn't nearly as much fun as taking pictures of bathing beauties.

As I sat in the Auditorium and looked around

me, waiting for Franklin Roosevelt to appear, I was quite surprised at the number of Democrats from our office. They all enjoyed Mr. Roosevelt's good speech and those who couldn't attend in person listened over the radio. There were over 30,000 there to hear him and a good time was had by all. Among the fair sex I saw Annette Standaert, Myrtle Brown and Sophie Frank and these good-looking Democrats, not satisfied with being in the baldheaded row, were peering through opera glasses to get a better look.

The Puyallup Fair is bigger and better than ever this year and judging from the large crowd it is attracting, happy days are here again! Dick Hessian drove down in his new Ford to see what was going on and reports they have a better fair this year than ever before and Dick knows, because he grew up in that vicinity and played hockey more than once to take in the fair.

Roy Hurd that Mike Murtha wanted a good watch dog, so they took the evening off and proceeded to acquire said dog. The doggie proved

to be very friendly indeed and would have had a good home if he hadn't howled all night and kept the neighbors awake for several blocks around. Mike should have interviewed Mac Barnhardt before getting a watchdog.

Several enjoyable affairs were given in honor of Mr. and Mrs. J. J. O'Meara celebrating their twenty-fifth anniversary.

Miss Minnette Willett, the charming little bookkeeper in the Milwaukee Hospital Association on the 11th floor, left Saturday night for a two weeks' vacation in Chicago, Kansas City and points east. Minnette had a hard time deciding whether to take this trip or go to Southern Oregon, but at the last minute decided to take a nice long train ride east.

The Milwaukee Women's Club gave the first dinner of the season in the club rooms of the Union Depot and this is the beginning of some good times this year. Here's hoping everyone turns out to these affairs as the money goes for a good cause and we should all do our bit!

Mr. N. A. Meyer's office is bright and cheerful once again since their good-looking Chief Clerk returned from his California tour. He reports the California Poppies bigger and better than ever before and although he had a wonderful trip he was more than glad to return to Sunny Washington. Mr. Stablein tried to get back in time to attend the Democratic rally held for Mr. Roosevelt, but try as he would he couldn't make it. He has no announcements to make?

The football season has started and it is being well advertised by much noise and merriment. Today the football men rode down Main Street on the fire engine followed by a jazz band. Lots of excitement!

Congratulations and best wishes are extended to Mr. and Mrs. Dean Swanson on the arrival of a wonderful baby boy, born Saturday, October 1st. Mr. Swanson works in the drafting room of the Engineering Department.

Appointments

Effective October 1st, Mr. E. A. Meyer has been appointed Manager of the Safety Bureau, vice Mr. Martin J. Flanagan, deceased.

Effective October 17th, Mr. F. T. Buechler has been appointed Superintendent of the Superior Division, with headquarters at Green Bay, vice Mr. E. A. Meyer, promoted.

Mr. F. R. Doud has been appointed Assistant Superintendent of the I. & D. Division, second district, including supervision over Sioux City, Mitchell and Canton, with headquarters at Sioux City, vice Mr. F. T. Buechler, promoted.

Hard-boiled Waitress: "Well, watcha want?" Grouchy Guest: "Couple eggs." "Howja wantem?" "Just like you."

STREICHERT'S GLOVES and MITTENS

Made especially for R. R. Men. Out of Stay soft Wild Hog, Deerskin and Horsehide

Gauntlets for Engineers and Firemen, with Comfort Wrist and Seamless Palm, \$1 to \$2. Mittens for Switchmen, short or long, with Seamless Palm, 75c to \$1.50. Also, liners. Gloves for Conductors and Trainmen, Slip-on, Button or Band top, 75c to \$1.50.

Sold at most Division points and large Towns.

Ask your dealer for STREICHERT'S GLOVES NONE BETTER MADE

If he cannot supply you, write direct, stating size, price and style.

E. J. STREICHERT

1747 N. Crawford Ave. Chicago, Ill.

Opportunity

By Walter Malone

An Answer to John J. Ingalls' Famous Poem of the Same Title

They do me wrong who say I come no more

When once I knock and fail to find you in;

For every day I stand outside your door And bid you wake, and rise to fight and win.

Wait not for precious chances passed away!

Weep not for golden ages on the wane! Each night I burn the records of the day— At sunrise every soul is born again!

Dost thou behold thy lost youth all aghast? Dost reel from righteous Retribution's blow?

Then turn from blotted archives of the past

And find the future's pages white as snow.

Art thou a mourner? Rouse thee from thy spell;

Art thou a sinner? Sins may be forgiven;

Each morning gives thee wings to flee from hell,

Each night a star to guide thy feet to heaven.

Laugh like a boy at splendors that have sped,

To vanished joys be blind and deaf and dumb;

My judgments seal the dead past with its dead,

But never bind a moment yet to come.

Though deep in mire, wring not thy hands and weep;

I lend my arm to all who say "I can!" No shame-faced outcast ever sank so deep

But yet might rise and be again a man!

The above poem was written many years ago, but it seems peculiarly applicable to the present.

—Editor.

A DIFFERENT MATTER

Smith—So your son is in college? How is he making it?

Smithers—He isn't. I'm making it and he's spending it.

Employer (to new office boy): "Has the cashier told you what you have to do in the afternoon?"

New Boy: "Yes sir; I was to wake him up when I saw you coming."

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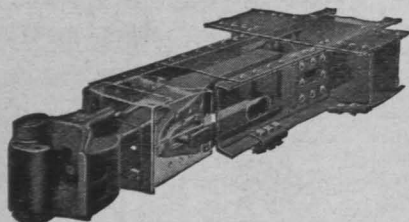
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"BUCKEYE" Yoke and Draft Attachments



The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

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COMPANY - Columbus, Ohio
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Twin City Terminals

Leda Mars

HARVEY G. LOBDELL, Assistant Cashier at the Minneapolis Freight Station, passed away at the Deaconess Hospital on September 22nd.

Mr. Lobdell had been confined to his home for nearly a year, during which time he was a patient sufferer, always looking forward to the time he might be able to return to his work, which, for so many years, he had performed with exceptional efficiency.

He was born in Dubuque, Iowa, August 8th, 1885, and had entered the service at the Minneapolis Freight House as a messenger at the age of 14. He was very much loved by his associates, all of whom were his sincere friends, and his congenial personality will be sadly missed.

The sympathy of the Milwaukee Organization is extended to his bereaved family.

Florence McCauley entertained the girls of the local Freight Office at dinner at her home Wednesday evening, October 12th.

Marty Marrin of the Freight House, is a proud father again, this time it being a "boy" and we understand his name is to be Michael Patrick.

Attention has been called to the fact that a new appointment has been made to the rescue squad of the Police Dept. for bravery displayed recently in the vicinity of Lake street.

We wish good fortune and success to the new officer.

The Milwaukee girls had a get-together, get-acquainted chowmein dinner on Thursday evening in the Club Rooms. The evening was spent playing travel with prizes given to winners. Want to compliment the "cooks" on the way they prepared the dinner and served the "guests." Everyone reported having a very enjoyable time.

Nell Sullivan of the Accountant's Office, made a trip to Fergus Falls during October. Understand it was to attend a political rally as she took some Republican papers with her.

Mrs. Jay Bailey is moving from Mason City to Minneapolis the first of November. The Baileys have rented an apartment for the winter. Jay is employed in the Accounting Office.

Grace Walsh decided it would be cheaper to get her hair cut than buy a violin.

We are all glad to see Florence Almen back after being away from the office for several weeks account of an automobile accident.

TALL ONE—

This grasshopper story comes from South Dakota. A farmer left his team in the field and went for a drink. When he returned, the grasshoppers had eaten the team and were pitching horseshoes to see who would get the neckyoke and collar.

An Englishwoman walked into the ticket office at Chicago and asked for a ticket to New York. "Do you want to go by Buffalo?" asked the clerk.

"Certainly not," said the Englishwoman, "by train."

Iowa (East) Division and Calmar Line

John T. Raymond

IT WAS with much regret that word was received Sept. 20th from Chicago of the death of M. J. Flanigan. He had been critically ill for sometime but it was hoped that he would recover. Mr. Flanigan began his career on this division as a water boy, winning his way up with the company, that he so loyally served. He was Supt. of this division for four years residing at Marion. His passing away is greatly regretted by many friends on the division and at Marion.

