

The
**MILWAUKEE
MAGAZINE**
NOVEMBER, 1936



Submarine, 4th Vein, Ind.
 Crown Hill, 5th Vein, Ind.
 Jackson Hill, 5th Vein, Ind.
 Little Betty, 4th Vein, Ind.
 Patoka, Pike County, Ind.
 Ebony, 6th Vein, Ind.
 Monarch Brazil Block
 Dorthel, Fulton Co., Ill.
 Springfield, Illinois
 Delta, Saline Co. Seam, Ill.
 Wilmington Red Devil
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Modern Steel Passenger Equipment

Pictures in the Car Erection Shops at Milwaukee

IN THE car shops at Milwaukee, where the steel cars for Milwaukee Road passenger trains are "planned" and erected the pictures of the process and its various stages of progress tell the story of the transmutation of sheets of steel into fabricated parts, curved and bent and rolled by means of the hydraulic presser tools into the various units that, put together, comprise the wonderful steel equipment of today.

All during the past summer Milwaukee Shops have been a busy erecting arena, getting out the new HIAWATHA train which, as heretofore announced, was built entirely at Milwaukee; and as the glistening and beautiful new trains roll along over the rails, it is difficult to realize that only a few months ago, their "makings" were practically huge sheets of steel piled in orderly stacks at the receiving end of the car shops. Piles and piles of Corten sheets, stacked, ready for the fabricating tools, were

ess moves forward,—the upper and lower side sheets and the floor pans are "fabricated" which means they are cut into proper sizes, then edges turned, ready for the punching operations that follow. By means of a machine tool known as a "brake" this sheet steel is bent into shape and the completed formed strips are turned out.

The welders begin their work, and now the spit and sputter of the acetylene torch invades the one time all-pervading rattat of the riveter. Picture No. 1 shows

As the work goes on, the automatic welders in the hands of workmen whose face and eyes are amply protected by masks and goggles, go down the long seams at the bottom of the floor, making the unit solid and complete. Safety First is rigidly complied with in these shops, and no man handles the welding torch or works near one unless he is thoroughly protected.

Picture No. 2 shows the process of



No. 2: Working on Assembly of an Underframe

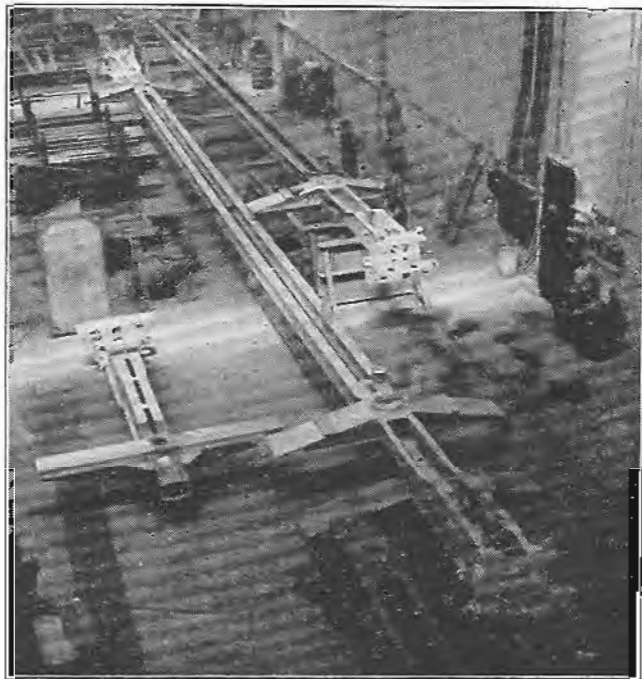
the beginnings of the most beautiful passenger train yet to ride the rails.

The assembly plan in connection with the building of cars in Milwaukee Shops is predicated upon making as much of the car as possible in units,—such as the floor unit, the side units, the end units, roof, ceiling, etc.

In a general way, a car consists of six major units,—the under frame, roof, two sides and two ends corresponding to the six sides of a box, fastened together, boxlike, and the new cars are taken as example, because of their containing what is termed their own structural strength, as forming a hollow truss. This means that in a general way structural members have been eliminated and by the application of welding, structural strength is maintained in the "box" itself.

The subject and process of building cars in units is an interesting one, and at Milwaukee Shops has been developed to a high degree.

From the stacked steel sheets the proc-



No. 1: Completed Center Sill-Bolster Assembly

the complete center sill-bolster assembly upside down, so that the men are enabled to work without the hindrances of approaching their work from awkward positions.

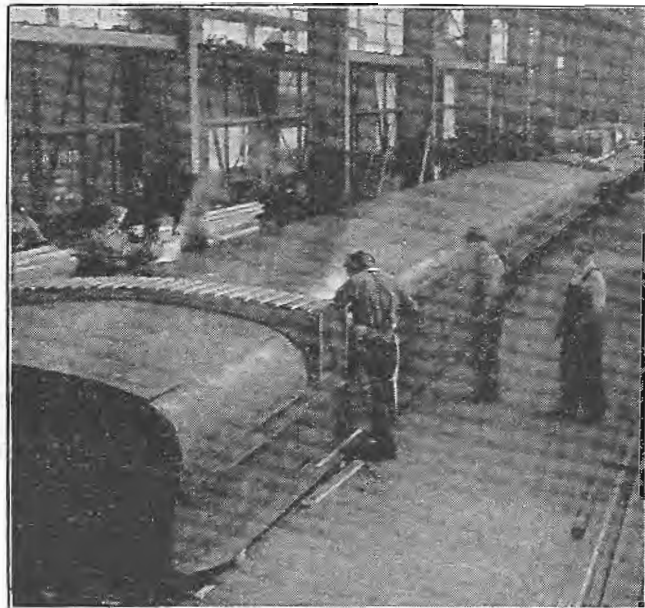
assembly of an underframe, upside down, with the equipment that is to be enclosed within what is called the "boat" at the bottom of the car. In this work of assembling the welder is busily engaged, for a completely assembled underframe consists of the battery, the air-conditioning unit, the water tanks, the air brake valve and reservoir and the

heating system regulators. All of this, in the new cars, is enclosed within the "boat." Picture No. 3 shows the completed underframe unit being turned right side up.

An interesting machine in use in Milwaukee Shops is the series welder, used in welding a passenger car side frame. This machine makes two "spot welds" simultaneously, while it causes in the process a cavity only on one side, where the weld is made, it is thus possible to effect the smooth, exterior welded surface of the new passenger cars. Gone



No. 3: Turning a Completed Underframe Unit Right Side Up



No. 4: Full View of Series Welder

No. 5: Side Frame Being Handled by Overhead Crane

No. 6: Underframe and Side Unit in Place

No. 7: Partly Completed Roof of Passenger Car

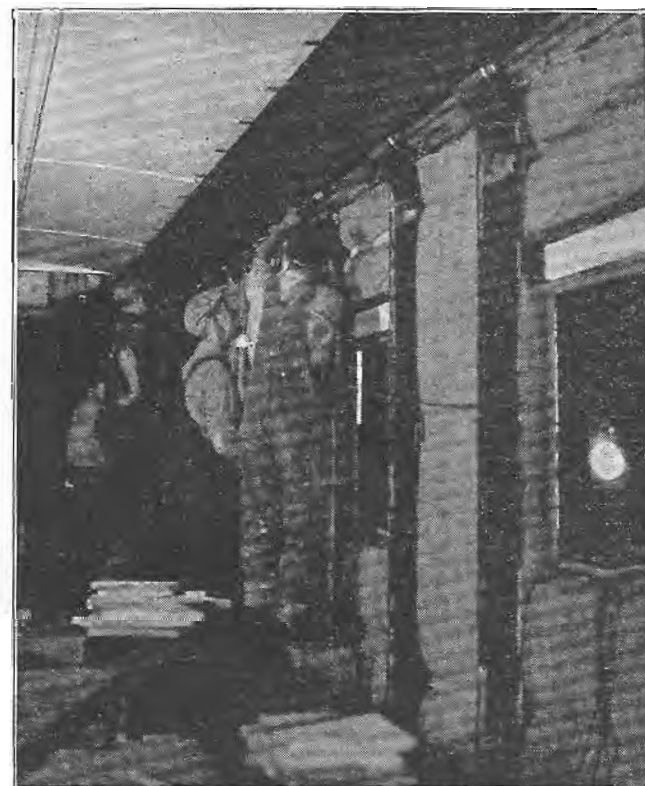
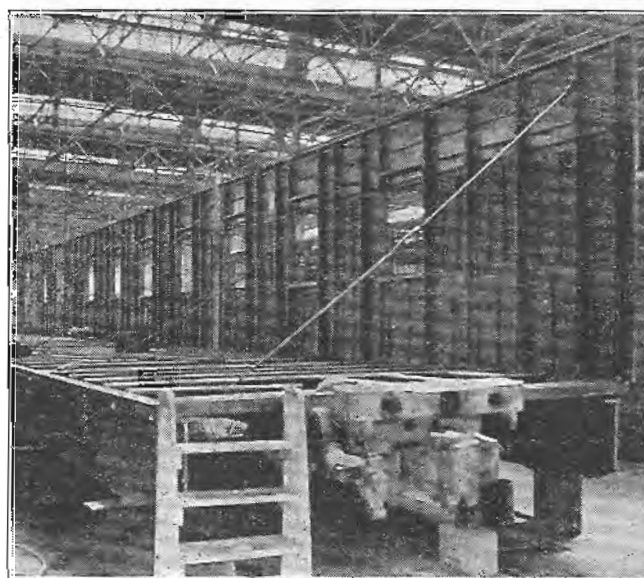


ible line of demarcation of the older welding methods. Picture No. 4 is a full view of the series welder with passenger car side frame in position for welding.

Picture No. 5 is a completed passenger car side frame being handled by the overhead crane. Here we may note the length of the boom used for handling of a side frame as a complete unit.

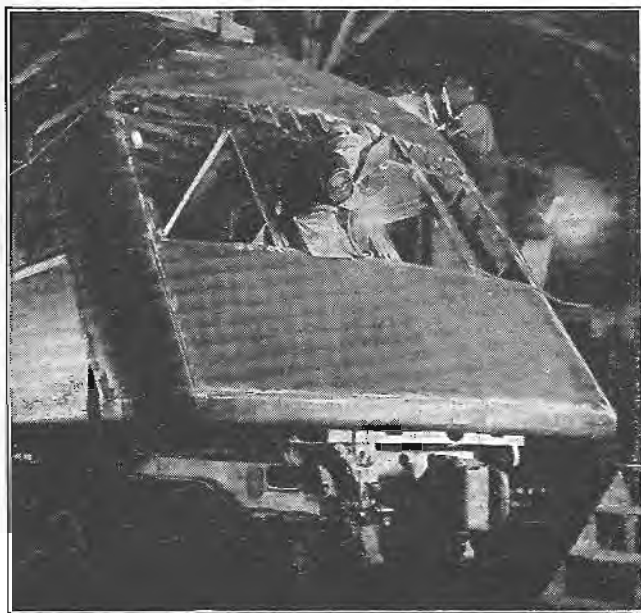
The first step, now, in the body assembly operation, is shown in picture No. 6 with the underframe in position and the side frame being erected. It will be noted the side frame goes up as a unit,—one side of the "box," so to say.

Now we diverge a little to inspect a hydraulic press in operation forming "side-plate stiffeners." These are employed to give strength to the sides of



No. 8: At Work on Interior, Air Conditioning Ducts Built and Installed as Unit

now are the rows of rivets and the seamed sides of the steel coach of yesterday. The series welder has changed all that, but one has to be on the ground while the process is going on, to gain a clear idea of how this modern tool has eliminated the faintly vis-



No. 9: Constructing Rear End of Beaver Tail Car

the roof, and are applied beneath the roof sheet at the point where the roof bends and forms the top of the side sheet.

Picture No. 7 shows a partly completed car roof assembly on a "jig" showing men at work from the floor, engaged in welding operations.

Picture No. 8 shows the men at work on the interior. Here the ceiling is in place, although it was not built within the car, but was assembled outside, moved in and installed as a unit. The air-conditioning ducts shown in this picture, are also, in so far as possible, built as a unit and installed.

The vestibule ends of the cars are assembled and placed in position after the "box" is put together.

Finally we have in Picture No. 9 workmen at work on the rear end of the

of decorative art utilities.

In the pictures illustrating as they needs must, very sketchily, and with apologies to the engineers, the processes and progress of car erection as developed at Milwaukee Shops, one thing is brought out,—entire units,—that of an underframe, for instance, may be worked upon, the men standing on the floor while the underframe with all underneath equipment rests on a work bench. This provision obtains throughout the building process, for in designing the new cars, the engineers bearing in mind that the unit construction would prevail to a great extent, provided suitable "jigs" and other fixtures in position to allow all workmen to be in the best possible position to do their work.

new HIAWATHA "beaver-tail" parlor car. A welder is at work in full regalia, mask, goggles, gloves and all.

With the exteriors up and firmly welded together, the cars go up to the finishing shop for the interior embellishments, and to the paint shop for the application of the famous orange and maroon of "Milwaukee colors." The interior work, with all the comforts and luxuries of modern travel, the beauty in coloring and the elegance of the appointments is a story of the height

bade his old associates a business goodbye:

"Mr. Chairman:

"For many years prior to my recent retirement it was my custom to present my arguments to State Boards in an ex tempore and informal manner, resorting to notes chiefly for figures; but the State Boards were *Statutory* audiences—they listened to me in obedience to a legislative mandate. I clearly had the law on my side—they were paid for listening and under legal obligation to do so—and I showed little mercy. But today I address a *non-statutory* group of men, who are my friends and former colleagues. You deserve a more lenient consideration and I shall limit myself to this brief manuscript.

"To most of you this day is much like other days in the routine of the Railroad Tax Commissioner; but for me, who has been, but am no longer a Tax Commissioner, the day has a very special significance. For me it marks a final severance of long business associations and the close of an avocation that has engrossed my energies during the last thirty-eight years. I am deeply grateful for the opportunity to be with you today, for the termination of business associations does not terminate the friendships that have grown out of such associations.

"It seems to be the opinion of many people that voluntary retirement from active business, unless the man has at least one foot and part of the other in the grave, is the certain forerunner of unhappiness. Others, including myself, take exactly the opposite view.

"A few days before my retirement, my wife joyfully announced to a friend that 'Arthur is going to retire August 1st,' and the friend with the candor of intimacy responded, 'And by September 1st you'll wish he would look for another job.' And others have spoken as though they believed that the familiar couplet we learned in school was intended as a solemn warning to any one contemplating the folly I had committed:

"Want of occupation is not rest.

A mind quite vacant is a mind distressed."

"But the Ides of September have come and gone, and my wife not once, but, God bless her, a hundred times has declared that in being more at home I have added to her happiness. I fully reciprocate her feeling and, in fact, we are both beginning to believe that life begins not 'At Forty,' but say at about seventy. As to 'want of occupation,' I have been very busy in agreeable pursuits; and as for the 'mind quite vacant,' I am trying to clear my mind of some cobwebs, but I will not admit that retirement for me will necessarily result in a mental vacuum.

"You see I am a strong believer in the retirement theory of conducting business; it is somewhat analogous, perhaps, to a theory advanced by many youths today that all work should be done by others or by machinery.

(Continued on Page 14)

Guest at Farewell Dinner

MR. A. S. DUDLEY, who retired as Tax Commissioner on August 1, 1936, was guest at a farewell luncheon held in his honor at the Medinah Club in Chicago by the Western Association of Railway Tax Commissioners, at noon on September 15th. Mr. Roy A. Miller, Tax Commissioner of the C. & N. W. Ry., President of the Association, was toastmaster. The luncheon was attended by forty-four railroad tax officials representing some thirty-two railroads and in addition the Illinois State Tax Commission and the Cook County Assessor's office were represented. After a delightful luncheon the toastmaster, Mr. Miller, informed Mr. Dudley that he had been voted a life membership in the Association. Mr. C. S. Jefferson, representing the Law Department of the Milwaukee Road, read the very interesting official record of Mr. Dudley's career with the road. Addresses were made by the following:

C. W. Terry, Illinois Tax Commission.
C. K. Schwartz, Illinois Tax Commission.

R. S. Danis, Illinois Tax Commission.
J. R. Garvey, Cook County Assessor's office.

W. T. Maricy, General Solicitor, C. & N. W. Ry.

G. A. Kingsley, General Attorney, Soo Line.

O. G. Edwards, Tax Commissioner, C. M. St. P. & P. R. R. Co.

J. B. Angell, Real Estate and Tax Commissioner, C. R. I. & P. Ry.

C. H. Anderson, Tax Agent, A. T. & S. F. Ry.

K. W. Fischer, Tax Commissioner, C. B. & Q. R. R. Co.

F. A. Hogberg, Land & Tax Commissioner Illinois Central R. R.

E. A. McCrary, Tax Commissioner, Northern Pacific Ry.

J. T. Maher, R/W, Land and Tax Commissioner, Great Northern Ry.

A. E. Patten, Tax Agent, Chicago Union Station Co.

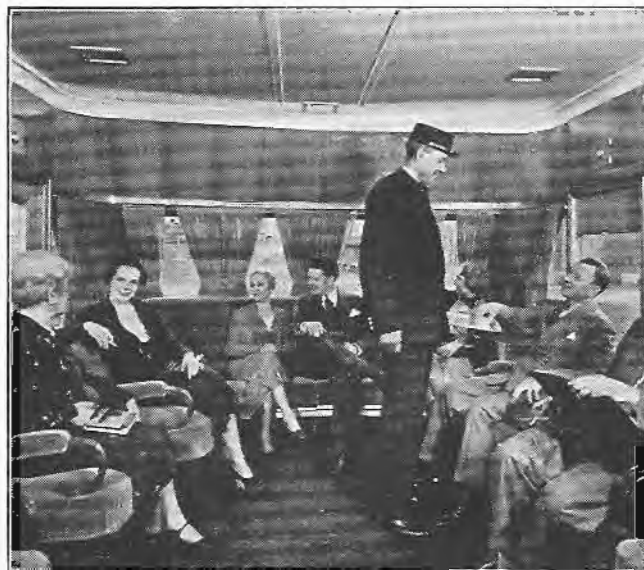
W. L. Schoettler, Asst. R/W, Land and Tax Commissioner, Great Northern Ry.

Mr. Dudley responded genially, as he



Interior of New Parlor Car. Note Adjustable Shelf Beneath Window

The New HIAWATHA

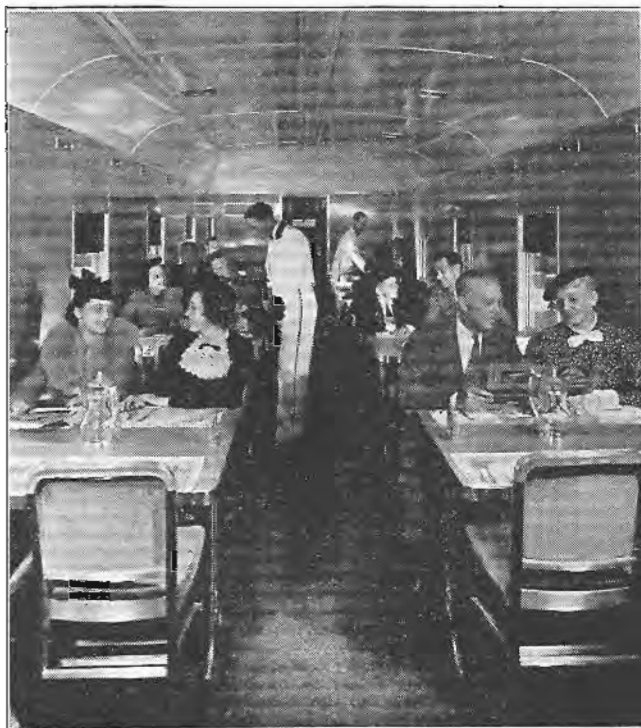


Luxury and Enjoyment in the Beaver Tail Parlor Car

SUPPLEMENTING the descriptive story of the splendid new HIAWATHA train, published in last month's magazine, are some illustrations of the interior of the new parlor cars, coaches, dining car, etc. Only 16 months in service, the first HIAWATHA train, itself a marvel of transportation development, was, in that brief time, found inadequate to serve the record-breaking number of patrons who sought accommodations on the train. So it now gives away to an even finer train, with three parlor cars instead of two, greater seating capacity in the coaches, new and complete dining cars, with a seating capacity of 48, the largest single unit diners in service on any railroad. The new tap-room cars will be used entirely for buffet service.

The appointments, decorations and

furniture in the new HIAWATHA train represent the highest type of interior decoration, the walls and ceiling colorings are soft and silvery, combined with pale golden hues, the upholstery is a soft shade of blue in the parlor cars, a deep maroon in the coaches and deep red in the diners and taproom cars. The upholstery fabric is rich and monotone, instead of the flowered



The New Hiawatha Dining Car

designs used in the first HIAWATHA.

The new trains went out on exhibition tours, showing at Chicago two days, where a constant stream of admiring people poured through the train from ten o'clock in the morning until the evening hours. From there one train was taken to Milwaukee, where the attendance eclipsed all other records for similar exhibits, then to St. Paul and Minneapolis, with stops at Portage. New Lisbon, Tomah, Sparta, La Crosse, Winona,

Wabasha, Lake City, Red Wing, and Hastings.

In the Twin Cities the train was shown during an entire day, each. Another train fared out over the rails to Racine, Watertown, Columbus, Madison, Janesville, Beloit, Rockford, Freeport, Savanna, Perry, Omaha, Soo City, Soo Falls, Sheldon, Sanborn, Mason City, Calmar, Dubuque, and Elgin. Everywhere admiring and enthusiastic crowds greeted the beautiful trains, and the new HIAWATHA begins its career in "a blaze of glory." It went into actual service from Chicago and the Twin Cities on October 11.

A party of tourists were being shown over the cathedral by a guide.

"Behind the altar," he told them, "lies Richard the Second. In the churchyard outside lies Mary Queen of Scots, also Henry the Eighth. And who," he demanded, halting above an unmarked flagstone, "who do you think is a-lying 'ere?"

"Well," answered a near-by tourist, "I don't know for sure, but I have my suspicions."



Exterior View of New Beaver Tail Parlor Car

A-l-l A-b-o-a-r-d AMERICA!

Forward! With the Railroads of America! Ready, Action, Shoot!

WITH zest and their ever-ready eagerness to progress and serve, the railroads of America stand in march formation united in purpose behind their generalissimo, The Association of American Railroads.

The spirit of progress which has always pervaded the ranks of The American Railroads is the theme upon which they are going to "carry on." Railroad men and women can be justifiably proud of an institution which has done so much toward the upbuilding of this vast nation. Pride in doing! Pride in accomplishment! Pride in the ingenuity and inventiveness and intrepidity of the generations which produced and supplied resources for the creation of the great system of American railroads we have today, is the vital spark which can be depended upon to fire every railroad man and woman with eloquent confidence and crusading zeal.

The crusade is under way, the march is on under the leadership of the Association of American Railroads. Throughout the length and breadth of the land the press and the radio and the employees of railroads have been building the conviction in the public mind that the railroads are an enterprising and essential part of American life—and that they are doing an astonishingly better job than most people realize.

In detail, the program for the accomplishment of this great task has been outlined in a series of steps involving the necessity of completely informing the railroad people of the country, through whom the public must be made aware of the progressiveness, serviceability, dependability, desirability, neighborliness and friendliness of the American Railroads as institutions, of the vital and essential facts with which they should necessarily be acquainted in order that they may be prepared for their part in the task of re-making popular opinion toward our railroads.

One of the most interesting steps in this vast program is the first sound-slide-film production which soon will be ready for release to be shown to the employees of The Milwaukee Road in order that they may be prepared with information and interesting facts about the manner in which our railroads have achieved their astonishing growth and to present real cause for the warranted enthusiasm of every railroad man and woman, for his industry.

This presentation has been prepared with sound effects, music and real, dramatic railroad scenes, including mighty bridges spanning river barriers, miles of tunnels boring the mountains, great shops and research laboratories, stations and telegraph offices with their amazing network of signals and devices safeguarding the flow of traffic—all work-

ing together with superb skill and precision. Famous incidents of railroad history are shown, such as the start of the first commercial railroad in the country, and the laying of the first stone by Chas. Carroll, last surviving signer of the Declaration of Independence. The background of the American railroads—the stupendous obstacles which they overcame in their progress and the speediness of their development into our present-day transportation system—is all contained in this remarkable film presentation. In addition, some of the things that railroad people can do to help reverse any unfair public attitude are vividly demonstrated.

This film was prepared with the idea of bringing the story of the railroads to the railroad man—to sell the railroad idea to the people who run the railroads—to SELL OURSELVES on right thinking ideas about our industry. The employees of The Milwaukee Road will all

A Page for Athletic Activities

IN order that The Magazine may establish a page to report the athletic and competitive sporting activities of Milwaukee Road employees, we are anxious to have information submitted to us about any general athletic activity in which groups of Milwaukee Road people participate.

We know that at various points on our railroad, employees engage in such sports as baseball, softball, bowling, golf and basketball. Where such teams of Milwaukee Road employees do exist, we should like to learn of them in complete detail; that is, the teams, the names of the players and their positions on the team; whether the teams are



"A World Record"

AGENT BECK of Geddes, S. D., says he feels like doing a "bit of crowing" over the sale of the eight tickets it took for this family of eight. He worked on this sale about 18 months off and on, and "it's the biggest sale, as to size of family, in numbers and weight that I ever made to one family."

"Mr. and Mrs. James Lewis tipped the scale at 500 pounds. I weighed and photographed them, as I felt we were making a world record. In fact I challenge the world to beat it."

be invited to see this film and to take from it a message to the public that the railroads are Great with a capital "G" and getting GREATER every day.

The significant situation held by the railroads in this country's social and economic scheme must be recognized, and those to whom the railroad is most significantly vital—the men and women who run them—are most naturally the ones to whom the public turns to learn about the railroads. And the public after all, is just the family next door, the storekeeper the coal man, the ice man and the other members of the Wednesday night card club. If they've been ribbing you a little about something in connection with the railroads, of course, you might not know the answer—you know the railroads are all right—but you wonder just what to do in the way of making a reply to this fellow who gets under your skin. The film presentation that you'll see before long will give you some pretty good ideas about what you can tell that skeptical friend, and you'll have no trouble understanding why the railroads are proclaiming to everyone who will read or listen that, "We're doin' O. K., Buddy!"

members of any local league; what schedule of games is planned, and all other information that can be furnished. Also, we would like to learn of groups of employees who are desirous of organizing teams.

Athletic activity and amateur sports are always a wholesome outlet for pent-up energies, and from reports that we receive from time to time it is apparent that the interest displayed in athletics is widespread. It should be possible to knit this inclination of Milwaukee Road people to engage in competitive sports, into something that may give this company favorable representation and desirable publicity in the communities where our employees are conducting such activities, while, at the same time, affording wholesome entertainment for leisure hours.

Wherever on The Milwaukee system there already exist groups or teams competing in any of the above or other sports, or a desire to form such groups, The Magazine would like information concerning them.

"Hell is full of professional reformers," declares a minister. We regret to hear this. We had been hoping there was room for more.

An old woman asked a policeman the best way to a certain destination.

"Let me see now," pondered the officer. "You should take a four hundred and twelve bus."

She thanked him and took up her stand by a nearby lamp-post.

An hour later the policeman returned to the spot and found the old lady still waiting.

"What!" he exclaimed. "Haven't you got your bus yet?"

"Oh, but it's quite all right, constable!" she informed him. "I haven't long to wait now. The last bus that passed was numbered four hundred, so there are only eleven to go before mine comes along."



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CARPENTER KENDALL, Editor

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

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William B. Dixon

WILLIAM B. DIXON, for the past ten years general passenger agent of The Milwaukee Road, died at Presbyterian Hospital, Chicago, October 16. Following an operation last year, Mr. Dixon's health was believed to be good, until about three months ago, when he entered the hospital for observation.

Mr. Dixon is survived by his daughter, Jeannie Dixon, with whom he resided in Evanston, where memorial services were held the afternoon of October 19, attended by officers and employees of The Milwaukee and other railroads, and by hundreds of Mr. Dixon's many friends. Burial was in St. Paul on October 20, with services at Oakland Cemetery chapel, there.

A native of St. Paul, Mr. Dixon spent his entire business career with The Milwaukee Road. He entered service there in 1888 as a stenographer in the passenger department and remained a passenger man throughout his life. As assistant general passenger agent, he was transferred to Chicago in 1920, and six years later was promoted to the post of general passenger agent.

His duties compelled Mr. Dixon to spend much of his time in travel, and he was exceptionally well known to railroad men throughout the United States and Canada. His facsimile signature on railroad tickets was familiar to countless thousands of Milwaukee Road travelers.

Tribute to the memory of Mr. Dixon has been printed in many newspapers since his death. There follows an eulogy by Mr. Laurence C. Hodgson, editorial writer for the St. Paul Dispatch-Pioneer Press, who is an honorary member of The Milwaukee Road Veteran Employees Association and a long-time friend of Mr. Dixon.

"Thousands of people scattered all over this great land felt a shock of personal sorrow, as I did, when suddenly the paper brought the news that William B. Dixon had ended his earthly journey. 'Bill,' as we all called him, was known through the length and breadth of our country, but St. Paul was his real home, and here he was loved as few men ever were. He spent his entire life in the service of one organization, the Chicago, Milwaukee, St. Paul and Pacific Railroad. He began as stenographer and advanced to traveling passenger agent, northwestern passenger agent, and assistant general passenger agent, all of which positions he filled while in St. Paul.

Going to Chicago, he became general passenger agent for the system. He never forgot his St. Paul friends and he loved the old town because he was born and raised here.

He was a typical railroad man, kind hearted and generous, always ready to help anyone who needed him, quick to make friends and never losing them once made, witty, brilliant, captivating in manner, a most delightful companion and a noble human being. He probably knew more individuals from coast to coast than any other single man. He never forgot a name or a face, and was always going out of his way to do a favor for some old pal. He was full of energy and yet never seemed to be too busy. He could get more things done in a day than most men ever do. As a friend he was superlative and so he will always be remembered as a friend. That is what he would have most wished for. That is what he deserved."

Peter Charles Hart

AT his home in Chicago, on September 26th, occurred the death, after a long illness, of Mr. P. C. Hart, former general manager of The Milwaukee

"Carnation Ormsby Butter King"

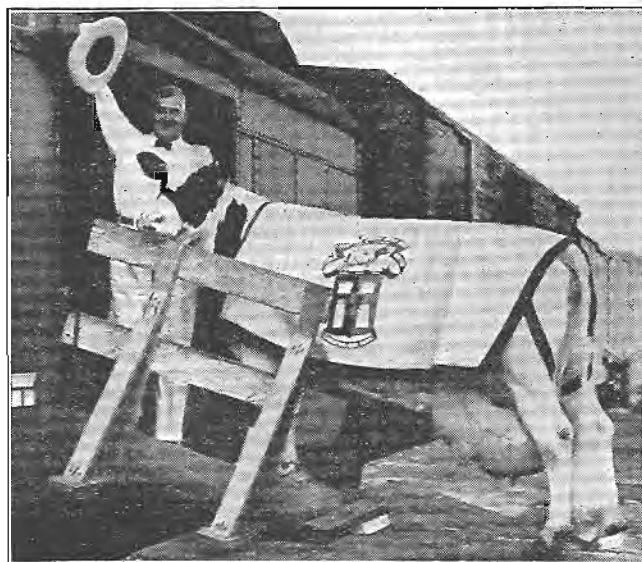
TRAVELING in a Milwaukee Road baggage car, on No. 16 leaving Seattle October 5th, was "Carnation Ormsby Butter King" cow from the Carnation milk farms near Seattle, en route to Dallas, Texas, via our line to Omaha. This cow is the world's champion for both milk and butter production. She has a record of 38,606.6 lbs. of milk in 365 days; 17,525 lbs. butter in the same time, which is nine times the average of any cow's production. Milker and trainer, Charles Cockerell, who milked her four times daily, during the test accompanied her, milked her daily on train, and slept in the same car with her.

Railroad, and a veteran of 60 years in its service. He was 76 years of age. He was born in Milton, Wis., and entered the employ of the company in the track department at Milton.

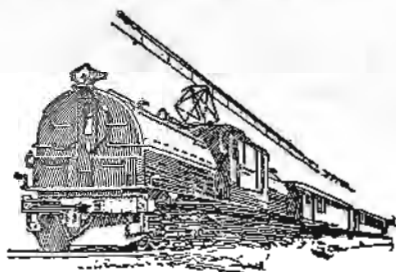
Mr. Hart had a wide and varied experience in railroad work, the roster of his service including brakeman and conductor on the I. & D. Division; operator and agent at Emmetsburg, Iowa; agent at Marinette, Wis.; chief clerk for the superintendent of the Superior Division; supervisory accountant, road work in Iowa; trainmaster, Wisconsin Valley Division; superintendent, Kansas City Terminals, and of the Chicago Terminals; general superintendent, Lines West, and general manager, Lines East. At the time of his passing, he was special representative, with headquarters in Chicago.

Mr. Hart's outstanding work for the company was as general superintendent of construction of the coast extension during the years the company was building to Puget Sound. When that work was completed, he returned east to accept the position of general manager. He was widely known and greatly beloved among his associates and his employees. To the latter, he was always a friend, and his passing is mourned by the host of men and women who worked with and for him and who admired and loved him.

Mr. Hart is survived by his widow, two sons, two daughters, three brothers, and four sisters. To them, and to the many friends he has left here, the sympathy of The Milwaukee Family is extended. Funeral services and burial took place in Chicago.



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



Courteous Friendliness

As we consider this momentous subject, "COURTESY", I believe it should be combined with the word "FRIENDLINESS", not cold, colorless courtesy but "COURTEOUS FRIENDLINESS", as you would demonstrate it in your own home toward a guest or friends; and as it is defined in the golden rule. In fact, if we write that rule into our rule book we have established courtesy in its true form.

We are in an era of good will and salesmanship. These two terms must likewise go hand in hand, particularly in our field where we sell service exclusively. Our railroads are no longer without competition. Our competitors, on the highways and in the air, are courtesy-conscious, but we must meet, match and outdo them in this. "It can be done."

Much has already been accomplished along this line. Old time railroaders of those early strenuous days will testify as to that. Courtesy has stood next to safety first, in our efforts, for many years.

All that has been done, or can be done, in safety, comfort, speed, beauty, solicitation, picturization, etc., will fail if we do not go forward definitely, promptly, and intensely with further development of this fine personal virtue, "courtesy" throughout our whole organization.

It's fun to be friendly. There's a real tonic and thrill for your mind and soul in giving folks a courteous word.

We have a great opportunity. We must not fail. The good fellowship and fraternity naturally developed among employes, in such a commendable effort is alone personally priceless and inspiring to them. It erases every retarding and separating element, and brings that loyalty and teamwork so necessary to every great accomplishment.

A stylized, cursive signature of J. D. Ginnick, written in dark ink. The signature is fluid and elegant, with a long, sweeping underline.

Vice-President

(Contributed by W. E. Beck, Agent, Geddes, S. D.)



The Cranberry Industry in Wisconsin

By E. A. LALK, A. G. F. A., Milwaukee

PROBABLY at no time of the year do the American people partake so largely of purely American foods as on Thanksgiving Day, when every American home that can possibly afford it, has the proverbial turkey with cranberry sauce.

Cranberries are a typical American fruit and are found on no other continent than North America. This berry grows wild in a limited area throughout Canada and the United States, as far north as Alaska; however, the bulk of the cranberries come from cultivated marshes in three states of the Union—Wisconsin, Massachusetts, and New Jersey.

The use of cranberries by the early settlers on Thanksgiving Day was probably because they were so easily procured, growing wild at Cape Cod. In the early days cranberries were used for poultices and health cures, whereas the early settlers cooked them to be served with wild game because of their tartness.

The history of the commercial growing of cranberries in Wisconsin covers a period of sixty years or more. In the 60's, near the Wisconsin River, at a town called Grand Rapids (later changed to Wisconsin Rapids) wild cranberries were raked at the city limits, and as there was no rail transportation to market in those days, berries were placed in boxes and barrels and loaded on lumber rafts in the fall of the year, and floated down the Wisconsin River to the Mississippi, finding a market in Dubuque, Iowa, where most of the lumber was sold at that time.

The cranberry marshes in those days were free to whoever cared to harvest the berries, but in the early 70's certain lands were bought up from the Government, and the actual development of cranberry marshes was begun. These marshes were crude and largely native.

The early cranberry farmers were beset with many difficulties, such as great fires, lack of water for protection from fire and frost, and they had only a meagre knowledge of the requirements of cranberry cultivation.

As time went on there was great improvement in the method and manner of care, cultivation and handling of the berries, and different classes of hand machinery were developed to assist in the building of the marshes, such as the scalping plow, cross cutters to make blocks of sod to pile in rows on the dams, and many others; wooden bulk heads were devised to hold water, and the propagation of various jumbo berries, of good size and prolific, was undertaken.