Mr. and Mrs. A. J. Elder returned to Marion after a trip of two weeks, visiting in New York, Atlantic City and Terre Haute. While in New York City they visited the "Yanks" base ball park and saw the contest between the Cubs and the Yanks in the World Series.

In the group of ladies that left Marion to attend the general meeting and luncheon of the Milwaukee Women's Club at the Hotel Morrison Oct. 8th, were Mrs. Frank Dlouhy, Mrs. D. S. Stewart, Mrs. F. S. Keith, Mrs. J. M. Vander Cook. They were to meet Mrs. A. J. Elder, the president of the Marion Chapter at Chicago.

Funeral services for Joseph Sacora, 86 (who died at Perry Sept. 14th, at the home of W. N. Foster), were held Friday, Sept. 16th at Oxford Jct. Mr. Sacora was a civil war veteran. Mr. and Mrs. Newman from Cedar Rapids, Mr. and Mrs. Frank Dlouhy from Marion and Mr. and Mrs. W. N. Foster from Perry, attended the funeral. The ladies of these families were daughters of Mr. Sacora.

Station Agent E. A. Knock of Lost Station had a two weeks' vacation early in October visiting Excelsior Springs, Mo. James I. McGuire acted as Agent.

Agent G. W. Ireland of Wyoming made a pleasant call at the Marion office Oct. 11th, he is much improved in health and has resumed work.

Dispatch and Mrs. R. L. Leamon of Marion spent their vacation during the latter part of August in California.

Dispatcher and Mrs. Willis Jordan of Marion visited Mr. and Mrs. H. E. Ramsey at Arlington a week end early in October and spent most of their two weeks' vacation visiting relatives at Olin and at home.

The sympathy of everyone on the division is extended to Conductor Wm. Rehbock in the loss of his wife who passed away Monday, Sept. 26th at Savanna when burial was made.

D. T. Reel passed away at a hospital at Cedar Rapids Sept. 24th. Funeral services were held at Perry Sept. 28th. His residence was at Perry but for several years he has been on through run from Perry to Savanna and was well known on the division.

Mrs. Wesley Pulley passed away at her home at Maquoketa Oct. 12th, and funeral services were held at Oxford Jct., Friday Oct. 14th. The sympathy of many friends are extended to Conductor Wesley Pulley in his bereavement.

The Savanna railroad men have challenged the Marion railroaders to a baseball game which is to be played at Savanna Saturday Oct. 15th. The funds to be given to the Savanna Chapter

Milwaukee Womens Club. Supts. A. J. Elder of Marion and L. F. Donald of Savanna are scheduled to pitch.

(These items are sent in Oct. 14th, too early to announce results.) Following is the line up of the Marion team:

A. J. Elder, Pitcher,
W. Brouard, Catcher,
C. Snyder, 1st Base,
Ted Brouard, 2nd Base,
V. Barnes, Short Stop,
G. Brouard, Right Short Stop,
H. B. Christianson, 3rd Base,
M. Kauffman, Field,
J. Strong, Field,
F. Peters, Field,
B. Schenken, Field.

Passenger Brakeman W. C. Dubbs, who has been on the Milwaukee-Davenport run, has given this run up and returned to Marion where he is first extra man. Brakeman Ray Mark has taken the Milwaukee-Davenport run.

Passenger Brakeman Morris Peterson, who has been living in California for the past year for the benefit of his wife's health, has returned to Marion with his family, where he expects to make his home.

Engr. Jim Anderson, who has been confined to his home in Monticello for the past five months with an infected leg, was calling on Marion friends the first of October. Jim says he is feeling pretty good again and resumed work on Calmar passenger Oct. 15th.

Drafts from the Drafting Room

H. J. M.

NOW that baseball is "passe" the boys of this office and the Test Department decided to show their wares on the bowling alleys. Some twenty boys were excused by their wives from home duties so they could enjoy the big "swat-test."

The boys were divided into four teams, at the head of each team being a capable captain. The captains were C. H. Bilty (himself), General Grant, Major Hoppe and Lieut. Luebke. The Luebkes and the Biltys ended in a tie in games won, each winning two out of three, but the Biltys had the highest 3-game total so win the honors for the first night out. They win the bronze painted gold fish bowl. High honors for the evening went to Art Schroeder and his "cannon ball" delivery—471. Two pins behind him was Lumbago Gus Koester. Gus set aside his crutches for the evening and bowled his three

games without even the slightest sign of his ailment. After his total had been compiled, he again took up his crutches and complained about his lumbago saying he'd stay home for a few days to recuperate. Hal Chandler and his "roundhouse" found the alleys to his liking and compiled an average "way over his head." To rub it in, he totaled more than his pals, Lentz and Lagreid.

Bob Borucki took the booby prize for the lowest total. Bob has played golf so much this last year that he forgot about getting as high a score as he could and so was trying hard to get the lowest score—and succeeded. He scored an 80 in his second game. Boy, I bet he would have been a proud fellow if he had a score like that in golf. The scores of the various captains showed Lieut. Luebke at his best, his highest game being 141, and just enabled him to sneak out ahead of C. H. Bilty. C. H., after a long lay-off, started rather poorly but as the evening wore on was coming on in great style. Major Hoople—I mean Hoppe—also made a great finish to eke out ahead of General Grant. The General, by the way, must have been reading history about the days of '76, because he had lowest game of the evening—76. Major Hoppe (Al to most of us) was captain of the team that lost three straight games and finished with the percentage of .0000.

Kilimann started off by finding the strike groove for four consecutive strikes and then changed over to the split groove for the rest of the evening. At their best, the Hoppes didn't have enough to cope with the Luebkes. The disappointment of the evening was the failure of "Irish" Eddie O'Brien to put in an appearance. Irish was to have given an exhibition in how to throw a bowling ball with a side arm delivery. Eddie said he was called out of town before game time. Les Winding took honors in the left handed bowling. He was the only southpaw present. Jim Lindsay, sub for Irish, "shot his bolt" the first game and just about finished. Russell Harrington, thanx to the fact that he pitched underhand ball this summer, had his hook working fine and accumulated third low for the night—82. Nobody to blame here but the pitcher—I mean bowler. Art Schultz, who once bowled 257 in one game, couldn't get that in two games as his ball wasn't shifting into reverse right. Leonard (185) Lentz brought his golf shoes along to improve his game and he certainly cut off strikes at that—317 for 3 games. Nice work, Len. Mag. Lagreid was too quiet to have a good game. His wife is away and I guess Mag

TOBACCO FLAVOR NEVER VARIES IN 16 YEARS

Smoker calls it "Only
blend I never tire of"

MANY a pipe smoker spends years in his search for the "perfect" tobacco. Once discovered, however, will that tobacco remain uniformly the same, package after package, year after year? That is what every pipe smoker wants to know, and that is why it is good news when R. K. Wheeler of Dayton, Ohio, writes that in 16 years "I have never purchased a single package of Edgeworth whose flavor and aroma differed in the least from another." His complete letter will interest smokers.

1017 Shakespere Ave.
Dayton, Ohio
March 4, 1932

Larus & Bro. Co.,
Richmond, Va.
Gentlemen:

I have noticed for some time the various letters published by you from users of Edgeworth, and I felt impelled to add my "nickel's worth" to the chorus of praise. I have used Edgeworth exclusively for sixteen years, and the only reason that figure is not larger is that I did not discover Edgeworth sooner.

I have tried many of the different pipe tobaccos on the market, but Edgeworth is the only tobacco I can smoke day after day without tiring of its flavor. Where do you get it? How do you do it? In all these years I have never purchased a single package of Edgeworth whose flavor and aroma differed in the least from another. So I too say, "Keep up the good work," for it would be a sad day for pipe smokers should Edgeworth disappear from the tobacco shops.

Yours truly,
R. K. Wheeler

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Milwaukee, Wisconsin

couldn't keep his mind on his bowling—thinking about her.

Art Steltz was high man for the Luebkes, getting 450. He was tapped very often and deserved a better score. At that he bested the Great Jung. Al (not the Major) had two nice games of 130-135, even with bowling shoes on. He really dumped the Hoppes into a triple defeat. Big Boy Junior had a big night (first time bowling) and tumbled the timber for 311. Not bad for a starter, George Jr. Last, but not least, Monty also bowled. What he didn't do in a pin-busting way he aided the Luebkes into two victories by his moral support. He was all right—alleys and pins all wrong. Anyway, a good time was had by all.