The improved methods of cultivation, coupled with a cooperative spirit among the early cranberry growers, which has extended to the present day, created one of the greatest cranberry sections of the nation, and one that is still growing, in the State of Wisconsin, and no doubt

you who live in the middle west will eat on Thanksgiving Day Wisconsin cranberries, brought in by the Milwaukee Railroad, as the Milwaukee Rail serves the cranberry area with transportation in a large way.

The growing of cranberries is an interesting story. It is usually a profitable enterprise, but it is like anything else, it is confronted with certain difficulties, such as insect pests, plant diseases, frost and drought. Frost is experienced in the cranberry growing sections of Wisconsin every month in the year, and hard, killing frosts are apt to occur even in July and August.

In controlling the insect pests by water, the plants are submerged and the insects drowned. This method of control must be progressed with care, however, for if the water is held too long, danger to the fruit and vines will occur.

The planting is also a very interesting operation. New areas are planted by mowing old vines and then broadcasting these vines over the land which is to be planted at the rate of a ton and a half to the acre. The ground on which they are thrown is very soft and muddy, and after the broadcasting, the vines are stamped into the mud by means of a stamper, which has knives at the bottom so that the vines are forced down into the soil.

The use of water as an aid in the harvesting of cranberries is a peculiar method in that it is used no other place in the world. Just before an area of vines is to be raked, which is done with a peculiarly shaped basket, with prongs, the section is flooded several inches deep, the flooding of the acreage allowing the vines and the fruit to float, and the fruit is easily raked off.

Those who harvest cranberries wear hip boots and it would appear to be quite a muddy job, but the natives are used to it and most of the raking is done by experienced Indians. After the fruit is raked, it is put in shallow baskets or crates with slatted bottoms, set along the dikes and dams, to permit the water to drain off. The berries are then taken to warehouses where they are allowed to dry and season—to proper condition for shipment.

Cranberry growing in Wisconsin is of vital importance, not only because it adds materially to the state's wealth but because it utilizes much of the swamp in those counties and townships that could not be put to other use.

Wisconsin has particularly good berries; they are

generally considered to be relatively free from storage and market rots, yet, of course, any berries that lie in a grocery store or in a warm shop for a long time are subject to deterioration, and in buying berries one should attempt to buy them as early as possible after receipt from storage houses.

In the handling of cranberries at warehouses they are carefully graded and sorted. This process is carried on by the use of various sized screens in grading machines. The berries are dumped in at the top of this grading machine, and are sorted into sizes as they work down. Good berries bounce as they fall into the machine, while over-ripe or damaged berries do not and are automatically sorted out.

Wisconsin holds the United States record for production per acre, the marshes in Price County having grown and harvested 12,000 barrels on 80 acres in 1926.

Cranberry marshes offer employment for labor the year 'round, but, of course, mostly during the harvest period when the pickers congregate from all sections of the middle west, coming back year after year. The cranberry pickers are well provided by cranberry marsh owners, with cabins, bunk houses, a general dining room, and the pickers are generally a happy lot of people.

The principal cranberry shipping stations on the Milwaukee Railroad are Cranmoor, Mentone and Wisconsin Rapids. Our agricultural department is fully familiar with the possibilities of cranberry growing in Wisconsin. There are large areas of land being brought into cultivation by the construction of dams, power pumps, and ditches, and the Department of Agriculture of the State of Wisconsin has spent considerable time and money in assisting and encouraging the raising of cranberries.

The Milwaukee Railroad has recognized this commodity as being one of the principal agricultural products of Wisconsin, and has established distributive rates to all of the middle west to encourage the growing and marketing of this commodity.

When peeling onions begin at the root end and peel upward, and the eyes will be affected very little, if at all.



Picking Time in the Cranberry Marsh

The Agricultural and Colonization Department

S. J. OBERHAUSER New Agricultural Agent

ON NOVEMBER 1, S. J. Oberhauser became an employee of this Department as an agricultural agent for our railroad. His assigned territory is all areas served by the Milwaukee Road in Minnesota, Iowa, and Missouri. He will make his headquarters in the offices of the general northwestern freight agent, Minneapolis, Minnesota.

Mr. Oberhauser was born and raised on an Iowa farm. After the usual grade and high school training, he was graduated from the Iowa State College in 1927. Since graduating from college he had experience teaching agriculture and coaching athletics in a rural consolidated high school and four years of county agent services in Hancock County, Iowa. He comes to our road after having had a thorough training in agriculture and several years experience meeting and working with farmers and others interested in agricultural progress.

RIVERLAND IRRIGATION DISTRICT

To Be Financed and Constructed

The Riverland Irrigation District near Allard, Washington, has very recently been resurveyed by reliable and competent irrigation engineers. The purpose of the survey was to determine the cost of properly constructing the irrigation district so that an adequate amount of water could be delivered to each of the users. The survey showed that this district could be well and dependably irrigated at a cost in line with other successfully operated projects.

So gratifying was the engineers' report that the district set out at once to finance the project. Progress has been made. The funds are expected soon so that work on the construction may begin shortly.

The Riverland Irrigation District comprises between three and four thousand acres. It lies along the Columbia River near the town of Allard. It is especially adapted to the production of a wide variety of fruits, early truck crops, alfalfa, potatoes and general farming. The irrigation is accomplished by the use of low lift pumps, taking water from the Columbia River and delivering it to the district's distribution system. Because of the low lift, economy of power and abundant supply of water, the district is confident it can deliver irrigation water to its users at a cost low enough to permit

them to profitably engage in general or diversified farming.

Future Farmers of America Travel Via Our Road to Annual Meeting

Over 200 of the country's leading Future Farmers attended their annual convention in Kansas City traveling to and from via our road. The largest delegation was about 150 from Michigan. Others traveled the Milwaukee from Washington, Idaho, Montana, North Dakota, South Dakota, Minnesota, Wisconsin, Illinois, Iowa and Missouri.

These Future Farmers of America were the highest ranking vocational agricultural students studying agriculture in all high schools within the states they represented. Michigan, this year, had the honor of taking its F. F. A. band, which honor is rotated among the states.

The boys are the men of tomorrow who will be guiding the agricultural destinies of the country. A keener, more wide-awake group one seldom meets. They are "doers."

MALTING BARLEY SCHOOL

First to Be Held in Mankato, Minn.

The weather, disease, mechanical injury and many other factors separately and together annually make a large part of the barley crop unfit for malting. Sometimes the degree of damage is slight, but more often it is excessive, causing large proportions of the harvest to be used for feed purposes only.

Because of the care that must be exercised by growers in producing high quality malting barley, the maltsters willingly pay a liberal premium for choice malting barley over basic market prices for feed barley. Naturally good barley growers want that extra return which has run as high as 30 to 40 cents per bushel. And the good grower, not the average, is entitled to the increased return.

Between the grower and the maltster is the elevator manager, who locally buys most of the barley that moves to market. He, therefore, must be well informed regarding malting barley grades so that the premium prices may be reflected back to the growers as well as be able to make purchases of the crop on a reasonable margin of profit. Consequently elevator managers in most of the leading barley growing areas where malting barley is offered the trade are anxious to learn all they can about the factors that affect the sale price of the crop. Each year requests for barley grading schools come from the elevator men.

This fall the first such school will be held in Mankato, Minnesota. It will be in progress three days, October 20, 21 and 22. Thirty to thirty-five elevator managers will attend each day. They will actually grade samples of barley secured from carloads marketed this fall, representative of the several grades. They will also work on samples taken from their own elevators or patrons' granaries.

A Federal Grain Supervisor, the secretary of the Northwest Crop Improvement Association, one of our own agricultural agents and a local committee will conduct the school. During the school these things will receive particular attention: Identification of varieties and types; separation of kernels showing heat damage, blight, flintiness, mellowness, and mechanical injury; control of the disease blight, stripe and smut; car loading and general marketing.

To Re-open Hanover Cement Plant

The recent manufacturing plant in Hanover, Montana, will soon be in operation again. The purchase of 20 acres of nearby land containing lime rock suitable for processing into cement makes the reopening of the plant possible. The exact date when the plant will start has not been announced, though reliable information would indicate it will be soon.



Paget Sound Celery, White River Valley, Washington

THE MILWAUKEE RAILROAD WOMEN'S CLUB

The General Governing Board is happy to announce that the total membership is now over fifteen thousand. The board extends congratulations and thanks for the good work.

Mason City Chapter

Mrs. W. L. Gaffney, Historian

MASON CITY CHAPTER met September 29th in the club rooms, which had been cleaned and prepared for our opening meeting. This was a tea for our new members. The room and the tea table were decorated with flowers. Mrs. Ingraham was presiding officer. We sang, "Boost Milwaukee, Boost," with much enthusiasm, after which we gave our club motto.

Mrs. R. MacGregor, sunshine chairman, reported three cards sent and 10 visits. Mrs. R. L. Goltz paid out \$10 during the summer. The balance is \$388.27. Mrs. R. E. Sizer, membership chairman, reported 399 members; 127 voting and 272 contributing. She also announced the \$20 in prizes which we won for our increase in membership over last year. \$20 was voted to help a young student who is attending Morning-side College this year.

Mrs. R. Blackmar received the prize given for the newest member present, Mrs. Roy Harmon for the charter member. Mrs. M. A. Glander received the door prize.

Mae McClintoc gave a resume of the club during the past 11 years, she being our first secretary. She said our club was organized December 10, 1924, at the Y. W. C. A. here in Mason City. Mrs. Byron, Mrs. Kendall, and Mrs. Williams were present. Mrs. Christopher was elected president. Mrs. Crow first vice-president, Mae McClintoc, secretary; Mrs. Wm. Johnson, treasurer; Mrs. Roy Harmon, membership chairman; Mrs. James, welfare chairman; Mrs. Roy Wolverton, historian; Marie Randall, corresponding secretary. We received 63 paid memberships but held the charter open for a short time so when the charter was closed we had 170 members.

Mrs. Tuslar, assisted by Mrs. Geo. Denzer and Mrs. John Nelson, our faithful social committee, served a dainty lunch. All seemed happy and glad to resume our club activities after a summer vacation.

Mrs. Sylvester German, program chairman, announced a one o'clock luncheon to be followed by bridge and five hundred, for our next meeting. We are urged to bring several members and friends.

Aberdeen Chapter

EIGHTY enthusiastic members of Aberdeen Chapter met at the freshly cleaned and newly decorated clubrooms, September 21st. Our president, Mrs. Gillick, in her greeting said she was happy to start in on a good, hard year. All joined in the song, "The More We Get Together."

The resolution was read, and a moment of silence was given in honor of the memory of our former beloved leader, Mrs. Lydia Byram. Mr. O. M. Tiffany, a prominent business man of Aberdeen, gave a very comprehensive talk on the community chest, and complimented the club on being the largest woman's organization in Aberdeen; also on our welfare work.

Our membership, when we closed in June was 1,233, and at date of this writing is 1,256. Our chapter won the \$20.00 membership prize for the year, and are now striving to outdo our own record.

The ways and means committee reported \$488.25 earned from January 1st to June 30th, inclusive.

The welfare and sunshine committee made 1,460 calls, sent 153 cards and reported the value of gifts of no cost to the chapter, as \$376.

Twelve

A new, but very charming member, Mrs. W. W. Winterfield, was appointed social and sunshine chairman to fill the place of Mrs. A. Martinson, resigned.

Mrs. W. J. Kane, auditing chairman, reported the audit as correct.

We sent two boys and two girls to Camp Wissagamie for a week each during August.

Plans were made for an evening card party October 8th. Mrs. E. L. Federn in charge. This party was a great success, netting the club \$28.00, as well as a very pleasant evening.

In closing the meeting, Mrs. Gillick stressed the need and the duty of each member to report needy cases, especially the children starting in school.

A prettily decorated table, with a tasty luncheon closed the meeting.

Terre Haute Chapter

Mrs. M. C. Faris, Historian

TERRE HAUTE CHAPTER held its first meeting of this season at the newly decorated club rooms in Terre Haute. A very lovely supper was served to about seventy people, after which the regular business meeting was held.

Reports were given from all chairmen and the club is to be congratulated on the fact that it was among the ones that went over the top on membership for this year. Several new members were taken in at this time, and have promises for more, before the end of the year.

Plans are being made for the next meeting, as we are in hopes that the general officers, Mrs. Kendall and Miss Lindskog, will be with us. Plans were also discussed relative to a bridge party in the near future, and also for our Christmas Party to be held at our December meeting.

Othello Chapter

Kate Showalter, Historian

OUR president, Mrs. Ethel Frayer, called a special meeting September 23, as Miss Etta N. Lindskog could be with us on that date.

Mrs. Frayer met Miss Lindskog at Cunningham. She was greeted at the clubhouse by a large crowd, and a one o'clock luncheon was served in her honor. After lunch Miss Lindskog gave a very interesting talk and answered a number of questions that had been puzzling us; and thus cleared some misunderstanding. We all enjoyed and appreciated her visit very much. Come again.

Our first regular fall meeting took place October 6th. Twenty-five were present and we had a very interesting meeting. After the business meeting we enjoyed two readings given by Mrs. J. Jarrard, a visiting member from Spokane. Then we enjoyed card games, and last but not least, refreshments served by Mrs. Lena Morgan, Mrs. Bessie Morgan, Mrs. E. Mittelstadt, and Mrs. G. Morgan.

Our first fall card party occurred September 19 with 11 tables. First, second and booty prizes were given.

Tacoma Chapter

Carrie Devlin, Historian

ON September 28th the Tacoma Chapter of the Milwaukee Woman's Club met in the clubrooms for their monthly luncheon and business meeting, about one hundred members being present. We were honored in having with us our pres. gen'l, Mrs. Carpenter-Kendall, and our sec'y gen'l, Miss Etta Lindskog of Chicago, our director gen'l, Mrs. Axelsson of Seattle, and Mrs. Rasmussen, pres. of Seattle, and eighteen members of Seattle Chapter.

Following the luncheon, our president, Mrs. Harry Michlethwait, called the meeting to order. After the reports of the chairmen of the various committees were given, Mrs. Kendall gave us an inspiring talk on the benevolent work of the club and urged us to greater effort. Miss Lindskog talked on membership, congratulating us on having received the prize offered by the governing board.

Mrs. J. Spencer Eccles favored us with a group of songs.

Following the meeting the visitors were taken to the home of Mrs. Chas. Negley in Puyallup, returning to the clubrooms for a six o'clock dinner, served by Mrs. Guy Bell and her committee. Everyone enjoyed the dinner and the social hour which followed. Mrs. Kendall and Miss Lindskog took the Olympian at eight o'clock for points east.

Malden Chapter

G. B. House, Historian

MONDAY evening, Sept. 14th, Malden Chapter entertained the teachers at a public reception in their clubrooms.

Mrs. Donovan, as chairman of the entertainment committee announced the program, which consisted of clever tap dancing by Hazel Donovan, Georgia Roffler and Betty Poole. Mrs. Gaynor gave two solos which were much enjoyed. A trio composed of Hazel Donovan, Isabel and Marguerite Green, dressed as cow-hands, gave two western songs which were well received.

Following the program a receiving line was formed and Mrs. Westling introduced the teachers. At the close of the evening light refreshments were served.

Mrs. Theodore May (our first president) and family have moved to Spokane to reside. The club regrets losing one of its faithful members.

Mrs. Theodore May and Mrs. Dick Roasch recently underwent major operations at the Sacred Heart Hospital in Spokane. At the last report they were both recovering.

On Sept. 5th our chapter gave a dance which was well attended.

On Sept. 22nd ten members of our club motored to Spokane to attend a noon luncheon and meeting honoring Miss Lindskog, our general secretary. At noon we all met in the Crescent tea room and had lunch. Miss Lindskog then gave a very interesting talk on the work our club was doing. Mrs. Hill, president of Spokane Chapter, gave a short talk and told of the popularity our club was winning for itself in the Inland Empire. Our president, Mrs. Poole, gave an interesting report of the activities of our club.

Miss Lindskog visited our chapter on September 26th. Fifteen ladies motored down from Spokane at noon. About fifty members enjoyed a lovely lunch. Miss Lindskog gave an interesting talk. Several of the Spokane ladies responded. After the meeting we all had a pleasant visit and all expressed the wish that we might meet together more often.

Mrs. Rossbach, Mrs. Shook, Mrs. Scanlon, Mrs. Chas. Davis and Mrs. Schleisner especially enjoyed the meeting in Malden as they were former residents of our town. To them it was like coming back home and many old acquaintances were renewed.

Our September meeting was well attended. Vacation time is over and everyone is getting settled for the winter so from now on we plan on very interesting and well attended meetings.

Ottumwa Chapter

H. M. G.

ALL "bright and shiny" after a recent clean up, the club house was reopened for use during the coming season with a cooperative luncheon at 1:00 p. m. on September 11. There was a good attendance and just before the luncheon the president, Mrs. J. H. Stewart, presented Mrs. Wheeler Gage with a beautiful center piece, consisting of a mirror and a cut glass container filled with lovely artificial wild roses. Mrs. Gage had been very active and loyal

to the Ottumwa Chapter and served efficiently during the past several years on the social committee. Mrs. Gage and children joined Mr. Gage in Milwaukee the early part of October, where he is foreman of the shops. One of the largest social gatherings we have ever witnessed in our club house was on the evening of Saturday, September 26, the occasion being a reception for Superintendent Bowen and family. The activities of the evening began with a cooperative dinner at six o'clock. Following the dinner, Mrs. J. H. Stewart, president, speaking for the entire Kansas City Division, welcomed "The Bowens" and wished them success and happiness during the coming years they are to spend in our midst. Mr. Bowen responded with a very fine talk and expressed the hope that he would continue to receive the cooperation of everyone that had so far been displayed during his superintendency, and impressed upon everyone the importance of doing his duty well and thereby assisting in putting the Kansas City Division "on top." After introducing Mrs. Bowen and Virginia, we were entertained by Virginia singing a group of songs, accompanied by Elizabeth Savage. Those who were present and had recently joined the Kansas City Division Milwaukee ranks were requested to rise and were given a welcome of applause. A beautifully decorated cake was a gift from the Ottumwa Chapter to "The Bowens," which had been prepared and decorated by Ruth Towns. Tango was the source of entertainment enjoyed for the remainder of the evening. Our thanks and appreciation should be given to Mesdames J. H. Stewart, Edw. Hagerty, E. M. Barnoske, E. J. Kervin, L. H. Rabun for the work involved and the good taste displayed in the attractive furniture upholstery, which is a specimen of their work.

On Friday, October 9, another cooperative luncheon was held in the club rooms. Plans were announced for a rummage sale to be held the following Saturday and it was reported that \$6 was realized from the inspection trips through the Ottumwa Steam Laundry.

Miles City Chapter

Mrs. N. A. Helm, Historian

MILES CITY CHAPTER met October 5th with president, Mrs. Moss, presiding, and with an attendance of 45 members.

After repeating the club motto, a letter from our secretary-general, Etta Lindskog, was read and reports from various chairmen were heard.

Our secretary, Jeanette Walters, has sailed the sea of matrimony and became Mrs. E. Tarbox.

Treasurer Mrs. Anne Davis reported a balance on hand of \$212.09.

Good cheer chairman Mrs. Wm. James reported 170 calls, 42 telephone calls, 8 messages of good cheer sent and 30 families reached during the month.

Welfare chairman Mrs. Nimbar reported \$6 spent during the month as just a beginner; 4 calls, 6 telephone calls and one family aided.

Ways and means chairman Mrs. Clara Spear reported \$12.00 taken in for rental and that she would like a new coat of paint on the club house, as it is in need of it very badly.

Membership, Mrs. Custer Greer, reported 225 voting members, 224 contributing members, making a total of 449 members, which shows our membership chairman has certainly been on the job.

Last meeting was first night to have "Bank night," and as the winner was not present it was carried over. Mrs. Mundt's name was drawn, but as she wasn't there, \$3 will be given away at the November meeting.

Our president, Mrs. Moss, named Mesdames Neumador, Pitner and Lathrop on the nominating committee.

The ways and means committee, with Mrs. M. Gilmore as chairman, served a 6 o'clock dinner for Milwaukee women and their husbands, which was very well attended.

A program, "Hornpipe Dane," was given by Corinne McCarnel, accompanied by her

teacher, Mrs. Howe. Two humorous readings by Ruth Troxel; an acrobatic dance and tap dance by Helen Hand; piano solo by Mrs. Joe Eizca. Felix Wagner and daughter Agatha furnished music during the dinner hour, after which cards were played.

At the last meeting two piano solos were given by Virginia Wolfe and a tap dance by Helen Hand; clog waltz by Helen Grotle, which were greatly enjoyed by all present.

Alberton Chapter

Mrs. C. A. Balton, Historian

ON September 30th Alberton Chapter held its second meeting after vacation. Our president, Mrs. H. H. Brown, presided. A luncheon was given at 12:30 p. m., honoring Miss Etta Lindskog, secretary-general, and Mrs. L. K. Sorenson, third vice president general. The program included solo numbers by Mrs. Ralph Coon and Mrs. Reuben Zieg, under the direction of our social chairman, Mrs. W. B. Hollenbeck.

Miss Lindskog gave us a very interesting talk in regard to other clubs and their activities. We are always pleased to welcome her.

Regular business was then taken up. Mrs. E. J. McClain, chairman of ways and means, reported a dance was given October 10th and a card party to be given in November.

At our first meeting our president, Mrs. Brown, gave an interesting report on the convention in Chicago.

Best regards to all Milwaukee Women's Club.

Marion Chapter

Mrs. N. H. Harry, Historian

MRS. W. C. GIVENS was honor guest at a luncheon given Thursday, September 24, at the Marion Golf Club, by the Marion Chapter. Covers for forty were laid at one large table, which was attractive with bouquets of garden flowers. Mrs. Givens was presented with flowers. Bridge was played in the afternoon, prizes being won by Mrs. E. C. Ainley and Mrs. J. F. Coakley, who presented their prizes to the honor guest. Mrs. Coakley gave the address of welcome, to which Mrs. Givens responded. Mrs. Guy Miller and Mrs. O. Pohey welcomed Mrs. Givens in behalf of the club. Mrs. Pohey gave a report of the meeting of the general board of the Milwaukee Railroad Women's Clubs. The local club won the \$20 prize for membership this year. Among the Cedar Rapids guests present were Mrs. George Hennessey, Mrs. W. E. Cooper and Mrs. Anna Steele.

Marshall park, which is sponsored by the Milwaukee Women's Club, is one of Marion's most attractive parks, adorned by shrubs and garden flowers.

The seats have been newly painted and a new slab erected with the name painted in gold letters. This work was donated by Thomas Lawson.

Mrs. S. C. Lawson and Mrs. D. S. Stewart, co-chairmen, are highly commended on their work, which makes this park one that our city may take pride in.

The October meeting was held in Memorial hall on the 8th. After a business meeting, tables were arranged for bridge, prizes being won by Mrs. E. C. Ainley and Mrs. Margaret Leming. Mrs. E. D. Jefferson, a new member, was welcomed into the club. Refreshments were served by Mrs. Margaret Leming, Mrs. J. B. Fosdick and Mrs. William Lange.

Marmarth Chapter

Mrs. Harry Wood, Historian

MARMARTH CHAPTER is again enjoying the activities of the club after the summer vacation.

On June 10th Miss Etta Lindskog, secretary general, of Chicago visited our chapter. In the afternoon a very delightful picnic was held at the lovely farm home of Mrs. P. H. Stuart, where almost the entire membership enjoyed a very delicious picnic supper and well planned games. At 8 o'clock a special meeting was held, with

the president, Mrs. Isabel Richmond, presiding. After the business session Miss Lindskog gave a very interesting and informative talk on club work in general. The program was greatly enjoyed. It consisted of a tap number by Helen Hope Rushford; vocal duet by the Misses Wilma and Margaret Fagan, and solo and tap number by Miss Eileen Maxfield. Refreshments were served after the meeting and the members are looking forward to another visit of Miss Lindskog.

While here Miss Lindskog was the guest of our secretary, Mrs. S. L. Richey, and during the afternoon they visited the newly opened City Hospital and inspected the room which had recently been furnished by the Marmarth Chapter.

On Sept. 24th the chapter held its regular meeting in the club house with the president presiding. From the reports of committee chairmen it was evident that the club members have been quite busy during vacation and the treasurer reported a balance of \$140.50 on hand. It was decided to purchase card tables and cards with the money which the chapter won in the membership drive. It was also decided to hold a card party on Sept. 29th. The house chairman, Mrs. Thos. Miller, reported her committee had purchased and hung new shades at the windows in the club room.

A vote of appreciation was expressed by the members to superintendent P. H. Nee and other officials for the painting of the interior of the club house during the summer. Of course we are all very proud of our cozy club rooms and enjoy the splendid spirit that prevails among our chapter members. A very interesting Safety First program was conducted by safety chairman Mrs. Ada C. Hindert.

At 6:30 o'clock another popular favorite dish supper was held, at which many of the voting and contributing members and their escorts enjoyed a very delicious meal. Later Norwegian whist was played at six tables.

Fullerton Avenue Chapter

Ruth L. Nixon, Historian

FULLERTON AVENUE CHAPTER held its first fall meeting Tuesday, Oct. 13. Supper was served at 5 o'clock, 134 members being present.

The meeting was called to order by our president, Mrs. Frandsen. Reports were read by the various chairmen.

Our membership chairman, Mrs. Burch, announced a membership of 1,033 members up to Sept. 30. Fullerton avenue was grateful for the governing board prize for going over the top.

Mrs. Heyn, welfare chairman, had a splendid report to make—\$780.48 was expended for welfare work since Jan. 1. That amount covers a lot of hard work.

Mrs. Slataway, good cheer chairman, made many calls and sent numerous cards to the sick, adding to the good work of our various chairmen.

Mrs. Reinert, house and purchasing chairman, is keeping our club rooms in excellent condition. Nothing is too much for her to attend to.

Miss Manoy, publicity chairman, has succeeded in keeping our notices published in all the leading newspapers, putting Fullerton avenue in the limelight.

The meeting was then turned over to Mrs. Burch, who, as usual, had a very well-planned program.

Mr. Kappel played several selections on the accordion and led the members in community singing, honoring the 12th birthday of the club by singing "Happy Birthday to You."

Fullerton Avenue Chapter celebrated its 12th birthday Oct. 13. Two large cakes with twelve candles on each cake were cut and served by our first president, Mrs. Grant Williams, and our third president, Mrs. O. P. Barry. We were delighted in having Mrs. Williams as our guest, also Mrs. Barry, both of whom have helped build our chapter to its present-day status.

Miss Kathryn Jamison of the Commonwealth Edison Co. entertained us with a demonstration of better lighting and various

other features pertaining to better home lighting.

Union Station Chapter

Gertrude Schoyer, Historian

ON MONDAY evening, Oct. 5, the first regular meeting of the fall season of Union Station Chapter was held in the club room.

The meeting was preceded by a "get-together" dinner served by "Fred Harvey" on the balcony of the Harvey lunch room in the station. About fifty members met there for dinner at which Mrs. Dynes presented our president, Miss Doyle, with a beautiful bouquet of fall flowers from her garden.

At the meeting, among other things, plans were discussed for our annual card party and dance to be held in November to raise funds for Christmas baskets. After the meeting the members played "keno" for prizes.

St. Paul Chapter

Mrs. Joseph Maher, Historian

ST. PAUL CHAPTER held its second annual picnic July 19 at the Highland Park picnic grounds and had a very good attendance. The club furnished the ham for the dinner and ice cream and beverages during the afternoon. There were several games and races for the children and an accordion player entertained the folks throughout the day. Everyone had a good time. Mrs. Sitzmore was in charge of the dinner, assisted by various members of the club.

Our club is very sorry to have lost a good worker and officer in Mrs. Philpot, membership chairman. Mr. Philpot having been transferred to Aberdeen. The board members had a handkerchief shower in her honor at the home of Mrs. Sitzmore.

Another officer, Mrs. Conway, second vice-president, also left our club on account of moving to Minneapolis.

We had our first meeting of the season Sept. 8. Mrs. F. Washburn, president, called the meeting to order and plans were made to have our first money-making activity, an annual dance, the proceeds of which will be used for welfare work throughout the winter.

Mrs. Medinger, welfare chairman, reported \$25 expense for a hospital bill on a very serious case.

Mrs. Johnston, sunshine chairman, reported a number of cards and calls during the summer.

Mrs. Washburn also informed us at this meeting that our club had won the membership prize of \$20.

After the meeting coffee, sandwiches and doughnuts were served, the coffee being made by one of our contributing members, Mr. Hanson, and was enjoyed by all.

The October meeting was held Thursday the 8th at 8 p. m., Mrs. F. Washburn presiding. The club motto was read and we were happy to have distinguished guests visiting us—Mrs. Kendall, president-general; Miss Lindskog, secretary-general, of Chicago, and Mrs. C. Holbrook, director-general, of Minneapolis. Mrs. Kendall gave a very inspiring talk on what could be accomplished by the women's clubs in stimulating business over the railroad, and Miss Lindskog told of several interesting welfare cases the clubs have taken care of. They both complimented our president on being a very good leader, our chapter being very young and not needing any outside stimulation.

Following the meeting a lunch was served which the men members prepared, Mr. Hanson in charge.

The club members extend their sympathy to Mrs. Wolke whose father passed away last month.

Mobridge Chapter

AFTER a vacation of three months, Mobridge Chapter met on Monday evening, Sept. 21, with our president, Mrs. Ole Haanes, presiding. Although our meetings are suspended during the summer months, the faithful workers still carry on their

work of charity and good cheer. Reports from the various committees were read and approved. Our club room has just recently been treated to a fresh coat of paint, inside and out, the rugs, curtains and drapes have been cleaned, and Mrs. L. D. Lyons made new covers for the upholstered chairs, a new stove has been purchased for the kitchen, and everything looks spic and span. After the business meeting tables were arranged for cards, the bridge prizes going to Mrs. V. C. Cotton and Mrs. Hoppe, Sr., while Mrs. H. Hamre and Mrs. Paul Maynard won the whist prizes. Dainty refreshments were served by a committee consisting of Mrs. H. A. Mosher, Mrs. H. V. Wyman and Mrs. F. C. Williams.

Kansas City Chapter

Mrs. Larson, Historian

THE annual picnic for all Milwaukee employees was held Sunday, June 7, at Budd Park. There was a nice attendance and the entertainment committee saw to it that there was something for everyone to participate in if so desired. A basket supper was enjoyed at 6:00.

As usual, there were no social or business activities during the summer, and due to the extreme heat in September there was no business meeting during that month, the first meeting being held Thursday, Oct. 1, with a covered-dish luncheon at 1:00 p. m. followed by regular business at 2:00.

Plans were discussed for ways and means of replenishing the treasury. It was decided to start out with a series of afternoon bridge teas, the first one being held at the home of Mrs. Johnson, Monday, Oct. 12. The ladies responded in fine shape, there being eight tables of bridge. A nice afternoon was enjoyed, and tea was served by Mrs. Johnson. There will be a similar gathering at the home of Mrs. Carey in the northeast section Wednesday the 21st.

Great Falls Chapter

Mrs. J. J. Toy, Historian

GREAT FALLS Chapter held a joint session with Lewistown Chapter October 1st in honor of Mrs. Carpenter Kendall, president general; Miss Etta Lindskog, secretary general of Chicago, and Mrs. L. K. Sorenson, 3rd vice president general of Butte.

A luncheon was held at the Rainbow Hotel for the honored guests with 45 members in attendance, 17 being from Lewistown. The ladies then adjourned to the clubrooms at the passenger station where both chapters held their business meetings. The meeting was opened by all present standing and repeating the Club Motto. Mrs. Earl Wilson, president of the Great Falls Club, had the chairman of each committee report, as did likewise Mrs. Smeltzer, president of the Lewistown Chapter, after which the meeting was turned over to the honored visitors.

Mrs. Kendall gave us a very pleasant version of sisterly kindness and friendly co-operation with every other member. I am sure the full meaning of our Club Motto was deeply engraved upon our minds.

Miss Lindskog gave us tips on how to raise more money and little highlights of her trip West.

Mrs. Sorenson, as well as the visiting members complimented us highly on our new clubrooms. We are very proud of our rooms and hope to have many pleasant parties this winter.

The meeting was adjourned after which the ladies inspected our rooms and departed for their respective homes.

We were very glad to have as many ladies over from Lewistown and hope to be able to join them this winter when they are having their pot luck dinners.

Tomah Chapter

Mrs. Hugh Johnson, Historian

TOMAH CHAPTER held the September meeting in the rooms of the Public Library.

The president, Mrs. Wm. Honey, presided and opened the meeting. A Hiawatha dance

was planned for October 16. A free ticket was given to Chicago or St. Paul to the one holding the lucky number.

Railroad week the club had an ice cream social in the city park, which was decorated with red and green railroad lanterns. After reports from all chairmen and the usual business transactions the meeting adjourned.

The October meeting was held in the American Legion hall on the 7th, with 120 members present, this being a 1 o'clock luncheon birthday party. The meeting was called to order by the president. Good reports from all chairmen were heard. Our chapter again won the membership prize and the check for \$20 was very welcome. The meeting adjourned.

The birthday ladies then sold tickets on a white duck that wore a red hat and accessories to match. Mrs. Herb Nitzel held the lucky number.

Guest at Farewell Dinner

(Continued from Page 5)

"But retirement does give one the opportunity to plan and do more of the things he would like to do, and to avoid some tasks that may have lost their interest or become distasteful. For example, I have always despised an alarm clock; and yet I have always yielded to its raucous, blatant demand that I get up and hurry for an early train. Probably no greater dictator than an alarm clock exists—outside the White House. My present attitude toward the alarm clock may be illustrated by the story of old Bill, the 'bos-sun' on one of his Majesty's war vessels. It was old Bill's duty to be up at 4:30 o'clock each morning, but Bill was strong for sleep at that hour. His friend Tom, another old sailor-man, came to his assistance. Every morning Tom would come and call out, 'Hup! Hup! 'tis 'igh 'oime to get hup; Hup! Hup!' but old Bill gave little heed to him. Then Tom would try again: 'Hup! Hup! 'tis the *Hadmiral's* horders; 'tis the *Hadmiral's* horders!' On hearing this reference to the 'Hadmiral' old Bill would bestir himself and get on deck. But the time came for the two old men to be retired, and Bill bought a cottage with a little garden where he hoped to end his days in peace. And he hired old Tom by the year to live with him, to look after the garden, and particularly was it to be Tom's duty to awaken Bill each morning as he had done aboard ship. So every morning Tom would come to Bill and call out, 'Hup! Hup! 'tis 'igh 'oime to get hup! Hup! Hup!' But old Bill would ignore this, and then Tom would cry, 'Hup! Hup! 'twas the *Hadmiral's* horders. Hup! Hup! 'twas the *Hadmiral's* horders!' whereupon old Bill, with great dignity and supreme satisfaction in his voice, would respond, 'Me compliments to the *Hadmiral* and tell 'im to go to 'ell.' Such is my present attitude toward my alarm clock.

"But, seriously, I appreciate more than I can tell you the invitation to be here today. I sincerely thank you for your good-will and kind wishes. I hope that each and every one of you may be blessed with a long life of good health and prosperity, of low assessments and a high salary, of peace and contentment; and, as Tiny Tim said, 'May God bless you, every one.'"

September Meeting of Agents' Traffic Club

Notes from the Platte-Stickney Branch Lines

A NEW roll call was inaugurated, to be called "The Special Achievement Report." Under this roll call much exceptional business, outside the regular routine of business and due to special effort on the part of agents of the club was reported:

General discussion of the new roll call showed great interest and enthusiasm, with a conservative estimate that the members of this club have secured and delivered extra revenue to the railroad through special effort and because of inspiration gained from club activities over the past three years of more than two hundred thousand dollars.

Agent B. L. Dwyer suggested that schools be checked and admonished on safety first, in connection with school bus operation and school children generally in line with Supt. Ingraham's circular.

Traveling Auditor F. X. Langer told of the general increase in LCL business that he has noted; mentioned a serious discourtesy on another division in connection with a ticket validation; mentioned the necessity for checking credit and collection violations, holding same to the 48 hour established limit, and suggested that at some stations where there are now practically no cream shipments, the direct shipment of cream should be worked on.

Division Frt. & Psgr. Agent Wolverton commended the club for its work; said that he was for the "Special Achievement Roll Call" strong; urged correct making of comparative freight, or 102 reports; urged extra special business getting efforts during the winter months and assured all present of co-operation from his office.

Traveling Frt. & Psgr. Agent H. M. Stuben urged action on the plan of securing graduating classes for railroad trips this year; suggested that 102 reports be mailed in plain, non-repeat envelopes to insure arrival; and asked that all agents become active in the solicitation of long haul on coal shipments. He also spoke words of approval for the new "Special Achievement Roll Call."

A roll call on the LCL freight situation and pick-up and delivery, brought forth a general conclusion that there is a steady increase in LCL business in this section, to which the pick-up and delivery service contributes considerable influence.

The following papers were read:

"Present-Day Competition"

By T. M. Paulson, Corsica, S. D.