Anyone see Syl. Lester? Just look for a pair of corduroy pants—navy style—only a nice bright purple color. Comment was so great that Les refused to wear them again until they were dyed a different color. I'd suggest bright green, Les.

Chicago Terminals

Guy E. Sampson

WELL, well, here we are again, time for our monthly budget of news from the Big Terminal of the Milwaukee railroad. And are we going some, we'll tell the world we are. The "Ship by rail club" is a reality and is progressing nicely. Mr. Ralph Patrick Hays is the hustling chairman of the club, while car clerk Norton is secretary and regular meetings are well attended. Our aim is, not only to get business to move via our lines but to give service that cannot be outdone by any other mode of transportation, thus guaranteeing holding such business as we are able to secure. Getting business is one thing and keeping it is another and THIS CLUB for one, is working both ends of the proposition. Everybody on their toes for the management have said that as fast as business demands it, they will put more men back on the pay roll. Every man put back to work means one less family to be taken care of this winter, and work is what the boys want and not charity. Business is on the incline and now is the time to secure our share of it and concerted moves on the part of every club member will bring it our way. At this writing the club has over 800 members.

The new Griswold Automatic Safety Signals have been installed on five crossings at Bensenville this month and besides being very attractive they are sure to do the same efficient work they have been doing in other places on the railroad.

Yardmaster Jack McGowan who underwent an operation this summer is able to be back to work but as he is still convalescing he took a

job as pilot on a work train job for a while. Glad to see him back.

General Yardmaster H. E. George also underwent an operation for appendicitis last month and just returned to work Oct. 16th, feeling as fine as a fiddle, so he says. Glad to see him among us with his old time vim and vigor.

Two terminal employees met tragic deaths since our last issue of the Magazine. Messenger boy Nevison, who worked out of Galewood was killed by an auto wreck just as he was about to cross a street, causing his death. And night general yardmaster Jas. O'Keefe was also killed in an auto accident when the car he was driving skidded and left the road. Mr. O'Keefe was instantly killed and the other three taken to the hospital in Green Bay where they received medical attention. While severely shaken up and bruised the three were able to return home within a few days. Every employee in the terminal was shocked when they learned of these two accidents and their heart-felt sympathy goes out to the families and relatives of both men.

We all realize that the detective business requires a certain amount of "pussy footing" and secrecy. In fact it is so impressed on the mind of special officer Blahey that he could not help but thing it also applied to one's own business of getting married. Therefore he recently toed away with his own dear sweetie and now her name is Mrs. Blahey. Congratulations "Sherlock." May you both enjoy a long and happy union.

Robert Tanning, son of Mr. and Mrs. Robert Tanning, is attending Marquette college in Milwaukee. While the elder Tanning is and has been engineer in the power house plant at Bensenville for many years, the son has decided to take an electrical engineering course. "Bud," as his pals all call him, graduated from the Bensenville high school last June and lost no time in getting located in college at the beginning of this term.

Lowell Capoot, son of yardmaster, and Mr. J. O. Capoot, is in his second year at Urbana, Ill. Lowell's many friends were well pleased when they learned that Lowell had made the college track team and would carry the colors of Illinois this year in some of the big track events.

The New Hub of the I. & D.

William Lagan

MR. C. C. SMITH, Relief Operator, has returned to Sioux Falls from a three week visit to Milwaukee, Wis.

Earl Star is relieving Al. Wilkins, Section Foreman at Sioux Falls. Al is taking an extended leave of absence and intends to spend the cold weather down in Alabama.

Conductor Wm. Donley is running the passenger job between Sioux Falls and Dell Rapids, where there is a paving project under way.

It was a busy day around Sioux City September 29, the occasion being the speech there that day by Governor Roosevelt. The governor and party left by special train over our line for Milwaukee, Wis. N. A. Ryan, W. B. Dixon and L. M. Jones accompanied the party to Milwaukee.

Mr. and Mrs. John Reagan of Sioux Falls are on vacationing in Chicago, and while there have planned on seeing the world series.

Hunting season opened with a bang in South Dakota and many hunting parties have already been out from among the Milwaukee employees. Among the most successful hunters have been Nick Kelly, E. J. Erickson and P. W. Collard. Eddie Adams has decided to wait until the pheasant season opens to do his hunting, as he says that the ducks get up entirely too early for him.

Ed. Doering, agent at Dell Rapids, secured one passenger to California last month. Ed is always on the look-out for business around his station.

Rev. H. P. Carson, D. D., 88 years old, W. A. Thompson, 93 years old, and Mr. Cornejo, 84 years old, all of Huron, S. D., attended the National Encampment of the Grand Army of the

public at Springfield, Ill. Rev. Carson is the father-in-law of General Agent W. D. Griffiths of Sioux Falls. Mr. Griffiths accompanied the party to Springfield, the trip having been made via the Milwaukee Road. Mr. Griffiths reports that the memorial services held Sunday, September 18, at the tomb of Abraham Lincoln were very impressive.

The Milwaukee Women's Club of Sioux Falls held its regular meeting Tuesday evening, October 11. Several social functions were outlined for the winter months. It is planned to have a time Hallowe'en dance the latter part of October, with a prize award for the most appropriate costume.

Conductor Bill Donley was seen bargaining for a Chevrolet Sedan in Sioux Falls recently. It will surely brighten up the dull winter months and the purchases the car as it is a beautiful cream-colored affair with pea green trimmings.

Motoring on the Milwaukee. Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

Sad to learn that the division news for the October number of the magazine fell by the wayside, but as it did, I will have to repeat a little of it here and do the best I can and not overlook anything of importance. One day of sunshine and the next snow in this neck of the woods and every time it starts to storm we wonder why we complained last Park season about the heat. Well, we do that every summer and when "winter comes" grumble about the cold and so on, but we are getting our heavies out and our last year's overshoes, and winter before it hat, and the winter before that coat, all ready for a cold snap. . . . Everyone else is too, we are just in style; at least as far as old clothes goes.

We regret to write of the death of Condr. John Driscoll, in Livingston, September 6th, due to an accident which occurred while he was riding with some friends in an automobile, near Livingston, the evening of September 2nd. Mr. Driscoll was well known on this division, where he had worked for many years, and was one of the most popular employees on the R. M. division. His wife died some years ago and he leaves two brothers, who accompanied the remains to the old home, Elmira, New York. We offer our sympathy to this family.

Mrs. Chester Bales has returned from a trip to Oregon, where she visited her sister for three weeks. While Chester fished and hunted and went boat riding, he almost got up nerve enough to invite me to go along on a fast trip down the Gallatin in the good old flat boat, but something happened and I missed that trip too.

Engr. LaGrange has returned to Lewistown after several weeks of work on this division on a trouble shooter. He is replaced by Engr. Barton. Engr. Weaver is also back again on this division as well, and Mr. Tibbitts. Business is a little improved around here, but as we have no new motors (three units instead of two as formerly) it does not put many men back to work. The Lombard helper has been put on the more and when a train leaves Lombard to the top of the hill, east of here, it's usually quite a train.

Agent Kay has been assigned to operator's position at Bozeman now being held by Ralph Kemmerling, who will go to Gallatin Gateway for a while, which job is being ably handled by Joe St. He, in turn, has been assigned to Hilger, agency there being Mr. Kay's position.

Mr. and Mrs. T. L. Burrow have gone to Atkinson, Wis., for a short visit with friends

and relatives. Mrs. Burrow, who is the President of the local chapter of the Milwaukee woman's club, stopped off at Chicago for the luncheon there Oct. 8th. Mrs. C. G. Bleichner, the president from the Butte chapter, also attended, as did Mrs. Bolton from Albion.

Mr. and Mrs. Dick Griffith have moved to Lennep, where Mr. Griffith has been assigned the position of signal maintainer in that district.

Clarence Martin and Mrs. Martin went out hunting and got a fine deer in a few minutes after they got there, that is, as usual, Mrs. Martin did. No doubt that is the main reason Clarence took her along; he always did, and she always brought home the deer, so all we know is what we hear. . . . Of course, if Clarence had not been there she probably could not have got the deer home or something. Anyway, they are both good hunters and never return, that I ever heard of, without something to show for the trip. Mr. Martin has a son in the Three Forks football team this year that gets his name in the newspapers of the state pretty regularly, too. Keep your eye on him.

Mrs. C. H. Johnson has been quite ill at her home here, but is some better at this writing. We trust she will soon be recovered and out again.

Miss Mabel Wilson of Mr. Fuller's office in Lewistown made a few days' visit with friends in Three Forks during September.