I am sure that many of you have read the article in the August 1st issue of Collier's Weekly named "Everybody's Limited," and the ones who have not done so should do so, as you will enjoy reading it, and possibly feel like saying "I told you so." This article deals with coach travel on the Western railroads and on the Union Pacific in particular,

and their exclusive coach fare train, the Challenger. It tells how the railroads used to charge 3.6c per mile for coach travel and furnished very few conveniences, while now they have modern air conditioned coaches, etc., with a fare of 1½c to 2c per mile and are making money by it.

The writer of this article gives a Mr. W. H. Jeffers of the Union Pacific credit for starting all the new ideas in coach travel, describing how he hired a lady to ride the U. P. trains and find out just what the public wanted in the way of service and accommodations and then put them into effect.

I do not think that the Union Pacific had any more to do with this than the Milwaukee or other Western railroads, but we all know that the many new comforts for the traveler, plus a reduction in rates of fifty per cent or more brought a great many passengers back to the railroads, and created a much better feeling by the public. Why couldn't this principle be applied to the freight business? To start with, find out just what the jobbers and wholesalers want in the way of LCL rates. We know our competitors make a lower charge on heavy items, such as sugar, flour, canned goods, etc., than they do on the lighter and bulkier items. The trucks cut prices years ago to get our business away from us, and now we will have to at least meet their prices to get it back.

"The Milwaukee Veterans' Reunion"

By W. E. Beck, Geddes, S. D.

Many fellow Milwaukee employees have asked me about my recent and first attendance at the Veterans' get-together meeting. Well, it was great. The trip on the Arrow going and returning was an inspiration and supremely enjoyable. The program at Chicago was perfect. The banquet at the Sherman Hotel was superb, with the program of the evening impossible of improvement.

Mrs. Beck thoroughly enjoyed the afternoon at the Edgewater Beach hotel, while I sat in on the important business meeting of the Association.

Out of it all, the greatest benefit to me was in the meditation that came out of my association with all of those old-timers, over sixteen hundred of them, who had given a third, a half, or nearly all of their lives, to that great beneficial cause of transportation that has played so important a part in our Nation, and to America's great railroad—The Milwaukee Road. To see, hear and brush elbows with officials, who seem so far away from those of us situated out on the frontier, ordinarily, meant a great deal to me.

All of my 35 years of railroad service I have heard much of Mr. J. T. Gillick. As I listened to his voice as he presided, and the voices of many other officials who have had big parts in the direction of the destinies of our rail-

road, I realized why we have been able to go through the trying experiences and times that we have faced successfully.

A baseball team, a football team; any kind of team must have captains and coaches of ability to win games—that's what our team, the Milwaukee team, has had.

Of course captains and coaches must have teams to direct. As I sat among that multitude of veterans—as fine a looking body of folks as can be assembled anywhere—I thought to myself "we have the combination of those two necessary elements."

Yes I am sorry that I waited ten years to have this happy experience. If you have served the Milwaukee Road twenty-five years, it's my advice—"Join Now." Get your Veteran card and button. They are like stripes and insignia in the Army. You have earned them—why not have them? Only two bucks to join and a dollar a year after that, then you plan to attend the next re-union.

Townsenditis

Cheer up, Grandpa, don't you cry!
You'll wear diamonds by and by.
Uncle Sam has money mills
Made to grind out brand new bills.
He will help you in your cause
With his old age pension laws.
No more worry over bills,
Butchers, Duns, or Doctors' pills.
No more panic over rent—
Leave that all to Government.
Dine on squab and caviar,
Sport a streamline motor-car,
When the Blizzards bliz a bit,
Off to Palm Beach gaily flit,
Lead a life of pleasure bent.
But you must spend every cent.
Whoopee, Grandpa! Stay alive!
Life begins at sixty-five!

—X. K. C., Pa.

The Inevitable End

Man wants but little here below,
He's ready to admit it,
And if Uncle Sam keeps taxing him
He's pretty sure to git it.

—Georgia Goober.

It's Tough on the Dollar!

With a tax on your gas and the food that
we're buyin',
And a tax on the grub that we eat,
'Tis no wonder we're moanin' and groanin'
and sighin'
An' raisin' our hands in defeat.
On our soap, pills and clothes there's an
added tax fee.
And on golf and the movies, they say,
Why not change the old anthem, "Oh, say
can you see?"
Let's start it. "Oh, say, can you pay?"

Consolation

An old farmer was moodily regarding
the ravages of the flood.
"Hiram," yelled a neighbor, "your pigs
were all washed down the creek."
"How about Flaherty's pigs?" asked the
farmer.
"They're gone too."
"And Larsen's?"
"Yes."
"Humph! ejaculated the farmer, cheer-
ing up. "It ain't as bad as I thought."

Silence, Please

The country vicar was giving the milk-
maid a lift home in his car, and when he
came to her house he set her down. The
girl proceeded to thank him. "Oh, don't
mention it," said the vicar.
The girl blushed, and then replied, "All
right, mum's the word."

SPECIAL COMMENDATION

The following named employes have interested themselves in securing passenger business for our line, and they are given special commendation for their interest and assistance. Their efforts resulted in very substantial increases to the passenger revenues:

Mrs. Gladys Morse	Stenographer, D.F.&P.A.'s Office	Davenport, Ia.
Mary Elser	District Accountant's Office, Milwaukee Shops	Milwaukee
H. L. Vachreau	Train Dispatcher	Wausau
Carl Hemmes	Fireman	Sioux Falls
James Dunphy	Switchman, % General Superintendent	Milwaukee
H. D. Weiss	Office of Auditor of Investment & Joint Fac. Accts.	Chicago
O. G. Campbell	% Asst. Superintendent, Milwaukee Division	Beloit, Wis.
John Niedzlek	General Freight Office	Chicago
Archie Vieux	Agent	Forest Jct., Wis.
E. F. Hauser	Local Freight Office	St. Paul
Mrs. Huldah Rossback	Widow—Dispatcher	Spokane
A. T. Mason	Brakeman	Spokane
H. Miller	Freight Cashier	Spokane
Geo. E. Davenport	Operating Department	Alberton, Mont.
Ivy Healy	Operator, Telegraph Office	Chicago
W. H. Woodhouse	Baggageman	Mason City
F. J. O'Connor	Purchasing Department	Chicago
T. H. Strate	Division Engineer, Western Avenue	Chicago
John Pletz	Acting Foreman, Division Street Station	Chicago
Frank Siukiewicz	Cook, Dining Car Dept.	Chicago
O. H. Taylor	A. E. Lodge's Office	Chicago
Elvira Passineau	Office of Chief of Police	Chicago
A. L. Gavarin	Cook, Dining Car Dept.	Chicago
Bernard Summerfeldt	Rate Clerk, Freight House	Janesville, Wis.
W. E. Douglass	Engineer	Lewistown, Mont.
Howard Walker	Office of General Freight Agent	Chicago
Matt Paestell	Brakeman	Spokane
W. E. Cummins	Conductor	Spokane
P. T. O'Neill	Master Mechanic	Spokane
S. W. Davis	Switchman	Aberdeen, S. D.
F. Groberschalk	Passenger Brakeman, H&D Divn.	Aberdeen, S. D.
Charles Morgan	Engineer, Supr. Divn.	Green Bay
J. Wallis	Travelling Auditor	Perry, Ia.
Charles Siegel	Former Locomotive Crane Operator in the Maintenance of Way Department	Milwaukee
P. M. Garvey	Labor Agent	Chicago
E. Zienty	Union Street	Chicago
John Parker	Conductor, Supr. Divn.	Green Bay
Cobert Ott	Fireman, Milw. Divn. No. 2	La Crosse
Viola Zechlin	Auditor of Expenditure's Office	Chicago
A. Janosky	Clerk, District Accountant's Office	Tacoma, Wash.
Fred Terrien	Trucker, Green Bay Warehouse	Green Bay
Mrs. Geo. Bloomer	Wife—Conductor, Supr. Divn.	Green Bay
Mrs. Glenn Jones	Wife—Switchman	Green Bay
E. J. MacMahon	Lt. of Police	Green Bay
Al Warham	Agent's Office	Minneapolis
Harold Meyers	Car Accountant's Office	Chicago
Carl Jensen	Switchman, Division Street	Chicago
Granger Smith	Office of General Supt. of Transportation	Chicago
Mrs. Wm. McLean	% Warehouse Foreman	Green Bay
Miss Leah Aaron	Central Typing Bureau, Fullerton Avenue	Chicago
J. B. Shoemaker	Assistant Agent, Sioux City Stock Yards	Sioux City
Robt. H. Noot	Middle District Accountant's Office, Milw. Shops	Milwaukee
Chas. Mannen	Accountant's Office	Milwaukee
C. A. Geelhart	Section Foreman	Bayne, Wash.
Martha Prentice	Expense Clerk	Seattle, Wash.
Chas. M. Slightam	Engineer	Tacoma, Wash.
Lester Ellis	Secretary, Supt.'s Office	Tacoma, Wash.
P. L. Hays	Chief Dispatcher	Spokane, Wash.
M. H. Morgan	Passenger Conductor	Miles City, Mont.
Harry Stamp	C. C. Store Dept.	Miles City, Mont.
H. B. Christensen	Div'n. Engineer	Miles City, Mont.
W. N. Ross	Former Agent	Miles City, Mont.
Felix Wagner	Janitor-Clerk	Miles City, Mont.
Sam Leo	Store Dept.	Miles City, Mont.
A. F. Mason	Brakeman	Spokane, Wash.
F. D. Campbell	Ass't Supt. Car Dept.	Tacoma, Wash.
Wm. Dolphin	Ass't Supt. D.D.S. Cars	Tacoma
James Dunphy	Switchman	Milwaukee
G. I. Russel	Station Baggageman	Tacoma
J. C. McDonald	Storekeeper	Tacoma
G. P. Hall	Roadmaster	Cedar Falls, Wash.
Mrs. H. L. Wultrout	Wife of Dispatcher	Tacoma

Guy Davis, brakeman, I.&D. Division, discovered defective equipment in passing train and gave rear end signal to stop, August 11th.

Engineer William Keenan, on September 6th, seeing trees swaying on bluff near Turkey River, stopped train and found a large rock slide in center of track. Due to the many curves in Dubuque Division, this engineer is deserving of special credit for his alertness in getting train stopped before striking the rock.

A. M. Blanness, brakeman, H.&D. Division, voluntary service in helping in taking engine of train 8004 of train 63 enabling it to take 93's train to Aberdeen, 93's engine being given to No. 63, August 26th. Geo. Williams, section foreman, Port Byron, Ill., discovered defective equipment in passing train, September 5th.

C. K. Stahl, brakeman, K. C. Division, discovered defective equipment in train Extra 8231, August 11th.

Milo Bolton, conductor, Milwaukee Division, found angle bars broken on a joint in track, and took prompt action to protect same, September 23th.

Section foreman George Abbas, Forreston, Illinois, while inspecting track discovered a fine crack in ball of rail. This was close inspection, as such a transverse fissure is difficult to see with naked eye.

E. H. Shafer, machinist, going to repair an engine, and getting off train, found a piece of flange. Same was reported to dispatcher and car was located in Savanna Yard, with piece of flange gone.

Green Bay Chapter

Catherine Zimmerman, Historian

GREEN BAY Chapter resumed meetings on October 1st, with a business session held in the club rooms. It was decided at that time to give a dance some time during the month, and Saturday evening, the 24th was set as the date. Six hundred tickets were sent out by the ways and means chairman, Mrs. Hart, so we look forward to a good time and a successful party. The orchestra is to play half of the time, just old time waltzes and two-steps, so we are hoping the older people, as well as the younger ones will enjoy the dance and cooperate in making it a success.

After the business was transacted, keno was played for an hour, and the social chairman, Sophy Hendrickson, with her committee served refreshments, and all present reported a very enjoyable evening.

Tuesday afternoon, October 13th began our social afternoons which our chapter always looks forward to. During the summer months we had many phone calls inquiring if we had recessed on the "socials" as well as the regular meetings, hoping that we had not. We were sorry to have to reply that they, too, were "on vacation." Their resumption, this fall, is eagerly anticipated.

Precocious Repartee

Young Woman—"Whose little boy are you?"

Sophisticated Willie—"Be yourself. Whose sweet mama are you?"

A Gift

"Where did you get the plot of your second novel?"

"From the film version of my first!"—*New York Daily Mirror*.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

A. M. Dreyer.....Fullerton Avenue, Chicago
 Ruby M. Eckman.....Care Trainmaster, Perry, Iowa.
 John T. Raymond.....Dispatcher, Marion, Iowa
 Miss E. L. Sacks.....Care Trainmaster, Dubuque, Iowa
 Miss C. M. Gohmann.....Care Superintendent, Ottumwa, Iowa
 Miss S. M. Clifford.....Care Asst. Superintendent, Kansas City
 Mrs. C. E. Zimmerman.....Care Superintendent, Green Bay, Wis.
 Miss E. Stevens.....Care Superintendent, Savanna, Ill.
 Miss N. A. Hiddleston.....Care Mechanical Department, Minneapolis
 Mrs. O. M. Smythe.....Care Car Department, Minneapolis, Minn.
 Ira G. Wallace.....Clerk, Red Wing, Minn.
 W. J. Zahradka.....Care Superintendent, Aberdeen, S. D.
 A. T. Barndt.....Care Supt. Car. Dept., Milwaukee Shops
 H. J. Swank.....Care Superintendent, Austin, Minn.

Mrs. Lillian Atkinson.....Care Asst. Superintendent, Wausau, Wis.
 William Lagan.....Care General Agent, Sioux Falls, S. D.
 Harriet Shuster.....Care Refrigerator Department, Chicago
 Mrs. Dora M. Anderson.....Care Local Agent, Mohrville, S. D.
 A. M. Maxeiner.....Local Agent, Lewistown, Montana
 Mrs. Edna Bintliff.....Care Dispatcher, Mitchell, S. D.
 Miss Ann Weber.....Care Agricultural Department, Chicago
 Mrs. Pearl R. Huff.....Care Superintendent, Miles City, Montana
 Mrs. Nora B. Decco.....Telegrapher, Three Forks, Montana
 Albert Roesch.....Care Superintendent, Tacoma
 R. R. Thiele.....Local Freight Office, Spokane
 K. D. Smith.....Operator, Portage, Wis.
 H. J. Montgomery.....Mechanical Dept., Milwaukee Shops
 Kenneth Alleman.....Seattle Local Freight Office

The New Hub of the I. and D.

Wm. Lagan

THE Hiawatha was on display in Sioux Falls, Friday, Oct. 9th, for two hours and during that time almost two thousand people inspected this wonderful train. Many compliments were expressed at the luxurious appointments of the train.

Conductor Delaney of Mitchell, S. D., and Mrs. Delaney have returned from a six weeks' visit to relatives on the West Coast. They reported a most enjoyable time.

Conductor Bill Lane of Mitchell is spending a short vacation hunting pheasants.

Richard Miller, son of section foreman Hans Miller, of Fairview, S. D., has enlisted in the U. S. army and has been assigned to Fort Crook, Neb.

Mr. and Mrs. John Bell of Sioux Falls, S. D., announce the arrival of a baby daughter, born Sunday, Oct. 11th. At this writing both mother and daughter are doing nicely. Congratulations, Mr. and Mrs. Bell.

Quenton Hunter, switchman, Sioux Falls, reports that he got his limit in pheasants in fifteen minutes on the opening day. However, there were no witnesses.

Conductor Bill Bayson, Sioux Falls, S. D., secured two tickets to Norwich, N. Y., recently that had planned going via a competitive line.

Mrs. A. J. Green and daughter Tola, wife and daughter of section foreman A. J. Green of Ethan, have returned from a trip to Los Angeles, where they visited relatives.

Conductor John Dunham of Sioux City renewed old acquaintances in Sioux Falls recently.

The Milwaukee Road is now represented in the City Bowling League in Sioux Falls by N. Kelly, Al. Main, L. Sweeney, F. Brown, W. Hauser, C. Chadwick and C. Davis. The boys are now in a tie for third place and going strong.

Wisconsin Valley Division

Lillian

TWO large wall-eyed pike, 5 and 6 pounds, were caught in Lake Wausau recently by Mrs. James Koshollak. The fish were on display at a local hardware store and attracted a great deal of attention.

Peter C. Hart, former general manager of the Milwaukee Road and superintendent of the Wisconsin Valley Division, passed away Saturday, Sept. 26th, in his apartment at the Rogers Park Hotel, Chicago, after a year's illness. Funeral services were held at St. Ignatius Catholic Church in Chicago, with burial in Calvary cemetery. Mr. Hart had been with the Milwaukee railroad for sixty years. He retired from the service as general superintendent with headquarters at Seattle, Wash., in 1916, and returned to Chicago, serving as special representative for the system, which position he held until the time of his death. Mr. Hart had a large circle of friends in Wausau and on the Valley division, who extend sympathy to Mrs. Hart and family.

Mrs. William Kroeplin has been seriously ill at the Memorial hospital, but is

slowly improving. Mrs. Kroeplin is the daughter of Mr. and Mrs. William McKwen.

Mr. and Mrs. T. E. Donovan and children attended the wedding, at Wisconsin Rapids, of Mrs. Donovan's sister, Miss Marty Gertrude Norton, on Oct. 3rd.

Mrs. R. F. Bertrand and Mrs. Ernest Moran entertained very pleasantly Sept. 26th at the latter's home, for Miss Dorothy Argust, bride-to-be. Cards were played during the evening and the guest of honor was presented with a gift from her hostesses and the guests.

Mrs. Frank H. Graves, Viroqua, Wis., mother of Mrs. A. I. Lathrop, passed away very suddenly at her home, Sept. 22nd, while sitting on her porch alone during the afternoon. She had gone out after lunch to rest and was found sitting relaxed on her chair by a neighbor who was passing. Funeral services were held on Saturday, Sept. 26th. Mrs. Graves was well known in Wausau, having visited with her daughter, Mrs. A. I. Lathrop, very often.

Mr. and Mrs. John Bringer have returned from a visit with friends at Green Bay.

Dub. Ill. Divn., 2nd Dist.

E. L. S.

WINDING up the vacations at Dubuque were: asst. supt. Thurber, capt of police Rotz and yardmaster Kieseles, who were absent latter part of September and fore part of October. Mr. Rotz spent most of his, taking various auto trips in and out of Dubuque with his new car.

Quite a number of engineers and conductors attended the Vet's Convention in Chicago and reported the usual "one grand time." Among those present were: D. M. Schaffner, J. Chaloupka, F. Morgan, H. Wiedner, A. Wagner, J. Litscher, F. McKinney, R. H. Kearney, J. M. Cassidy, J. S. Kinder, and several others, including chief dispr. Crawford.