Engr. Butler is a grandfather. I do not know the date of this important event, but it was during September, and Mr. and Mrs. Emmett Butler of Trident are the proud parents of a fine daughter. We offer our congratulations.

The members of the Head Waters Fuel and Navigation company have taken in several new members. Understand there is some complaint due to too much activity in the wood chopping department from some of the brand new members. That is the way with some folks—soon as they get their own wood all chopped up and piled around the back door all ready for winter they don't want to even chop up a cotton wood tree for the church. I will tell the rest next time. That is, I might not tell all I know, for

a consideration . . . say a load of nice pine knots (cotton wood isn't good enough for her either). I expect to get a picture of one of the worst meetings this company has had this fall. If I do, you all know where it will show up, so get ready for it.

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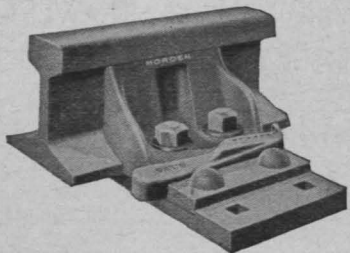
M. G. B.

AFTER a lingering illness of several months and although the greatest of care and medical skill was used, Frank Dickhoff's beloved pet and pal, Edna, finally succumbed to the ravages of old age. Edna, a beautiful and talented love bird, has been with the Dickhoffs for some time and will be sadly missed, both by her husband

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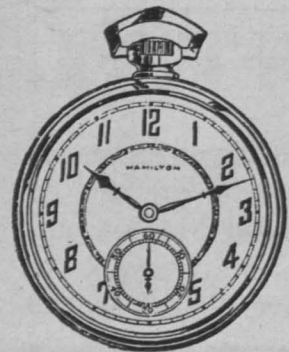
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and by Frank. No children survive the love bird. Frank is keeping up well under the great loss. Our sincere sympathy goes out to him.

Naldrea Hodges returned to La Crosse about the second week in October, to resume her work after undergoing an appendicitis operation. She has been at Mason City since the first part of September.

Mrs. Carlton Starr, formerly Miriam Ingraham, rejoined her husband at Iowa City, where she is attending school about the first of October. Mrs. Starr has been at Mason City, where she underwent an operation for appendicitis.

L. R. Shellenbarger and T. Pajari of the Engineering Dept. spent a week-end in Minneapolis the first part of October.

Mrs. Hazel Jones spent several weeks the first part of October at the home of her mother, Mrs. G. P. Hodges at Mason City.

J. M. Hemsey, District Safety Inspector from Minneapolis, was a visitor at Mason City during the middle of October.

Our sympathy is extended to the family of Mr. Ole Larson, who died at Mason City Friday, Sept. 30, from heart disease. He was a machinist helper at the Mason City shops for a number of years.

F. A. Maynard, veteran conductor, died at Sioux City October 10, 1932. He had been in service of the company for 49 years, retiring March, 1931. Our sympathy is extended to his family.

Miss Ruth Scott of the District Accountant's office was a visitor at Mason City during the latter part of September.

Mr. Carl E. Ring of the District Accountant's Office, Minneapolis, was in the Superintendent's office at Mason City for one day in the latter part of September. It surely seemed natural to see Carl around the office again.

Understand Carl Donovan had a wedding anniversary lately. Can you tell us how long it has been, Carl?

Dubuque-Illinois Division 2nd District

E. L. S.

ROADMASTER Gust. Swanson, on the Second Dist. D. & I. Division, for over ten years, died suddenly at McGregor, Sunday, July 31st, from heart failure. He was ill only a few days, having taken sick Friday and died Sunday following. Funeral services and burial at Austin, Mich., his home. Mr. Swanson had many loyal friends on the Division who were shocked to learn of his sudden passing. Sympathy extended to his bereaved family.

Lloyd Moore, Perishable Inspector, returned to Dubuque Shops and has been on the job since Oct. 1st, after having been relief Perishable In-

spector at various places on the system during vacation season.

The Division employees were grieved to hear of the death of Mr. M. J. Flannigan, who made many friends on this Division during the period that he was the Superintendent. Our sympathy is extended to Mrs. Flannigan and family.

A. E. Kemp has been appointed Roadmaster of the 2d District, with headquarters at Marquette, Ia., in place of G. Swanson, deceased.

The Dub. Divn. employees were very much pleased to hear of the promotion of former Superintendent E. A. Meyer, to the position of Manager of Safety and Fuel Departments. Mr. Meyer made many friends during the four years that he served as Superintendent on the Dubuque Divn. and he has the wish of the entire organization for success in the new position.

Geo. A. Ehmer, Dist. Accountant, Minneapolis, was a Dubuque visitor during September.

Chief Dispr. Lanning and J. Mulder, Savannah, were visitors at Dubuque Dispatchers' office Sept. 13th.

Former Divn. Accountant C. J. Kleeman and Traveling Time Inspector C. V. Hammer, Chicago, were at Dubuque Shops on a "house-clearing" expedition the latter part of September. We hardly recognized them, they were so "dressed up."

Conductor J. M. Cassidy has taken trains 4 and 9 during the absence of Conductor Laury, who has been laying off account sickness.

E. W. Christ has taken position as Agent at Mabel after having been Agent at Turkey River for a period of 22 years, and we hope Mr. and Mrs. Christ and family will like their new location.

Tom Marshall has taken the position of Agent at Bernard, relieving J. C. Freyhage, who is now stationed at Turkey River.

Fullerton Avenue Building A. M. D.

PLEASE do not fail to read the article on the Ship-by-Rail Club published on another page of this magazine. We will try to keep you informed as to the activities of this organization so far as our limited space will permit.

Lila McGee, Secretary to Mr. W. Kruckstein, Ticket Auditor, has been married since May 14. We were unable to obtain the complete details, but we understand that it was a church wedding attended only by relatives. A wedding breakfast was served after the ceremony. Lila was a very popular girl among her friends and they all wish her the best of luck in this matrimonial venture.

We have just been informed that Agnes Howard, Secretary to Mr. E. J. Knoll, District Accountant, resigned her position on November 1st. She should be addressed hereafter as Mrs. Ryan.

Elizabeth Siebert of the Central Typing Bureau, was married to Arnold Johansson September 5th. They spent their honeymoon in Wisconsin.

Miss Olga Laske of the Abstract Typing Bureau, is the proud possessor of a beautiful diamond solitaire. For intimate details see Obituary.

A fine baby girl named Naomi Frances was born September 28th to Mr. and Mrs. G. Bombard of Elgin, Illinois. Mrs. Bombard was formerly Naomi Ferguson of the Ticket Auditor's office.

Sadie Middleton of the Central Mailing Bureau is wearing a very pretty new diamond ring on the appropriate finger. Congratulations, Sadie.

Clyde Osborne of the Car Accountant's office spent a few days in Maysville, Mo., his home town. A local newspaper gave "Old Clyde" a write-up, particularly referring to his singing at the Kochan Opera House of a popular air "Those Goo-goo Eyes." If such eyes were at stake now we bet he could do it again.

Angela Nixon of the Car Accountant's office accompanied by her mother, is spending her vacation in California and, no doubt, will have a great deal to tell when she returns.

Miss Eleanor Swolk of the Freight Auditor's

office was hostess to several of the girls of the Statistical Bureau Thursday, October 20th. The event was given in honor of Mrs. Charles Woell, formerly Miss Louise Leinss of the Statistical Bureau.

On September 18th, employees of the Auditor of Investment and Joint Facilities office held their annual golf tournament at Our Country Club near Antioch. Some of us of the Fullerton Avenue building were honored by being invited to participate and believe me, we all had a swell time. We also were fortunate in having three, (G. E. Agstrom, Asst. Aud. of Expenditure; Ralph Lakes, and your correspondent) out of nine entries win prizes. O. Lamberg and Reddig are to be congratulated for the manner in which the tournament was handled and for the eating arrangements, especially the refreshments served so low a charge. By the way, we believe Reddig should have received a prize for sharpshooting as he hit two persons during the day. We sure hope they remember us when the 1933 tournament rolls around.

William F. Denny, the head man of the Stationery Room, was bit by a dog while trying to protect his own little poodle. The owner of the dog promptly called a veterinary who made examination and told them he found no indications that the dog was mad. At this report Mr. Denny broke loose with some very picturesque language, explaining there was no use examining the dog; he was the one that was mad—and, Boy, he still is.

Notes From the Willapa Harbor Line

By R. R. T.

M. R. A. O. BURTON, agent at Dryad, is off on a three weeks' leave of absence, being relieved by Mr. J. H. Court. He is detaching his vacation to looking after his mushroom "farm" (or whatever the proper term may be at Tacoma), which is progressing very satisfactorily. Twenty-two beds are now bearing up for the market and while in Tacoma, Mr. Burton will plant eighty additional beds. The market for the product is very good and the demand is continually growing, so that Mr. Burton anticipates that before long he may be compelled to devote his entire time to the new venture. All his friends will join in wishing him good luck in the enterprise.

Operator W. L. Lyons at Raymond, is off a week at this writing, looking after some estate interests of his in Seattle. During his absence he is being relieved by Clinton (Pinkie) Miles, for whom this is almost like coming home, as he was operator at Raymond for years and still owns property there. He is now making his home in Tacoma.

Al Revord, section foreman at Raymond, with his family, together with the Koene Kamp family of Raymond, all went to Lake Quinalt on the Olympic Peninsula over Sunday and Labor Day. They had a very enjoyable time at the lake.

After George Hunt, rear brakeman on the Willapa Harbor Limited, recently acquired a new (one of the new kind, however), and developed into a skilled driver, the bug must have been Frank Ziel, conductor on the same train, for what does he do but go and buy a real Plymouth car, and now spends all his spare time on active drives.

The Willapa Harbor Logging Railway receives mention in these columns because they employ a Milwaukee crew to operate their logging train. Heretofore they had only two brakemen and therefore were confined to the corresponding number of carloads in the trains, but they have now added another brakeman and are now hauling real man-sized trains of logs. The name of the new addition is Frank Lawrence; they imported him from the Northern Pacific, but as he appears to be a good scout and is now associated with a good Milwaukee crew we won't hold that against him.

Ed Spiegelberg, fireman on the Willapa Harbor Line, was off for several trips in September, while he attended the American Legion National Convention at Portland and renewed acquaintance with his old buddies of the Wild West Division from Camp Lewis. George Pierce, the old reliable extra of this branch, relieved him. George had been putting in some heavy licks recently fighting forest fires near his home at Maytown.

Roundhouse Foreman J. Haydn Thomas of Raymond, and Mrs. Thomas have been enjoying visits from both of their married daughters. Mrs. L. D. McCartney of North Bend, Washington, accompanied by her little sons Bobby and Bud, and Mrs. Arthur Malone of Ellensburg, Washington, accompanied by her little sons, Richard and Tommy.

Charlie Lenon, Agent at Raymond, is prominent in Masonic circles thereabouts. Recently the ritual team of St. John's Commandery of the Knights Templar of South Bend under Charlie's leadership went to a special meeting at Montesano in honor of the grand officials of that order in the State of Washington; the forces from South Bend and Raymond acquitted themselves with such high credit as to earn the enthusiastic encomiums of the grand officers.

Dan Verheek, Car Foreman at Raymond, with his particular fishing pal, Mr. Zach Brown of the Raymond post office, went out on the first Sunday of the deer season to bag their allotted share of venison. They also took their fishing tackle along—very wisely, it appears. For after plowing through the almost impenetrable underbrush in the wilderness out toward their hunting lodge on the South Fork of the Willapa River and never so much as getting sight or smell of a deer, they finally decided in disgust to abandon their guns in favor of their more familiar fishing tackle—and behold, in no time at all they had each annexed their quota of fish. Hereafter they are going to stick to the rod rather than the gun.

Iowa (Middle and West) Division

Ruby Eckman

ONE of the saddest deaths which has occurred in the Milwaukee family at Perry, for some time was that of Robert Wilcox, the eighteen year old son of engineer Thomas Wil-

SLEEP COMES
when you ease the pain



"There! Now that painful old knee joint won't keep you awake!"

"I'll say it won't! Sloan's is a godsend when damp weather starts."

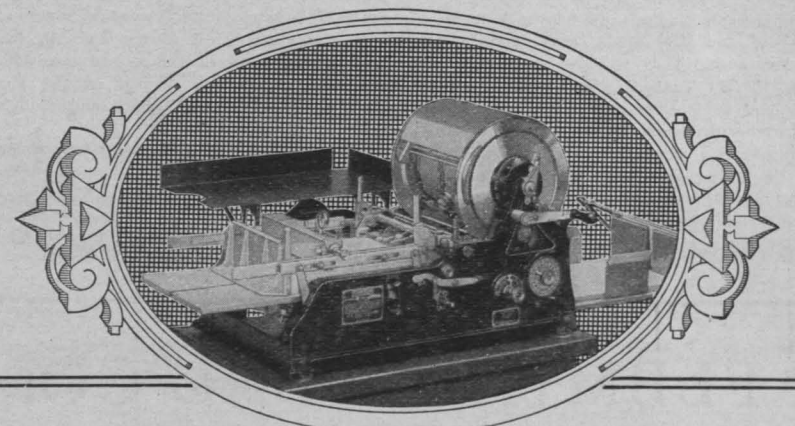
DAMP-DAY PAINS

—stiff joints

Damp weather won't trouble you if you pat on Sloan's. Knee joints, wrists, shoulders stop their painful twitching at once. Because Sloan's brings fresh blood to warm and ease those spots. Stiffness goes. Muscles feel young again. You sleep soundly. . . . Always keep a fresh bottle of Sloan's in the house. Costs only 35¢.

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The one outstanding fact about the Mimeograph is that it is a money saver. As never before it is being used now by railroads throughout the country. Whatever you type, write or draw on its famous stencil sheet is turned into

clean-cut duplicates by hourly thousands. Tariff sheets, illustrated letters, yard bulletins, manifest reports, etc., at high speed and low cost! Write A. B. Dick Company, Chicago, or 'phone branch office in any principal city.



cox. The young man died the fore part of October after an illness of but a few days. He had just enrolled at Iowa State College at Ames for a dairy course and had every prospect for a very bright future. Engineer Wilcox was called upon to mourn the death of a brother-in-law a few weeks before his son's death.

On September 24th at the hospital in Cedar Rapids where he had been for several weeks, occurred the death of Conductor Dan T. Reel. Death was due to injuries he sustained in an accident. He had a badly mangled leg and internal injuries and made such a strong fight for recovery that his family were much encouraged until infection set in in the injured leg. Burial was made at Perry.

Engineer Albert Markwell of the Council Bluffs switch engine force was the victim of a hit and run auto driver the latter part of September, sustaining injuries which caused his death a few hours after the accident happened. He was on his way home from work when the accident happened about midnight.

Special trains for both the presidential candidates were handled over the Iowa division during their campaign tours. The service rendered each was true Milwaukee service which brought forth commendation from those in charge.

Enginer Dave Cunningham and wife were in New York in September and October. Their daughter Helen who is a dancer signed up with the Public agency and made her debut on Broadway at the Paramount theater the fore part of October.

It is Grandpa, O. G. Bowman now, a son having been born to Mr. and Mrs. Orie Bowman, Jr., on October 7th.

Section Foreman John Krohn who retired a few months ago is enjoying life now. He and Mrs. Krohn made a motor trip to South Dakota in September.

James Hansen for many years an employe in the Milwaukee shops at Perry, died at the home of his son-in-law J. W. Moore the fore part of October. Mr. Hansen retired a few years ago. Death was due to a stroke of paralysis. He was 84 years old.

Mrs. L. McDowell, wife of one of the section laborers at Herndon, died at the family home the fore part of October.

Donna Mae is the name which Joe Little and wife gave to a new daughter, born the second of October. Joe is one of the Perry shop force.

Otis Geissinger, one of the track men in Perry yard, and Miss Freda Derry, were married September 26th. They will live in Perry.

Mrs. C. H. Tanner, wife of the agent at Tama, died at the family home the latter part of September following a few weeks' illness.

Engineer E. C. Hullerman's watchfulness saved the Milwaukee a fire loss the latter part of September. Mr. Hullerman was going home from his run when he noticed a light in a box car standing on the elevator track. He reported the matter and the company police found

that some men had built a fire in the car and were sleeping there.

Conductor Charles Craig and wife had a pleasant trip to Washington and California in September and October. They visited relatives in Seattle and Tacoma and drove to Santa Ana, Calif.