Business continues to be fine, and many of our one time extra train and enginemen are becoming regular workers.

Agent T. E. Marshall at Clayton expects to make an extended trip to the west commencing about the middle of October. Agent Hurley at LaCrescent expects to be off duty for about two weeks starting Oct. 8th,—agent G. W. Lowe to relieve him.

Understand engr. A. (Tony) Wagner and party went up to Minnesota and came back with a "big fish" (story). Also understand engr. James Fox and party were up in Minnesota fishing, but from all appearances they came back with results.

Many of our employees and friends were glad to have the opportunity of viewing the Hiawatha train, which was on exhibition at Dubuque the morning of Oct. 10th.

Condr. W. S. Hartley is working in the freight pool again out of Dub. shops, after having given up the passenger run on 35 and 38. Condr. W. O. Cooper has taken the job on 35 and 38. Condr. Dana reported for work on the West Union Line Oct. 5th, after having been off duty for several weeks.

The new water treating plant installed at Dub. shops recently is now in operation.

Tacoma District

A. M. R.

THE heading of "West Coast Notes" has been changed to the above caption, because we find ourselves unable to properly cover the West Coast, and besides, we like the title better anyhow.

Glenn Russell, our depot baggage agent, forgot to remove one of his fingers from the door jamb of his auto, with the result that the door was closed with his finger in the way. Cut the end of the finger off, but was sewed back on again and is now O. K.

The six-year-old daughter of chief dispatcher Corbett fractured one of her arms at the elbow while roller skating, but is now recovering nicely.

R. F. Maddox, conductor, passed away in Tacoma Aug. 21st.

One of the most enjoyable outdoor dinners partaken of by Milwaukee employees transferred here from Spokane and Montana points was the one held at Mr. Wilson's, a relative of Mr. Lupton of the Accounting Dept.

Prior to the dinner, several of the men went out to the tract and cleared a nice space among the trees, put up tables and swings, and everyone had a real sociable time, just as one always does when with this bunch.

Believe it or not, but our Tacoma passenger station has been painted, inside and out, and it certainly looks a lot better.

Several changes are effective as of Oct. 1st, among them being that of Wm. Dolphim, asst. supt. D & S Cars, who goes to Chicago.

J. A. Wright, traveling engineer, transferred to Spokane.

R. G. Webb, transferred from T-M Div. to Tacoma, as traveling engineer.

F. E. Kirkland from the Miles City office, to Tacoma, as chief dispatcher's stenographer.

We wish more of us could take the trip described in the following clippings, but the moving pictures Miss Clarke took of various scenes on this trip, gave us a very pleasant evening, at the home of her mother, Mrs. J. R. Clarke.

Not every one takes such a journey and fewer yet think enough of those left behind to bring back moving pictures of the trip, which were enjoyed by a large gathering of her friends. It was very thoughtful and very much appreciated.

"Like the alluring pages of a travel booklet reads the seven months' round-the-world tour just completed by Miss Lemha Moore, daughter of Mrs. John R. Clarke of North 19th street. Sailing the 7th of March from Seattle, her first stop was Honolulu, then on to Japan, where she visited Tokio, Nikko, Kyoto and Kobe.

Crossing the Yellow sea, she followed the historic great wall of China on to Peiping. That trip through northern China was one of the high spots of my entire tour," Miss Lemha declared. "It was the old China of

storybooks, with its intriguing linen, silk and old jewelry shops and the camel trains coming into the city from Tibet after crossing the Gobi desert.

Turning south, she went to Shanghai, Hongkong and into Manila, Philippine Islands; Zanzibar, Singapore and Penang in the Malay straits, then west to Bombay, India, she sailed. 'India is just as amazing as writers picture it, with the caste system and queer customs,' the traveler mused.

Colombo, Ceylon, then into Naples, Italy, went the traveler. She saw the pope and even glimpsed il duce; then an air trip took her next into Cairo, Egypt. 'Yes, of course, I saw the sphinx and the pyramids,' Miss Lemha smiled. 'And I saw the jewels taken from King Tut's tomb. They were unbelievably splendid.'

Traveling into France, she spent a week in Paris, then crossed the channel to London. 'It was exciting there, with hundreds of Spanish refugees and many Frenchmen crowding the hotels.' No, she didn't get glimpse of King Edward, but she did see the mother, Queen Mary, at Buckingham palace.

Arriving in New York, the adventurer spent a week seeing Manhattan, then sailed around the Panama canal for San Francisco and Tacoma. After short visit with her mother, Miss Lemha returns to San Francisco, where she is employed.

Glenn Russell, our "rotund and genial" baggageman at Tacoma Passenger Station, surprised his many friends on October 1st when he passed cigars and candy and announced he was married that day to Mrs. Daisy Elwell, of Tacoma. Their many friends are wishing them much happiness.

We have been hearing rumors of other wedding bells, but at the time of going to press said rumors can not be confirmed. No doubt by the next issue of the magazine we will be able to tell you of another romance.

S. C. D. Office on the Air

A. T. B.

A VACATION at any time is "swell" but both a vacation and honeymoon—well, figure it out for yourself. Willard Schroeder said "I do" while on his vacation and will now claim exemption on his income tax blank as a married man. We all join in congratulating Mr. and Mrs. Schroeder, wishing them the best of luck and happiness.

Wonder who will be next to leave the ranks of the single in this office.

Did you see Bill's brand new car? Yes, Bill bought a large car and says it can not be beat for smooth performance; but why such a large car, who is getting the rides?

It seems that the freezing weather has missed the Deppe garden and as a result Lucille has been bringing down to the office some of the most gorgeous dahlias, roses, etc., which are the envy of all.

Flowers—what are flowers to a proud father of a nine-months-old daughter? If anyone missed seeing the photos of this charming girl it wasn't Steve's fault and everyone agrees that she is a little darling, but Steve, please don't take all the credit.

In connection with the above item, just a reminder to one of the girls in this office, better pay up on that bet made almost a year ago.

Wonder how many yards of rick rack braid was used on that new smock that Velma has been wearing at the office recently. It sure trims up the smock in great style.

After taking a "ribbing" about the dirty condition of his car, Dick had it washed and polished and the very next day it rained, and was Dick mad.

Of course if you live in a house that just can't be kept warm during the winter months the thing to do is to move and that's just what Edith did. Hope you will be more comfortable in the new home.

Bernice moved to get nearer to the office so that she can walk to work and get here on time. Says she was putting on too much weight and needs the exercise.

Flash—More luck for Willard, he got \$20.00 on the baseball contest.

Dick drove through the northern part of the state recently and reports the woods one mass of color. Some people get all the breaks.

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

Nora B. Decco

EVERY one busy doing this and that and more new faces. Men working here now have not even looked at the right of way for eight or nine years. May it continue is all we ask. Firemen Peters, Alverson and Hansen, and brakemen Burns, W. A. Carlson and Ennis, who had been at Fort Peck, came back and made a trip or so. We are glad to see them all and hope they can stick around pretty generally from now on. Business is good and seems to be getting better, plenty of stock moving yet and the travelling about done from Butte Yard to Morel. The new warehouse on our railroad in Butte has been finished; cost about thirty-five thousand dollars, and Mr. Burkle wears a new hat and dresses up most of the time now. Don't blame him.

Agent Alexander at Manhattan took a few days off middle of October relieved by agent Campbell who struck a stock unloading day. Understand he struck stock loading days while relieving at TwoDot first of the month.

Mrs. George Westbrook, wife of cond. Westbrook, has been on the sick list but is much improved again.

Mr. and Mrs. E. Sears have returned from a trip to as far east as Milwaukee and Chicago anyway. Every so often Mr. Sears has to go back and look things over to see how they do them away from where he lives.

Miss Mable Newberry, long in Lewistown where she has always been on the office force at the asst. supt's office, has been assigned to clerk-stenographer position in supt. Sorenson's office in Butte.

Engr. and Mrs. Lieb have returned from a short visit in Seattle where they went to see son Charles.

Mrs. H. Lieb and Mrs. Frank Echarde left early in October for Iowa. Mrs. Lieb will visit home folks for a while and Mrs. Echarde expects to visit her sister through the winter.

Mrs. Bates, wife of cond. Bates, has gone to New York City where she will attend the International Hairdressers convention and returning will tell us all about it and fix us all up pretty, too, no doubt.

Mrs. Lawrence Bucklin, whose husband is out west somewhere on one of the telegraph crews, has returned from a short visit with friends at St. Maries, Idaho.

Mrs. T. H. Peacock, who lived at Lombard for many years when Mr. Peacock was

agent, is back among friends for a short visit there. She is now living in Tacoma and all her old friends will be glad to know she is well and happy.

Lincman Paul Simmert was very badly hurt the evening of Oct. 1st while driving to Bozeman to bring Mrs. Simmert home. He was driven into the ditch near Logan by a bus and has not worked since. He is recovering very well, we hear, and should consider himself lucky to get out of it as easily as he did.

Opr. Campbell was sent over to Butte Yard for a few days on account of a rush of business, operator Pitman now working third trick there. Too many stock trains, locals, gravel trains and every other kind, and there are times when nothing will do but an operator. Imagine!

Mrs. Dick Griffith came in from Martinsdale first week in October on account of the sudden illness of her father, Mr. Lewis, who was taken to Bozeman hospital the next morning where he is resting very well, and is somewhat improved.

Mrs. McHale, wife of cond. McHale, was taken to Butte early morning October 12th to St. James hospital where she is under medical care. She is improving, we hear, and hope to soon see her home again.

One of the happy events we are glad to write about was the wedding October 4th in Bozeman of Miss Fern Schultz and W. E. Blake, both from Miles City. Mr. Blake is the son of O. E. Blake, well known here, and is at present handling one of the shovels in the gravel pit here. Mrs. Blake is one of Miles City's popular young ladies and certainly one of its prettiest, and we extend our very best wishes for a long and happy life to them.

Mr. and Mrs. O. E. Blake came over from Miles City to attend the wedding of their son, returning the same evening.

La Crosse River Division—First District

Scoop

NOW that the ducks are winging their way South for the winter, Jack Blossingham is oiling up his gun for that duck dinner. You bring the ducks!

We are sorry to record the passing of Joe Larkin, gatetender at Liberty street, La Crosse. He was a brother of conductor P. J. Larkin and switch foreman Frank Larkin, La Crosse yard. Joe was formerly an engineer on the Southern Minnesota division. He was a veteran employe of the Milwaukee Road and we shall miss him from the ranks of the old-timers. The sympathy of the division is extended to his relatives.

Roadmaster Tony McMahon is still in training, as was evidenced when he stepped off the Hiawatha one day recently with a feller about the size of Sam Hunter in his arms, who had been crippled in an auto accident and was enroute to Rockford via Madison.

The sympathy of the division is extended agent Ben Swang, Nashotah, in the death of his wife, who passed away recently following a brief illness.

Mike Keaveny is looking for a new hired girl. It all came about when Mike, after a hard day's work, came home to a well-deserved supper and asked the girl if it was ready. She said: "Why, I thought you were eating already." Mike went in and there sat a hobo devouring the last of his supper. Needless to say, the hobo left amidst some choice Gaelic language, just ahead of Mike's heavy-duty brogan.

The sympathy of the division is extended the family of Gaylord Davison, passenger brakeman, who passed away in a La Crosse hospital recently due to a fractured skull caused by his falling from a bridge abutment to the rocks below while on a fishing trip. Brakemen Frank Ternes and Baumgartner, who were with him, got him to a hospital as quickly as possible, but he never regained consciousness.

Agent Herb Graf of Wyocena is recovering from a tonsil operation. Extra agent W. R. Smith is relieving him.

Carl Schroeder, side wire operator, La



Crosse dispatcher's office, is taking a trip out after the big ones. F. T. Ross is relieving him and J. Meyers is relieving Ross. Conductor Curtis is now a resident of Madison and is at present taking a short vacation. Conductor W. B. Clemmons is relieving him. Conductor Rob Ramsey had the misfortune to lose his purse to a pick-pocket while attending the Beaver Dam fair. He says it wouldn't be so bad only now he will have to work and can't lay off till next year.

We now have the new Hiawatha trains in service after being on exhibition at various points. The general opinion from all concerned is that the new trains are the acme of perfection in every detail and just another triumph for the Milwaukee's record of achievements in advanced transportation.

Iowa (Middle and West) Division

Ruby Eckman

THE folks at Perry think they can just about claim an attendance record for visitors who inspected the Hiawatha on its exhibition run. With only a few days' advertising, a crowd numbering 1697 passed through the train at Perry between 7 a. m. and 8 p. m. At least one hundred more people were unable to gain entrance as they arrived too close to the time the steps had to be folded to enable the train to leave on schedule. The magnificence of the train was a real surprise to many hundreds of the visitors.

Perry Williams, an old-time employe of the Milwaukee, died at the home of a niece in Colorado the fore part of October. When the Des Moines division was a narrow gauge line, Mr. Williams had charge of the transfer work at Herndon, Iowa.

Mrs. R. C. Dodds came up from Kansas City in October to spend a few days among old friends. Several social affairs were given in her honor during her visit. Mrs. Dodds was in Perry the day the Women's club held their meeting in October and had a chance to see many old friends with whom she had worked in the club while a resident of Perry.

The Perry division of the G. I. A. to the B. of L. E. was honored at the state meeting of the engineers and their auxiliary, which was held in Des Moines the fore part of October. A beautiful black velvet altar cloth was awarded the local division for having the largest percentage of their membership in attendance at the meeting. Twenty-one members accompanied Mrs. Fred Wagner, president of the division, to the meeting.

Mrs. Kindred, wife of one of the Iowa division signal maintainers, died at Excelsior Springs the fore part of October. She was the daughter of Paul Kempter, who has charge of the scale test cars on the Milwaukee. Burial took place at Sabula.

Mrs. John Palmer, wife of one of the shop men at Perry, has been seriously sick for some time and confined to the Perry hospital.

Edward Fitzgerald, Jr., son of a Perry switchman and grand son of operator R. E. Fitzgerald of Manilla, had an unusual experience in October. The lad took suddenly ill one evening and the doctor diagnosed the trouble as appendicitis. An immediate operation was performed, and examination of the appendix after it was removed disclosed the presence of 16 BB shot. The surgeons and the boy's father, who witnessed the operation, were at a loss to know how the shot became lodged in the appendix. After the lad came out from the effects of the ether he admitted having opened a shell which had become soaked while he and a companion were hunting on a rainy day two weeks previous. He put the shot from the shell in his mouth and then he became startled and swallowed the little lead pellets. He failed to report the incident on his return home and was as much surprised as the surgeon to learn that the shot had lodged in the appendix, as he had experienced no difficulty from the time they were swallowed until a short time before the operation.

A group of members of the various Masonic bodies at Perry enjoyed a pleasant evening October 8th, when they were privileged to see some moving pictures and hear an interesting talk given by attorney Frank Hollingsworth of Boone. The pictures were taken last summer when Mr. and Mrs. Hollingsworth and their niece Miss Ruth Calhoun, daughter of engineer Joe Calhoun, made a trip to Europe.

The folks were not members of any tourist party, but traveled alone and thus had a splendid chance to mingle with all classes in the various countries they visited and they had some very interesting pictures of rural life as well as the historic spots.

Mrs. Florence Nelson Ibsen, daughter of section foreman at Olive, has been confined to her bed the last few weeks on account of illness. Mrs. Ibsen worked in the offices in Des Moines when the division superintendent's office was there.

Engineer Glenn Frazier returned to work the fore part of October after a six weeks' lay off following an emergency operation for appendicitis.

A name which has not been on the payroll for a long time again appears. It is that of engineer Edward Mullen, who has been on sick leave for about four years. Edward marked up on one of the middle division time freights.

Mrs. Milton Snell, of Seattle, Washington, mother of switchman Scott Carhill's wife, died September 26 at Aberdeen, South Dakota. She had started from her home in Seattle to Perry for a visit. She left the train at Aberdeen and died there. Mrs. Snell will be remembered by the older employes of the Milwaukee, as the former Mrs. Charles Brown, whose husband was killed when his engine overturned at Van Horne in 1909. She was married again in 1915 to Mr. Snell in Michigan and he with her two daughters and three sons survive. Burial took place in Perry.

Conductor E. A. Rumley and family went to Council Bluffs the fore part of October to attend the golden wedding anniversary celebration prepared to honor the parents of Mrs. Rumley.

Conductor Andy O'Loughlin took his semi-annual pilgrimage down into Kentucky to attend the fall races.

Engineer Fred Seis had quite a thrill re-

cently when he attended a fall fair and festival and heard the name of his daughter, Mrs. Floyd McDowell, called as the winner of the Ford V-8 which was given



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St. Paul, Minn.

Tomorrow may be too late

away during the fair. The McDowell's had just purchased a new car of another make, preparatory to driving to California to make their home, so they flipped a coin to see which car they would keep and the decision was in favor of the one Bernadine was awarded.

Friends of Fred Dollarhide, former assistant foreman at Perry, were glad to hear of his advancement to his new position at Bensonville. Fred takes the place made vacant by the death of E. A. Notley. Brakeman Willard Silver's wife was in the hospital for a major operation during September.

There are two new grand children in the railroad family. A daughter, born to Mr. and Mrs. Bernard Rogers in Chicago, will address engineer William Rogers of Perry as Grandpa, when she learns to talk. The birth of a son to Mr. and Mrs. Hayward West of San Pedro, California, is the first grandchild in the home of conductor Homer Johnson.

Operator Harold Dollarhide and wife were in attendance at the American Legion National Convention in Cleveland the latter part of September.

Dan Hickey, one of the east Iowa division conductors, was in Perry the fore part of October, taking the Union Pacific examination given to passenger men using joint tracks into Omaha. He will soon be budding forth with a new uniform with brass buttons.

Ronald, the young son of brakeman Leo Brewer was in the hospital in October for an emergency operation for appendicitis.

A son born to Dr. and Mrs. Dale Hanner of Wenatchee, Wash., the middle of September adds one to the number of grandchildren in the family of engineer F. L. Hanner of Perry.

Mr. and Mrs. George Stoner of Perry have a new son in their home, the first baby in the family. The lad makes another grandchild in the family of engineer Jerry Stoner and a great grandson for engineer Emanuel Stoner.

Bollermaker J. C. Barth and family and William Kilmer of the round house force had the pleasure of helping their parents, Mr. and Mrs. William Kilmer, celebrate their golden wedding anniversary September 20th. All of the children were home for the event.

Carlisle Johnson, who is employed in the work equipment department, deserted the ranks of the bachelors in September and was married in Chicago to Miss Ann Larson of Washburn, Wis. Carlisle has resisted the wiles of the fair sex for quite a while, but finally fell. He is making his home in Chicago.