Iowa Division, Second District

H. H. Jacobs

THE Milwaukee Road felt honored to be chosen as the road to transport President Hoover's special train of ten cars from Des Moines to Chicago October 4th. We understand that the Des Moines Union and The Milwaukee Road performed nobly with this important movement, the train arriving at Western Avenue, Chicago, right on time—which was true Milwaukee fashion.

Messrs. Ridpath and Jansen were the gentlemen "pulling throttle" on the President's Special, Des Moines to Madrid.

L. L. McGovern has removed his family from Des Moines to Savanna, Ill., where he is located. We miss you, Leo, but wish you the best of luck.

The Des Moines Chapter of the Milwaukee Women's Club is actively soliciting members and contributing members. Let's remember that they have done, and are doing, an excellent work, and assist them at least by becoming members.

W. H. Roach, Agent, was called to Gillett Grove and Iowa City during August owing to the serious illness of a relative. W. J. Black from the Iowa First District relieved at Clive.

Conductor Bert Sipes "crashed" the front page of the Sunday Register October 9th. It seems some boys discovered a skeleton, the property of a medical doctor, on premises where Mr. Sipes once lived in Des Moines. The boys were scared about as much as Tom Sawyer and Huckleberry Finn once were with a similar discovery.

A new freight train operation was established in September between Madrid and Des Moines, improving the arrival of time freight at Des Moines with a late afternoon arrival of cars from the "main line." Conductor Shannon is generally the "Skipper" on the new job.

W. S. Welch, formerly of the Redfield coal dock, has been in ill health the past few months but is now recovering at a Lincoln, Neb., hospital. A postal card in care of the U. S. Government hospital would encourage him.

Ralph Tuttle and Alton Dale of the Des Moines Union Yard Office are receiving congratulations over the arrival of the stork at their homes. The youngsters and mothers are reported progressing nicely.

Ivan Knodel, of Cooper, took a few days off in August and donned the khaki with the National Guard at Camp Dodge. They must have drilled 'em fierce in the hot sun for Ivan got a good tan color out of it. Paul Calhoun relieved at Cooper agency.

Idaho Division

Gertrude Alden

JAMES L. FORWARD, until recently employed as mail messenger at Spokane, and now retired, has sold his home in Spokane and expects to leave soon for McConnellsville, Ohio, where he and his wife will make their future home. Best wishes of the employes of the Idaho Division accompany them to their new home. M. C. Helmer, Agent at Coeur d'Alene, recently obtained transportation to Salt Lake and Denver. (He is traveling solo.)

Agent F. G. Hart and wife, who hail from Metaline Falls, are enjoying an extended trip to the Southwest, which will be stretched into a trip East via the Southern route, and home via the Milwaukee Road. We can hear Fred bragging the fact that the most pleasant part of the trip was when he took the Olympian to Chicago.

On August 20th, 1932, occurred the marriage of Miss Catherine Corbett, daughter of Mr. and Mrs. T. E. Corbett, to Harry J. Carr. The bride will make their home in Spokane.

Mrs. Cecil Johnson is again with us, being employed in the local freight agent's office.

Assistant Chief Operator W. C. Sprinkle, Plummer Junction relay office is in the Deaconess Hospital at Spokane. How many of the "Rails" have been in to see him? He will enjoy your visit.

At St. Maries on October 10th occurred the death of Idaho Division Conductor Chas. Leonard of heart trouble. Mr. Leonard had been in the woods with a fire fighting force of the U. S. Forestry Dept. and was on the fire line when stricken. He was brought out of the forests in a truck and was taken to his home but expired before medical aid could be obtained. The sympathies of employes of the Idaho Division are extended to the family.

Conductor R. W. Duell has returned to work after an enforced absence due to a broken leg. He displaced brakeman M. E. Shaughnessy on the Spokane-Marengo freight run.

D & I Division—1st Dist News

E. S.

ON October 15th, at Old Mill Park, Savanna occurred the Second Annual Baseball Classic staged between the Iowa Division and the D & I Division for the benefit of the relief fund of Savanna Chapter of the Women's Club. The batting line-up was as follows:

Iowa Division
G. Brossard, L.S.
T. Brossard, 3d B.
G. Astrosky, Catcher
W. Brossard, 1st B.
V. Barends, 2d B.
H. Christianson, R.S.
M. Kauffman, C.F.
J. Strong, L.F.
J. Shanken, R.F.
G. Peters, R.F.
A. J. Elder, Pitcher

D&I Division
G. E. Lanning, K.
Kempster, L.S.
W. G. Bowen, M.
Dunham, 1st B.
R. E. Duhigg, R.S.
L. F. Donald, Pitcher
P. L. Mullen, A.
Lahey, 2d B.
L. Cronin, L.F.
A. C. Novak, Catcher
W. Smith, R.F.
L. V. Schwartz, G.
Phillips, C.F.
C. Notz, 3d B.

Marion went to bat first and scored two runs in the second inning, three in the third, three in the fourth and one in the seventh. Savanna scored one run in the first inning, three in the second, two in the third, two in the fourth, one in the fifth and one in the sixth. The score closing with 10 to 1 in favor of the D & I Division. Two home runs were made by G. Brossard, one in the third and one in the fourth inning; one home run made by T. Brossard in the seventh inning. Home runs made by one by Notz in the fourth inning. Superior pitcher Donald struck out four, and Superior pitcher Elder three. Following the game the players were entertained at a chicken dinner at the Women's Club and needless to say even one was hungry enough to eat all the

things that were served. Roundhouse Foreman R. Slater, and his assistants, sold hot dogs and pop during the game and took in quite a sum, which was also turned over to the Women's Club.

Another big event in October was the Annual Get-Together Meeting of the Women's Club, October 8th, in Chicago and while Savanna did not have as large a delegation as in the past, nevertheless Savanna Chapter was well represented and our noted singer, Mr. L. V. Schwartz, Chief Clerk to the District Storekeeper at Savanna, took part in the program during the afternoon.

Sympathy is extended to Iowa Division Conductor Wm. Rehbock on account of the death of his wife, which occurred at Savanna, Ill., the latter part of September.

We are rather late with our congratulations and best wishes to Mr. Hubert Williams and wife, whose wedding occurred on August 24th. Mr. Williams was formerly employed in the Division Engineer's office at Savanna and is the son of Iowa Divn. Engineer and Mrs. Frank Williams and the bride is the daughter of Operator and Mrs. A. W. Pape, Thomson, Ill.

Lineman Ed Flint, Savanna, is all smiles these days, account the arrival of a son at the home of his son-in-law and daughter, Mr. and Mrs. Jack Greenleaf, residing at Joliet, Ill.

We had the privilege of handling two very important special trains, one on Sept. 30th when Governor Roosevelt passed through Savanna—stopping a few minutes at Savanna passenger station for a few brief words to the crowd, and the other on October 5th, when President Hoover passed through Savanna en route to Chicago. Both trains were handled in a very creditable manner.

Miss Doris Calehan, File Clerk in the Superintendent's office, is recovering nicely from a major operation performed at the Deaconess Hospital in Freeport. Miss Calehan's place is being filled by Mr. Gerald Adams of Elgin.

Captain of Police Geo. Layton is recovering nicely from an operation performed at Milwaukee, Wis., and is at present recuperating at the Wisconsin Hotel, in that city.

When Business Picks Up

Lucille Millar

WHEN business picks up, gee, won't that be great? We'll be moving around again at our old gait. We U. E.'s will appear on the payroll once more, and all will be Jakey as in days of yore. The "pretties" we gaze at so longingly now, will be ours for the buying, with "ifs" nor "hows."

When business picks up, the folks that we meet will smile and be glad—'twill be quite a treat to talk about shop news, the weather and such—we'll probably treat and it won't have to be a catch.

When business picks up, things will move right along, back at our work life will be but song. The whistles will blow, the machinery will hum—'twill be "Heaven on Earth" and the folk who are glum—

When business picks up, Oh Boy, will we chirp, just as gay as a sparrow and frisk as a carp. We U. E.'s will make up for time lost and say, don't you wish it would soon open—Oh, God, speed the day!

Driver (to guest rider): "That's an attractive village we're coming to, wasn't it?"

Judge: What's the charge?
Bank West: He stole my Austin, the dirty pocket.

ONE ON HUBBIE

Wife (after accident): "Where am I? Am I in heaven?"
Husband: "No, dear, I'm still with you!"—Ben Griffin.