Car inspector William Lee and wife celebrated their golden wedding anniversary

the fore part of October with a family dinner attended by their children and grand children.

H&D Notes

Walt

WE ARE happy to report that trainmaster Philpot is back at the office again after being on the hospital list for about ten days during the past month.

Word has reached us that Mrs. Walter F. Harris, wife of the agent at Linton, N. D., was released from the Fargo hospital after undergoing an operation and is well on the way to recovery.

Sorry to learn that Geo. Lieb, third trick operator at Ortonville, has been confined to his home with an attack of the flu. However, our east end correspondent reports that George is getting along nicely and will be back at the office within a few days.

Relief operator Thompson is working at Eureka in the absence of agent Bjork, who is down at Hot Springs, Ark., for a few days.

Colonel Weatherly of Hosmer, S. D., was a recent week-end visitor at Minneapolis. What's all this we hear about the rainbow color scheme at your Hosmer abode, Col.?

Mrs. A. L. Makinster, wife of agent at Hague, is at present visiting with relatives at Ortonville, Minn.

Warner Blake, son of assistant engineer Blake at Aberdeen, returned to the home town on Oct. 10th to attend the Gypsy Day Homecoming celebration at the Normal School. Warner was formerly a student at that school.

Mr. A. Daniels of Chicago was on the division recently and made a motor car trip between Aberdeen and Mobridge in company with superintendent Gullick and division engineer Ring.

Paint inspector Helwig made his appearance on the division during the first week of October and made an inspection of the buildings with a view of recommending paint jobs.

Mr. H. F. Gibson has been appointed third trick train dispatcher at Montevideo, Minn.

Section foreman Henry Carlson of Fairmount recently returned to work after spending the summer visiting his boyhood home in Oslo, Norway. Henry reports a very enjoyable trip.

Walter Lincoln is the weed burner operator on the H&D Division, replacing operator Kaisersatt, who formerly operated the machine on this division.

Word reaches us that Donald Rue has been promoted to the position of assistant stockyard foreman at Aberdeen, effective Oct. 1st.

Chief dispatcher Andres and trick dis-

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THE WONDER COAL

patcher Ruehmer of Montevideo visited Minneapolis on Oct. 10th and attended the Minnesota-Nebraska football game.

Out Where the West Begins— East End of Trans Missouri Division

D. H. A.

DICK JOHNSON spent his vacation at the home of his aunt and uncle, Mr. and Mrs. Homer Martineau at Yakima, Wash.

Our popular traveling auditor Mr. J. T. Fuller was conspicuous by his absence at the show on bank night September 17th, thereby losing \$80.00, he being in Chicago at this time, but his loss was Mrs. Hazel Dennis's gain, for she was the lucky winner of the \$100.00 the following bank night, September 24th. Mrs. Dennis works the side table in the dispatcher's office. Congratulations, Hazel!

Mr. and Mrs. Edgar Miller are the proud parents of a son born September 20th. The young hopeful has been named Edgar William.

Among our railroaders who attended the Minnesota State Fair were Mr. and Mrs. Frank Schneider, Mr. and Mrs. Frank Ginthner, Mr. and Mrs. Leonard Clark and family, and Mrs. Claude Preston and children Ruth, Howard, and Lu Ann.

Miss Frances WILLIAMS accompanied Mrs. Gertrude Boe Overby, soloist for St. Olaf's choir, on a trip to Pasadena, California, where Mrs. Overby sang at a concert held in the Rose Bowl there. Frances visited a friend at San Diego, Miss Janis Vordale, and while there also took in the exposition and visited other places of interest. They made the return trip via Portland and Seattle, visiting friends at both places.

Mr. and Mrs. Otto Vogel and children of Asbury Park, New Jersey, stopped here enroute to California, for a visit with Mrs. Vogel's sister, Mrs. Clyde Caldwell and family.

Mr. and Mrs. L. H. Rabun and family stopped here on their return trip from a vacation spent on the west coast, for a visit with former friends here. They were the house guests of Mr. and Mrs. B. K. Doud.

Miss Genevieve Staph, who is a senior nurse at the home of her parents here.

Mr. and Mrs. W. P. Moran and family, Mr. and Mrs. Ole Haanes and son, and Mr. and Mrs. Leo Swanton, are spending their vacation at Leaf Lake, Minnesota. We expect to hear some tall fish stories upon their return. Harold Winship is holding down the chief dispatcher's chair during Mr. Moran's absence and Mr. W. K. Griffith of Miles City is relieving Mr. Haanes.

Mr. and Mrs. L. H. Larson and family have returned from a ten days' stay out on the West Coast.

Mrs. H. L. Steinstra has returned from a trip to La Crosse, Wisc., where she visited relatives.

Mrs. Belle Jackson, who spent the summer with her daughter, Mrs. W. J. Fitzgerald, at Tacoma, has returned to her home here with her daughter, Mrs. L. W. Scheffelbein.

With the opening of the school year, begins the exodus of a number of our young people to the various colleges and uni-

versities. Among those attending the Minnesota university are Vernetta Arvidson, Frances and Helen Manley, Robert Vail, Sherwood Clark, Helen Currah and Robert Jamieson. Dick Johnson and Lucille Lentz are attending Yankton College; Miss Frances Williams is a Junior at St. Olaf's College at Northfield, Minn., this year; Jack Johnson, Cletus Clinker and Bob Byington at South Dakota University; Stephen Fulier at Iowa State University at Iowa City, Iowa; Caroline Nath at University of Southern California; Bob Clark and Clara Byington at the University of Washington, Seattle; Lorene Love at Oberlin Conservatory of Music, Oberlin, Ohio; Robert Catey at Rush Medical School, Chicago; Roscoe Rollins at Pasadena Junior College, Pasadena, Calif.; Marjorie Vail at Minneapolis School of Business; William Hardcastle and Delsia Hourigan at State Teachers' College, Aberdeen.

Mrs. and Mrs. J. L. Downs attended the Grand American trap shooting contest held at Vandalla, Ohio. On their return trip they stopped at Red Wing, Minn., to visit a sister of Mrs. Downs and also stopped at Wells, Minn., to visit Mr. Downs' mother who will be 101 years old next spring. From there they attended the Minnesota State Fair where Jim did some more shooting.

Engineer Jack Beaver was called to Mason City, Iowa, by the death of his mother, Mrs. Anna Howe. Mrs. Howe has visited the Beaver family several times and had many friends here who will be grieved to hear of her passing.

Kirk Schneider, who has spent the past month here with his parents, Mr. and Mrs. Carl Schneider, left for Washington, D. C. His mother accompanied him as far as Chicago.

Mrs. Ivan Kern of Seattle is here on a visit with her husband, Ivan Kern, who is employed as a division lineman out of here.

Mr. and Mrs. Dick Stanford returned from a vacation trip spent on the West Coast visiting their son, Dale, and their daughter and husband, Mr. and Mrs. T. A. Latham, of Los Angeles, California.

Mr. and Mrs. Theodore Johnson enjoyed a visit from Mr. Johnson's cousin, Mrs. Nora Maymon of Rhame, N. D.

A happy family reunion was held on August 16th at the home of Mr. and Mrs. A. W. Vail with their ten children and their families attending. Those present were Mr. and Mrs. Theo Mueller and children of St. Paul; Mr. and Mrs. J. H. Bohling and children of Miles City; Sister M. Clement of Orange, California; Mr. and Mrs. C. W. Vail and daughter of McIntosh; Misses Frances and Marjorie Vail of Minneapolis; Mr. and Mrs. Bruce Vail and son, and Mr. and Mrs. Leighton Foster of Miles City; and Mr. and Mrs. A. Vail and son and daughter Jeanne and Robert of Moberge. Other relatives present were Mr. and Mrs. Geo. Lehnert and son of Glenhara; Mrs. Inga Lovelace of Bismarck, and Mr. and Mrs. Chas. Heitt of Haven, Kansas. Mr. and Mrs. Vail can certainly be proud of their nice family.

Mr. and Mrs. Clyde Caldwell and daughters, Jane and Nancy, visited relatives and friends at Minneapolis and Chippewa Falls, Wisc., for a week.

Engineer John Cooley took a trip to Min-

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4 Quarter Top
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All wool. Cotton lined to prevent itching. Slide-down ear band. Washable. Non-binding. Unbreakable visor. Most good dealers sell the Kromer. If yours doesn't, accept no substitute, but send us his name. Should you order direct, be sure to state size.

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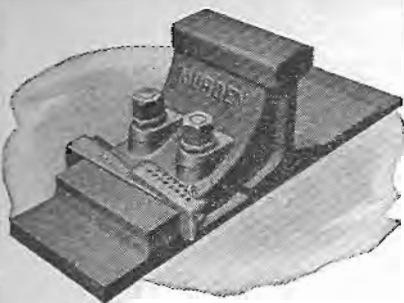
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SUPerior 0065

448 N. Wells St. Chicago, Ill.

neapolis and Des Moines, Iowa, for a visit with his sons, William and Kenneth.

Mr. John Shields of Bowman, N. D., is a patient at the Mobridge Hospital this week. Mr. and Mrs. Frank Schneider were called to Miles City by the illness of Mr. Schneider's mother. On their return they brought Mr. Schneider's parents back here to spend the winter with them.

Mrs. R. E. Stubbett and daughter Betty, and Nellie Paschen spent three weeks at Bend, Oregon, with a sister of Mrs. Stubbett, Mrs. J. E. Gaugh.

Iowa East Division

J. T. Raymond

SUPT W. C. GIVENS and chief dispatcher H. C. Van Wormer went to Chicago for a brief business trip Sept. 30th.

Earle E. Edwards, who has been located at Marion for a long period of time as extra train dispatcher and who has recently been relieving the dispatchers on vacation at Perry, leaves Marion, accompanied by Mrs. Edwards, for a permanent stay at Perry as train dispatcher. Mr. Edwards is popular and well liked by his associates in the office and many other Marion friends. The loss of this fine family from our midst is keenly regretted and they are followed by the best wishes of all. May they live long and prosper.

We deeply regret hearing of the death of dispatcher Jesse J. Brown of Montevideo, Minn., who died Thursday, Sept. 24th. Mr. Brown worked at Marion as operator a number of years ago and was highly regarded by old friends.

E. D. Jefferson has been appointed traveling engineer for the middle and eastern division and branch lines. Mr. and Mrs. Jefferson have moved to Marion, where Mr. Jefferson has his headquarters.

The sympathy of many friends on the division is extended to engineer Arthur G. Vaughn and family in the great loss they have sustained through the death of Mr. Vaughn's mother, who passed away Thursday, Oct. 2nd. Funeral services were held at Greeley Saturday, Oct. 4th.

Operator George Crabb, Cedar Rapids first, was away for two weeks beginning Oct. 7th.

Dispatcher and Mrs. Willis Jordan of Marion started on their vacation Oct. 7th, going by auto to Excelsior Springs. H. E. Ramsey did the relief work.

Operator B. P. Dvorak of Clinton freight house was appointed third trick operator at Cedar Rapids.

Frank J. Cleveland of the superintendent's clerical force at Marion suffered a severe heart attack Friday, Sept. 25th, and is improving slowly. While he is away L. G. Hewitt, Ernest Failor and W. K. Lothian have moved up a notch.

Foreman Mallas and force of about 285 men are finishing the gravel on track from Indian Creek to Atkins Yard and west. They tied up at Marion nights for several days.

Conductor Dan Hickey was on passenger train between Cedar Rapids and Calmar for a day or so, succeeding Conductor Ben Fulkley, the latter on Conductor F. E. Cornelius's run between Marion and Omaha.

The New Hiawatha went over the division, Savanna to Omaha, Oct. 7th, Conductor F. E. Cornelius in charge. It stopped briefly at Marion and its luxurious appointments were viewed by the crowd assembled. This train has been on exhibit at Savanna and was enroute to Omaha for the same purpose.

Born to civil engineer and Mrs. E. H. Smith of Marion a baby girl, Anita Louise. We extend hearty congratulations.

Conductor Dan Hickey of Marion is all lined up now for a passenger train, having taken the various examinations at Omaha and Chicago. There are no old-time cisterns around Marion where he can practice the "All Aboard!" warning. However, the vociferous articulation of a "hog caller" is not required of a dignified passenger conductor to make one eligible for the job.

Lester M. Halsted, 72, agent at Preston,

Iowa, passed away suddenly at his home Saturday, Oct. 3rd. He began work for this company at Airtie, Minn., Feb. 6th, 1887, coming to this division June 26th, 1891, and serving as night operator at Elwood and Delmar, being promoted to the agency at Preston March 31st, 1892. His integrity, industry, loyalty and genial personality made him many friends in all walks of life. His sudden passing was a great shock to his family and friends. The funeral services were held and interment at Preston. Many railroad friends join the Milwaukee Employees' Magazine in extending their sincere sympathy to the bereaved family.

Dispatcher L. A. Turner and the writer, of Marion, left at 9 o'clock a. m., Oct. 3rd, on an unofficial good-will tour, viewing the beauties of the autumn in Eastern Iowa and visiting and renewing old railroad acquaintances at Anamosa, Wyoming, Maquoketa, Preston, Miles, Sabula, Lyons, De Witt and back home at 5 o'clock p. m.

It caused great shock and sorrow to learn from the drayman as we arrived at Preston that Mr. Halsted had just died. We went up to Mr. Halsted's home, where he resided with his son and family, to offer expressions of sorrow and sympathy. His son said that his father awakened as usual and went to the depot and was performing his accustomed tasks, when he was seized by a severe heart attack. He was taken to the house, where he passed away about 10:30 a. m., so we missed by less than an hour the warm hearty greeting we would have received from Lester had not the grim reaper preceded us. You might say he died at his post of duty and we feel sure he has gone to that reward that comes to good and faithful servants.

Mr. and Mrs. Earle E. Edwards of Marion left Oct. 18th to spend a week with friends in Hollywood, Fla., after which they will go to Perry, Iowa, for permanent residence.

Operator F. W. Bowers of Sabula Bridge is much improved and resumed work Oct. 1st.

Rules examiner A. C. Peterson spent Wednesday, Oct. 11th, at Marion examining train dispatchers on the rules.

Engineer Mike Curran of Marion has been absent several weeks owing to sickness, and is expected to resume work Oct. 20th. Engineer L. J. Burrows has been working in Mike's place on the day Cedar Rapids-Marion transfer.

Operator T. J. Allen of Miles spent several days in Chicago Oct. 14th. After his trip he expects to work extra in dispatcher's office at Marion, as operator, for a while.

Northern District—Car Dept.

O. M. S.

FOREMAN F. M. WASHBURN and family enjoyed two weeks' vacation motor-ing to Duluth, Two Harbors, Port Arthur and through the Iron Range, Virginia, Hibbing, Brainerd and Bemidji.

Asst. foreman Ben Borgeson and wife spent their vacation at a Lake Cottage.

Our ball team, the Hiawatha Streamlin-ers, champions of the Industrial Division, were defeated by the Flour Cities, 5 to 4, in the finals of the city play-off.

Mr. F. D. Campbell, A. S. C. D. Tacoma, Wash., while enroute to Veteran's Convention at Chicago Sept. 10th, became ill and was moved to Swedish Hospital at Minneapolis, where he is now convalescing nicely.

Harry Beland made A. A. R. check of records at Minneapolis and St. Paul the week of Oct. 5th.

Einar Hauger attended the burial of his brother-in-law at Hurley, Wis. Death was due to oak poisoning on Sept. 21.

Wm. Raetz, Jr., and wife visited in Chicago over Labor Day.

John B. Johnson, carman at South Minneapolis Shops, with 49 years of faithful service, retired due to ill health.

Carman Thomas Brennan, helper Andrew Rogne and laborer Sam Johnson, all with a number of years' service, retired the past month due to poor health.

Herman Lundquist, former carman at South Minneapolis Shops for over 45 years,

passed away on Oct. 8th, following a long illness. Our sympathy to surviving family. Mrs. Harry Hauger and daughter Denise returned from two months' visit with her sister at St. Monica, Calif.

Kansas City Division

K. M. G.

THE Roadmasters' Convention at the Stevens Hotel, Chicago, on September 16 and 17, was attended by roadmaster P. J. Weiland. The convention was also attended by roadmaster R. R. Lowe, formerly of Ottumwa and now roadmaster on the Terre Haute Division. Also must comment on the new Terraplane which is being driven by roadmaster PJW.

Traveling engineer E. J. Kervin and wife departed on October 5 for Chicago, having been called there because of the accidental death of the brother- and sister-in-law of Mrs. Kervin, who were injured in an automobile accident from which they did not recover.

Mrs. W. G. Bowen and Virginia spent several days in Detroit, Mich., with relatives the latter part of September.

Dispatcher H. G. Barnard and wife were in Bloomington, Ill., for a few days during the vacation of Mr. Barnard in the early part of October.

Word was received by Lawrence Craft, employe at Sherman Street station, from his daughter Lorene, that she successfully passed examination as head librarian and will have a position either in Baltimore or Washington, D. C. She has been attending school in Baltimore, M. D.

The fifth wedding anniversary of H. G. Johnson, of the engineering department, and Mrs. Johnson was celebrated on October 8 at their home on West Second Street.

Time revisor Chas H. Baker returned to the office on October 13 after an absence of ten days on account of serious illness. Mr. Baker is much improved but only permitted to spend two hours each day in performing his work. It is hoped he will soon recover completely.

An item of interest is the announcement of the marriage of Durward Wright of Springfield, Ill., and Miss Gladys E. Paul of Odebolt, which took place in the home of the bride's parents on October 5. Mr. Wright was for several years employed as telegraph operator on the K. C. Division and now holds the position of manager of the Postal Telegraph Cable Company in Springfield.

"Red" Cooper of Chicago, formerly of the engineering department, Ottumwa, was a visitor in Ottumwa on October 11. Merwin Taylor of Clinton, Iowa, has been assigned to the position in the engineering department formerly held by Mr. Cooper.

West I. & D. Division

Edna Ann Hall

TIME has marched right on through the world series, the pheasant season, the winter coat and moth ball season. She has hesitated between the coal bill season and the ice bill season and has decided to overlap them as usual. Would that we might have one interval, no matter how short, when we could say: "Today I need neither ice nor coal; the weather is perfect, the temperature is perfect; the humidity or lack of same is perfect, all is well with my soul." But no, we have to put alcohol in the radiator the same day we put up the last ice card. Of course the more advanced have electric refrigerators and they do not need to worry about ice bills. If we could just heat our houses by electricity, think of the coal bills we could save too, and there would be none of this overlapping, just one nice big electricity bill.

With winter coming on one last look at the ties seemed indicated, and Mr. S. Germain was out on the West I. & D. on a final fall tie inspection trip.