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Illinois and Indiana Bituminous Coals

Milwaukee R. R. Women's Club

(Continued from page 16)

Mason City Chapter

Mrs. John A. Nelson, Historian

THE first meeting after the summer vacation opened in the club rooms at 7:30 P. M. with Mrs. W. J. Johnston, president, presiding. The reports of the following committees were given: Membership: Mrs. L. R. Meuwissen reported 274 paid up members to date; 100 voting and 174 contributing. She also said that by gaining our last year's number of 308 members by October 6 would net us \$15.00 in our treasury.

Welfare: Mrs. Henry Smith reported for the months of June, July, August and September, money spent for part payment on emergency operation, helping a girl to enter training school, and helping a family whose home burned and general welfare work was \$243.80. Ways and Means: Mrs. Ingraham reported a card party for October 20 in the club rooms.

Treasurer: Mrs. John Balfanz reported \$52.43 on hand and membership dues turned in \$54.75 totaling \$107.18. It was voted to send Mrs. Johnston, president, to the "Get-together" meeting in Chicago, October 8.

The meeting was then turned over to the program. Mrs. Paul Scott gave some splendid readings.

Mrs. W. Johnston announced the October meeting to be a 6:30 pot luck supper in the club rooms.

Madison Chapter

Mabel Davy, Historian

PRECEDING the regular meeting Wednesday, September 14, a delicious chicken dinner was served to 188 persons. Mrs. Welty, Chairman of the committee, deserves a word of praise; credit must also be given to Mrs. Scherneck, who made the pastry for the many pies. With a profit of \$28, the committee felt well repaid for their work.

Following the dinner the regular meeting was held. Reports of the Secretary and Treasurer and of the chairmen of the various committees were read.

After thoroughly discussing the matter, it was voted to grant a loan from the Lydia Byram Scholarship Fund.

An appeal for help from the Community Union was read and we voted to help them with our usual donation.

Mrs. C. B. Corcoran reported \$6.75 derived

from a private party held in the club rooms.

Through the courtesy of the Public Welfare we were permitted the use of their kitchen and canning equipment. Fruit, tomatoes, and vegetable soup were canned; we have also made many glasses of jam and jelly. All of these will be used in our relief work.

At this time we wish to thank the Sweet Fruit Company who kindly donated a bushel each of peaches and pears.

A public card party was held in the club rooms Wednesday, September 28, with Mrs. Liegis as chairman. Bridge and 500 were played, prizes awarded and refreshments served.

Mobridge Chapter

Bess B. Bunker, Historian

THE first regular fall meeting of Mobridge Chapter was held in the club rooms on the evening of September 26th.

Mrs. I. L. Dickey, our president, welcomed the attending members and expressed her wishes for a year of useful activities, as well as for a year of enjoyment.

The club motto was repeated and "America" was sung by all.

A letter from an anonymous writer was read, conveying the thought of neighborliness and kindness towards those needing a helping hand.

Correspondence was read from Miss Lindskog relative to the annual luncheon to be held at Chicago and to our membership drives.

Reports from the various standing committees were given and these showed a surprising amount of activities carried on during the summer months. The sick were remembered with flowers from the home gardens and the Sunshine Committee functioned faithfully in all other ways during this period. The Ways and Means Committee met and each chairman had planned to be responsible for one month in which her group would put on some money-making project. Mrs. Dickey offered several splendid suggestions: a Colonial tea and a bridge-whist tournament.

During the summer months families were asked by the club to provide from their own resources as much as possible. Many families co-operated to the fullest extent. Good gardens were planted and cared for. During August \$29.27 was expended for food and 50 calls were made.

A stage curtain, silver and trays were reported as having been purchased for use in the club rooms. Mrs. Harry Worix was appointed as Membership Chairman, to succeed Mrs. J. G.

Kressel. Mrs. Sarah Rollins was made a member of the Sunshine Committee.

Mrs. Dickey stressed the advantage to the railroad in having our people investigate merchants who truck their merchandise in, and asked that we boost our Milwaukee Railroad to our merchants when making purchases from them. It is believed that we would soon see a marked improvement in shipments by rail if we would all do our part in this way.

A Halloween party is announced for our next meeting. Our total membership to date is reported as 108. The Treasurer's report showed a balance on hand as of September 1st in the amount of \$62.71. Receipts during August were \$19.00. Disbursements, \$35.94.

Our club was honored by the announcement that Mrs. Dickey had been appointed to membership on the nominating committee of the General Governing Board. We had hoped that our president could attend the annual luncheon and the club voted unanimously that Mrs. Dickey attend this year, but Mrs. Dickey thought it best to forego this pleasure, feeling that her efforts and whatever we have for output should be used here at home.

The club sang, in closing, a verse of "Home Sweet Home" and the meeting adjourned, followed by a social hour with a fine program.

Fullerton Ave. Chapter

Mary J. Maney, Historian

ABSENT members, what a glorious time you missed October 11 by not attending the fall meeting. A lovely party in the form of the Fall Festival, with improvised booths, was arranged by our program chairman, Mrs. Newman and her co-chairman, Miss Elsa Augustin. Games of all sorts were played, which made the evening a very enjoyable one.

Union Station and Bensenville Chapters were our guests and our most charming President General, Mrs. H. E. Byram, was our guest of honor and favored us with a delightful talk on the work of the club generally, complimenting our Chapter on its splendid work. Other out-of-town guests were Mrs. G. H. Hill, President of Miles Chapter, Mrs. M. F. Dineen, President of Milwaukee Chapter, Mrs. Wightman, and Mrs. Carey. Past Presidents of Milwaukee Chapter. Glad to have had you with us, ladies, and hope you enjoyed the evening.

After a delicious hot dinner, served to 10 persons by our social chairman, Mrs. Strate, committee and other reports were given. The Welfare and Good Cheer reports indicated \$229.00 expended for relief since April 1, 55 calls made, 20 families given aid involving approximately 100 persons. Cleared on Ways and Means activities since that date, \$176.35. Number of library books loaned to members, 3,448; receipts from library books, \$288.40.

We are happy to announce that our Chapter went over the top in membership, increasing total from 1,010 on March 31, the close of fiscal year, to 1,041 on September 30. The Chapter extends its thanks to all who assisted in accomplishing this.

Don't miss our next meeting.

Tomah Chapter

Mrs. A. C. Harris, Historian

THE first meeting after our vacation was held Sept. 7th. Mrs. Wegner gave a very interesting talk on her trip to the Black Hills.

The October 5th meeting was very well attended, and tickets were sold for the annual Get-together luncheon.

The Ways and Means chairman handed out slips asking for suggestions for means of raising funds. A food sale was planned, and it was decided that it was not advisable to hold an annual dance.

The Sunshine chairman gave a good report. After the business meeting a pleasing program was rendered, several numbers being rendered by high school teachers and students.

Avery Chapter

Mrs. E. H. Shork, Historian

PRECEDING the meeting a card party was held and seven tables were played. It was under the direction of the Ways and Means Committee, Mrs. C. C. Ham and Mrs. Hardy, joint chairmen. The prizes went to Mrs. Carl Husaboe, first, and Mrs. Shork, second. Mr. T. A. Byne first and Mr. McIntee, second; \$7.80 was the receipts of this party.

On September 23rd our regular meeting was held and was called to order by the President, Mrs. D. P. Saunders. Reports of committees were accepted and all bills were allowed. A motion was made and carried to change our meeting day from the third Friday to the first Friday in the month.

Our Chapter being the baby of the club, we felt that it was unwise to send a delegate to Chicago this fall. A motion was made and carried to have a house warming now that we have our new club rooms all fixed up so that all our Milwaukee family can enjoy the new club.

After the meeting the Social Committee, with Mrs. Goryd as chairman, entertained. Each one of the club was to come dressed as some worker and carry out this make-up by doing something which represented. There was the butcher, the baker, the fat woman of the circus, the sheriff, the judge, a sales lady, a manicurist who plied her trade with a rat tail file and a pair of nail snips, etc; also a hairdresser and a dentist, a girl, a millinery artist, a car toad and last of all the town gossip. Mrs. Koehler won the honors for stunts and Mrs. McIntee, the sales lady, won for costume. Mrs. T. I. Elliot, the car toad, won for stunt; also Mrs. Spilas for stunts; these last two were booby prizes.

Afterward a delicious luncheon was served. A wonderful time was had by all.

Ladd Chapter

Mrs. E. J. Coss, Historian

LADD Chapter met Wednesday, October 5, with sixteen members attending. After a short business session the meeting adjourned and 500 and bunco were enjoyed with prizes going to Mrs. Chas. Taggart and Mrs. Chas. Conway in cards and Miss Victoria Roman and Mrs. D. H. Jones in bunco. Refreshments were served by Mrs. F. Blake and Mrs. Coss.

Bensenville Chapter

Estelle Newcomer, Historian

THE Bensenville Chapter held its regular meeting Wednesday, October 5. Mrs. Tanning presided and routine business was transacted.

The Treasurer, Mrs. Hoover, reported balance first of last month, \$28.62.

Receipts were \$8.00 from voting memberships and \$1.75 from contributing memberships. Disbursements were \$30.32, with a balance of \$8.05.

Welfare Chairman, Mrs. Suiter, reported that she and her committee had held four afternoon card parties and that there would be one more. There will be a bunco party on the evening of October 20.

Letters of appreciation were read by the secretary, Mrs. Huguah.

Mrs. Harmon, the Sunshine Chairman, reported four calls made, a gift taken to a new baby and flowers sent to two families.

Mrs. Woodworth, as Membership Chairman, reported there were 34 members at close of last month. That there were during this month, 21 renewals of voting members, and 13 new voting members.

There were 49 contributing members, with 13 renewals and 8 new, making a total of 131 members to date.

Mrs. Bodenberger, the Benefit Chairman, had \$24.84; made 10 personal and 7 telephone calls.

The Fullerton Avenue Chapter are giving a Harvest Supper Tuesday evening, October 11,

in honor of Mrs. Byram and our Chapter are to be guests.

On October 27 the Fullerton Avenue Chapter, who are sewing for the needy, will bring their work to Bensenville and spend the day with us.

Black Hills Chapter

Mrs. J. S. Johnson, Historian

BLACK HILLS Chapter met in regular session at the home of Mrs. Joe Fuerhelm, September 12, assisted by her mother, Mrs. Joe Patton. Reports of committees were read and accepted.

The welfare and sunshine chairmen reported numerous calls being made and the little girl who was burned about eight months ago is still in the hospital but is recovering rapidly and will soon be able to go home.

The membership chairmen reported new members, so let's all work together as there is so much to do and so little to do with.

The Ways and Means cleared \$10.00 from a card party held in August. Twenty-two members were present and following the business meeting the evening was enjoyed playing bridge and refreshments were served. The evening closed with all sending their good wishes to Mr. and Mrs. Joe Patton, who have been ill for some time. At this writing they are getting along nicely.

Twin City Chapter

Mamie Rasmussen, Historian

TWIN CITY Chapter held its first regular meeting after the summer recess, on September 19th, in the Depot Club Rooms, Mrs. E. B. Stanley, presiding.

Reports were read and accepted.

A motion was made and carried that we send our President, Mrs. Stanley, to the annual get-together luncheon in Chicago on October 7th and 8th. We hope our chapter will be well represented. No further business, the meeting was then turned over to the program chairman, Mrs. C. D. Galivan, at which time we were delightfully entertained by the Misses Leona and Evelyn Ring, which included songs by both; Miss Leona accompanying on the ukelele. Tap dancing by Miss Evelyn.

A number of songs were sung by the Olympian Quartet, which we all enjoyed.

A lovely lunch was served by the social committee.

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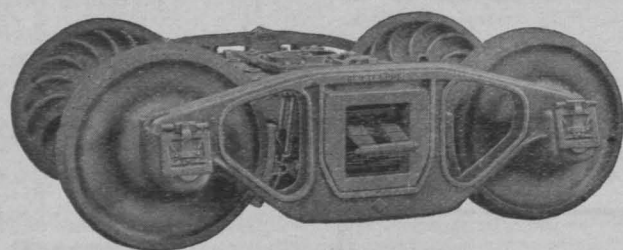
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FOR SALE—Small brick house with a hot house on two lots in Grand Park, suburb of Jacksonville, Florida. Cheap. Write to Jos Berendsen, Green Bay, Wis., R. No. 6.

FOR SALE—Finest Quality Dark silky Eastern mink, immediate delivery at \$15 a pair. Lack of space compels me to sell most of the increase. They will not last long at this price. A few pens for \$5 each. Raising mink is profitable and an interesting pastime for anybody with ambition. Also have a \$275 electric meat grinder for a sale at \$40. It is a real bargain for some one. Write P. O. Box 88, Aberdeen, So. Dak.

FOR SALE—Attractive brick home and garage in Highlands; very modern, sun-room, 3 bedrooms, 2 baths, hot water heat. 56 ft. front. Beautiful shrubbery. Built of very best materials. Inspection invited. Reasonably priced. 6520 Milwaukee Ave., Wauwatosa, Wisconsin.

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The Old I. & D.

By H. D. Brown

Away back in eighteen seventy-nine, I was a boy not yet twenty-one.

I dropped into Sanborn, Ia., before the big snowstorms begun.

It was some time along in November,

I just don't remember the date,

I went to work in the depot, helping to check up the freight.

The storms of the winter that year are remembered by some to this day;

It began snowing along in October, and scarcely let up until May.

Fred Harmon was running the depot, and Andy Divine worked the key;

Ole Olson, I think, was yardmaster then at Sanborn on the I&D.

'Twas an awful winter to railroad, the snow lay thick on the ground;

The yards were filled full of snow, 'twas a hard job getting around.

Out on the main line the cuts were all full, the men threw the snow way up high.

When you stood on the track and gazed at the top—it seemed to reach up to the sky.

All kinds of snow plows were brought into use, but they failed to keep the snow back.

A sixty-mile gale would come out of the north, and soon have it back on the track.

John Hughes, John Byrnes and John Clancy were handling the engines, you see,

They plowed up the snow east of Sanborn, you know, from the track of the Old I&D.

I'll never forget Frosty Olson, as he and I used to watch coal;

Some of the boys will remember him yet, he was a jolly good soul.

We used to hang out in the old caboose while the wind just hammered the door,

As it shrieked and rattled the windows and drifted the snow more and more.

"No coal for sale," the company said,

"For no matter how hard we strive, We can't get enough for the stoves hereabouts, but must keep the engines alive."

The people just begged us for fuel and some got as mad as could be,

'Twas no easy task to keep them away from the coal of the Old I&D.

A third of a century passed and gone

How I love to think of those days.

Tommy Comfort was firing out on the West end, and so was my old friend Bill Hayes.

Geo. Bryan was braking, Mike Byrns had a train

And so did Scott Derrick too,

Tom Maxwell, Chas. Mathews and Ben Olson,

Those boys were each handling a crew, Ed. Morand, Dell Chase and Lew Farnum,

Clancy Coleman and I think, Tommy Lane,

Tom Joyce, Gene Brainard and Frank Langhan Were also each handling a train.

Kid Mowder, Jack Durgin and Dave Blackwell, are a few of the boys I recall,

Yes, I almost forgot old Tom Frazier, he was the Grandpa of them all.

Bill Woodman was handling the throttle,

Hank George had the best job by far,

Mr. Sanborn was Superintendent and rode in his own private car.

Ed. Pennington was the Roadmaster

I remember him very well, too.

I sang for him "Down Among the Daisies,"

Before he was head of the Soo.

Now, boys, please don't feel offended if

I've failed to mention of thee,

But remember that thirty-two years have gone since I left the Old I&D.

Submitted by Ben Olson, Conductor I&D Divn.

It was in the subway. It was during the rush hour. The little man suddenly thought pickpockets. Thrusting his hand into his pocket he found another hand there ahead of him. "Get out, you thief." "Get out yourself!" said the other. "Say," interrupted a third. "If you two will get your hands out of my pocket I'll get off here."

The Rejuvenation of F. B. H.

Said F. B. to himself one day While feeling rather pensive, There's one thing that I've got to say, My waist line's too extensive. And as the years go slipping by It's surely growing bigger, It's plainly up to me to try And regain my boyish figure.

So right away he buys some clubs, Gay socks and fancy breeches, (For which he paid them extra, for To reinforce the stitches.) And as he strode around the links In all this gay apparel, The people said that's Bobby Jones, Or maybe Johnny Farrell.

He worried not about his stance, With putter, iron, or mashie, But took no chances with his pants And after every smash, he Smiled a most seraphic smile, The kind known as "Ecstatic," Altho' the way his poor joints ached It should have been "Rheumatic."

You ladies who were plump at birth, And now, alas, no thinner, Likewise you shieks of ample girth If you would be a winner, Go practice both by day and night To swing those shinny sticks, It's the first F. B. has seen his knees, Since back in nineteen-six.

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