Phyllis Higgins will escape the winter winds in Cuba, where she will dance with the ballet which entertained the Corn Palace.

The supply train made a run October 20th—snow shovels and switch brooms preparatory for the big snows.

Phil Hasslinger has been on a vacation to the west coast and insists that fall is the time for vacationing. Any old time would do for us.

Mr. W. D. Bowers, agent at Murdo, has been enjoying a vacation. Relief agent Shanahan of the S. C. & D. Division has been relieving him.

L. Sanquist, operator at Canton, has also been on a vacation, with Delbert Burke of Preshe acting as relief agent.

The "Hiawatha" was on display on part of the West I. & D. Division early in October from Sioux Falls to Canton and was an object of interest at every town through which it passed.

Carl Anderson and family are moving to New Hampton, where he will hold the position of operator in the future. We wish them happiness in their new home.

Charles Kuckleberg has been appointed first trick operator at Rapid City. Congratulations, Chuck.

Denny Moran has been up in Minnesota looking after some land in which he is interested. Mr. Shuck has been relieving him at Pukwana.

Paul Hasslinger has been vacationing in California, according to all information. However, we notice that his post cards all seem to come from Tia Juana.

There is no justice! Or else, after all, there is such a thing as Luck with a big "L." Jim Blodgett has again won the pot of gold at the "Roxy." This makes three times in a year or a total of \$1700, to say nothing of the \$200 radio won by his wife a year or so ago. Why don't you quit the section, Jim, and just go to the movies?

The code system is a wonderful thing, but it is a bit confusing at times. When EHP received a message from JLB to "locate and dog" a certain car of merchandise, meaning to locate and reweigh car, "Collic," the yard clerk, started unloading merchandise to find the dog. Fears for its life and safety were uppermost in his mind as he frantically pulled at various and sundry packages to release the poor beast. "That so-and-so dog will be dead," he exclaimed as EHP appeared upon the scene. Well, we do not blame him, and just what would you have done yourself if you had been handed such a message?

Elliott Bay-Seattle Local Freight Office

Kenneth Allemen

MR. AND MRS. W. H. CAMPBELL have returned from the East. While in the East Mr. Campbell represented the Milwaukee Railroad and this district at the convention of the freight station section, Association of American Railroads. Going by way of Denver, Colo., they also visited Mr. Campbell's brother, Mr. A. B. Campbell, who is agent for the Union Pacific Railroad at Williamstown, Kans.

Mr. F. M. McPherson, freight agent at Chicago, was a recent visitor in Seattle. While here he visited the local freight office.

Harry Barth, who takes care of our team track, has taken a leave of absence due to poor health. We wish Harry a speedy recovery. Charlie Smith is now in charge of the team track and seems to be doing a very capable job of it.

Due to the increase in business, Fay Fox is again working at Seattle yard. Michael Mullally has been called back to work also.

Frank Bell brought in some apples from his orchards the other day. We certainly enjoyed them very much. Here's hoping that Frank does not forget us in the near future again.

James Merton has been off a couple of days due to a heavy cold. We are glad to see him back working again.

Leo Kord has returned to his old job as general clerk. Mildred Fellers, who has been working on that position replaced Bruce Kibble in the bill room.

William Snyder also has been off due to illness. While he is away John Jackson is relieving on that position.

Stanley Holteum is all smiles the last few days. He was one of the heavy winners of the baseball pools held at the local freight

NEWS FLASH!

PIPE SMOKING NOW AIR-CONDITIONED

YOU CONDUCTORS SURE HAVE IT SOFT, WORKING IN THOSE AIR-CONDITIONED CARS.



YOU BET IT'S COOL! WISH MY PIPE WAS AIR-CONDITIONED TOO.

MAN! IT'S NOT YOUR PIPE. IT'S YOUR TOBACCO. TRY A LOAD OF THIS.



OK, BILL, I'LL TRY ANYTHING ONCE.

BILL, THIS TOBACCO IS COOL.

YOU BET. THEY CALL EDGEWORTH THE RAILROAD MAN'S SMOKE. IT SURE DELIVERS THE GOODS.



1. MILD
2. COOL
3. FLAVORFUL
4. SLOW-BURNING

If you like both pipes and cigarettes, try EDGEWORTH JUNIOR—the new, extremely mild, free-burning tobacco for men who smoke both pipes and cigarettes. Larus & Bro. Co., Richmond, Virginia.

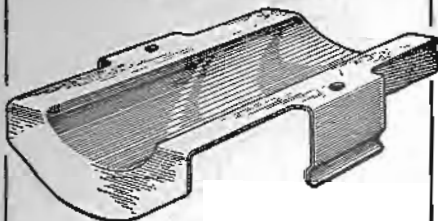


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Serving the Milwaukee
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"There's no other just
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office. On the other hand, Julian Peesein seemed to be the hard luck one. Every day he would draw a number and be on the pot right up to the last inning, then lose out.

Leonard Macklem is again working at the local warehouse. Leonard is a real hustler and we hope that business keeps up so that he can work steady.

Laura Babcock, we understand, spends the week-ends across the sound from Seattle at her summer home. From what we hear it is a very nice little place.

Miles Storey was a recent visitor to the freight office. Miles has been away for quite a while due to illness.

J. M. Weigand of the local freight was elected secretary of the Milwaukee Road Bowling League in Seattle.

Mr. G. A. Jones brought in some grapes from off his own grape vines. We enjoyed them very much.

The Milwaukee Bowling League in Seattle is off to a flying start this year. At the present time the General Freight is in the lead. The standings are as follows:

	W.	L.	Pins	Avg.
General Freight	9	4	9913	827
Local Freight	7	5	9322	777
Yard Office	6	6	9165	765
Engineers	3	9	9089	757

The five highest bowlers are as follows:



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or Fade
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3. Finest Work-
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Styled for real com-
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All the newest pat-
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Sold by good dealers
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dealer does not handle
SIGNALS, ask him
to get them for you.

JOHN RISSMAN & SON
Also Makers of the New Full Back, Fitted Overall
365 W. ADAMS ST. CHICAGO, ILL.

	Games	Pins	Avg.
Ward	9	1553	184
Villata	12	2097	176
White	12	2058	172
Von Attingen	9	1532	170
MacLennan	12	2013	168

Player	Score	Team	Score
Chaman	246	Yard	948

Player	Score	Team	Score
Ward	609	Gen. Frt.	2622

**BOOST--MILWAUKEE--There's Not a
Better Railroad.**

Chicago Terminals

In Memoriam

HEARTFELT sympathy is extended to assistant general yardmaster Thomas Seidel of Division street, who lost his beloved wife on September 30, 1936, after an illness of several months. Happily married for twenty-seven years, Mrs. Seidel is survived by her husband, sons Thomas, Jr., and Richard, and daughter Gertrude.

Funeral services were held on October 3 with burial in Chicago.

Notes from the Local Freight Office, Spokane, and the Coast Division, East

MRS. HOOVER, wife of Fred Hoover of the Spokane switching force, was laid up for several weeks by a serious infection in one foot, caused by a slight accidental injury which developed into blood poisoning, but we are pleased to note that she has recovered and is able to be up and around again, although at latest accounts she was still using a cane in walking. We offer congratulations on her recovery from what might easily have become very serious.

Johnnie Norman Stiltz, the little son of John Stiltz, also of the Spokane yard force, was a very sick boy the other day because of an inflamed appendix, and at the time these notes were sent in it was still a question whether he would have to go through an operation for the removal of the offending appendix. We hope that Johnnie may recover without resort to such strenuous measures.

Engineer William Emerson is again back at his post after a vacation in the central states; incidentally he attended the vet-
crans' convention and reports a grand time.

Mrs. Hill, wife of Harry Hill, car clerk at Spokane freight office, while attending a race at the Spokane fair grounds during the recent racing season, was suddenly taken so seriously ill that she had to be taken to her home at once. She is still under medical care but good hopes are held out that she will soon be on the way to recovery. We join with the many friends of Mr. and Mrs. Hill in wishing her an early restoration to health.

Al Mueller of the Spokane freighthouse force and Mrs. Mueller recently were on a week's vacation visit to their daughter living at Freewater, Ore.

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

Engineer Lee Thorne of the first trick switch engine at Spokane is back on the job after a brief vacation.

Walter Ellis, night car clerk at the local freight office at Spokane, and Mrs. Ellis left on the Olympian Oct. 11 for a two weeks' vacation trip to visit relatives and friends at various points in South Dakota, where they formerly lived, and in Minnesota. We feel sure that Mr. Ellis will greatly enjoy the vacation after several years of uninterrupted seven-days-a-week work, and we wish them, both a very enjoyable trip, though no doubt they will be back before this is printed.

Tommy Barnes of the Spokane roundhouse force came back from Metaline Falls—where he had relieved engine maintainer Phil Sandberg—in deep disgust because during his stay at that beautiful place the weather had been so chilly that he had next to no opportunity of indulging in his favorite sport of swimming in the reaches of the Pend d'Oreille river.

An additional clerk has been put on at the Spokane local freight office, due to considerably increased business, and Henry Harris is at present working on the new position, pending assignment on bulletin. He is handling demurrage and interchanges.

Likewise due to increased business in the yard yardmaster Ray Falck has been able to put on a regular third trick switch crew, while the second trick crew has been made a seven-day-a-week assignment. John Stiltz is at present foreman on the second shift—Joe James preferring to go on the first trick as helper—while George Weseman is foreman of the third shift.

Fred Carlsen, water service man, recently had an odd experience. He lost his pocketbook at Rathdrum while at work there and had little hope of recovering it, when the honest finder, guided by the identification card in the pocketbook, returned it to him. This would be remarkable in itself—and has greatly increased Fred's confidence in the innate honesty of his fellow men—but the odd part is that on return of the pocketbook Fred found in it a twenty-dollar bill which he did not even remember having had in it. If he could look forward to receiving the pocketbook on similar terms every time, Fred wouldn't mind losing it now and then.

During Walter Ellis' absence (as noted above) Tom Quinn, son of Mike Quinn of the Spokane freighthouse force and himself doing extra work on that force, is taking Mr. Ellis' place as night car clerk.

The roundhouse force at Spokane has been increased by the regular appointment of machinist Albert Bates, who had been doing extra work up to the present, and by the addition of a machinist helper. No one has been placed on the latter position as yet.

We have to apologize to our new store-

keeper at Spokane for giving him a few letters too many in his name in previous mention, led by remembrance of a family we knew who spelled the name thus. We had given his name as Kretschmar; he indignantly protests that there are too many consonants in this version and that his name is spelled Kratschmer. We admit that this simplifies the matter considerably and therefore gladly make the correction.

Good Old Dubuque Shops

Lucille Miller

THE Hiawatha exhibition train was given a royal welcome in Dubuque on October 10th—

Hiawatha was so welcome
On the banks of Mississippi,
On our western banks came rushing
Like that river in the old days,
Like a torrent, surging, swelling.
"Hiawatha," Julien whispered—
"From my resting place I see you,
From my hillside tomb I see you.
And my eyes do feast upon you!
You are welcome to my City,
To my hilly Du-Buque city
On the banks of Mississippi."
Hiawatha, Train of Beauty,
Gave salute to good old Julien.
On her course went rushing, steaming,
Pioneering, this Streamliner.
Making history with each wheelturn.

Last week was indeed an exciting one in good old Dubuque, for, in addition to the Hiawatha, we had Amelia Earhart, who spoke to us on her favorite subject—Aviation.

Also the president of the United States and Mrs. Roosevelt stopped in our city two

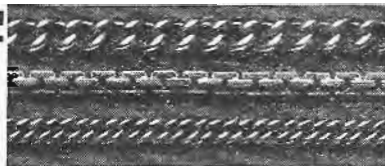
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LIFE AND ACCIDENT INSURANCE COMPANY**
Chattanooga, Tennessee
Established 1887
ONE OF THE OLDEST AND LARGEST ACCIDENT AND
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Field Representatives at all important points

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**LONG
WEARING**

Top, O.S.C.Y.—\$9 • Middle, 24902½Y.—\$9 • Bottom, I.D.C.Y.—\$8

You will find in Simmons Chains the same high quality of workmanship and design that go into your fine timepiece. That's why, for over 60 years, the two have been inseparable—the standard of the railroad profession. Simmons Chains are durable, dependable—made to retain their good looks under the severe wear and tear of railroad service. See them at your jewelers. Attractively boxed, they make ideal Christmas gifts, too.

R. F. SIMMONS COMPANY

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MASS.

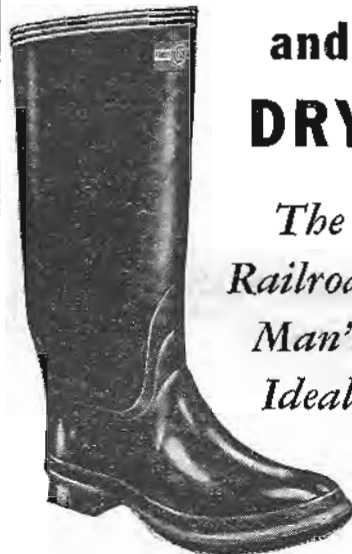
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Railroad
Man's
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The railroad man wants soles that will not slip. Whatever the type he likes best, it must be durable under the extreme demand of railroad service. It should be lightweight and comfortable. "U.S." boots have been standard railroad equipment for three-score years.



"U.S." PATROL

This red-soled, heavy, durable rubber has been probably the most popular with railroad men of all the "U.S." waterproof equipment. The sole pattern prevents slipping.



"U.S." PORTLAND

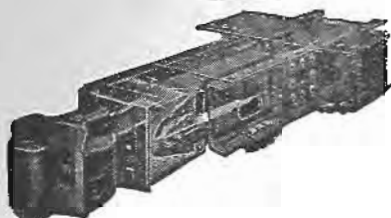
This husky good-looking overshoe is built with an oversize sole and extension heel for heavy wear. The sole pattern is like that of the Patrol, designed to give the maximum of grip where sure-footedness is all important. The upper is tough and fleece lined for extra warmth.

United States Rubber Products, Inc.

United States Rubber Company

Twenty-five

"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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We are equipped to handle all Standard Methods of Treatment, Also Adzing and Boring of Ties

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Chicago Office: 20 N. Wacker Drive

Plant: Terre Haute, Ind.

hours for the sole purpose of paying tribute to the late Senator Louis Murphy of Dubuque. They were almost at our front door as they visited Eagle Point Park, and as Mr. Roosevelt was only the third president who had ever honored Dubuque with a call, we all skipped over to Rhombert Ave. to see the president and First Lady.

We have Isaac, Jacob, Abraham and Moses

Around these parts out here—

Who said we're not well protected? Why, we should have nothing to fear!

Emma Sacks, from the assistant superintendent's office, is spending her vacation in Chicago and Milwaukee—better late than never, Emma, but as for me—it seems as though it's almost time for my 1937 vacation.

Our good veteran, "Bob" Sommers, has been a little hoarse for several weeks, but we are not surprised at the existence of this condition since hearing of his speech at the Chicago Convention.

Jake Kleeman was honored on his birthday, September 19th, when several of the boys arranged a fish-fry in his honor. It took place at "Get-Rich-Quick Eddie's" cottage and from all accounts it was quite the event of the season. I only know what was reported to me, but it seems "Chet" Huber gave a soap box speech on how to make money and make it easy. Titus Maus introduced the last word in salutes (reported by Penney Sprengelmeyer). That he could sing just as good and even better than Nelson Eddy, Fred Taft not only claimed but demonstrated; while Earl Thompson introduced a new door-locking device which he intends having patented. Ike Kline stopped in long enough to pay his dues, 'lowed the depression (which he thought was over) was still very much in evidence, while Chas. Abraham displayed plans for his new cottage, which he figures he will be able to build after he engineers a couple of such-like events as they were attending—and the honored guest, Jake, slept through it all.

West End Trans-Missouri Division

Pearl Huff

H. G. KLICKMAN and wife were called to New Lisbon, Wis., on account of the death of Mr. Klickman's brother the fore part of October. Mr. Klickman is warehouse foreman at Miles City. We tender our sincere sympathy to these people in their bereavement.

Division engineer H. B. Christianson of Miles City spent several days during the fore part of October in Chicago on business.

Boilermaker Rod Janes of Miles City, with Mrs. Janes, spent the month of September visiting friends and relatives at various points in Missouri and also their two daughters, Thelma and Harriette, in Minneapolis. They report a fine trip and claim they experienced lots of rainy weather while away.

Mr. and Mrs. Robert G. Webb left Miles City October 4th for Tacoma, where they will make their future home. Mr. Webb having been transferred from this division to the Coast Division as traveling engineer. We deeply regret the loss of this family from our ranks here, but know they will greatly enjoy being back on the Coast Division. Mr. Webb was presented with a beautiful traveling bag and toilet kit by the officials of the Trans-Missouri Division before he left. We wish them much success and happiness in their new location.

Mrs. Norman Anderson left October 10th to spend a week's vacation visiting in Minneapolis and Moberly.

K. D. Campbell, superintendent of Car Department on Lines West, had a stroke a short time ago while enroute to Chicago to attend the Veterans' Meeting and is now confined to the hospital in Milwaukee. His many friends on this division will be glad to know that he is showing a slight improvement, and it is expected they will take him to his home in Tacoma about the middle of October.

A new well is being drilled in Marmarth and also one at McIntosh, for locomotive water supply, which is urgently needed.

The sugar beets have started rolling and it is estimated we will have about 700 carloads—battleship gondolas—over the division this fall.

Engineer Wm. C. Schultz had an automobile accident this last week while driving toward Miles City on the Broadus road. He claims he hit a sugar beet lying in the road, and lost control of his car, which turned over once with considerable damage to the car, but we are glad to say Mr. Schultz was not injured.

Richard Pitner, young son of office engineer H. L. Pitner of the Engineering Department of Miles City, found a broken rail on the spur near the Bottling Works recently. This is worthy of commendation.

H. R. Winship, dispatcher at Miles City.

LIGHT

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Handy Light

The Handy Light is of the safe and economical carbide-to-water type. The feed plunger automatically drops the carbide into the water only when the light is in use and shuts the carbide off instantly when the light is turned out.

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—Sturdy construction.
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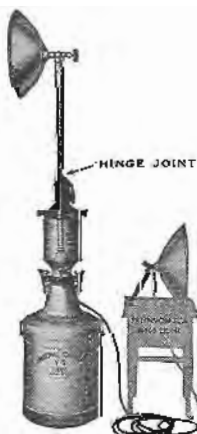
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On the job there is no substitute for steady light—plenty of it and where you want it.

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Please send me complete information about
your lights.

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(Division).....

Name.....

Address.....

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CHICAGO, ILLINOIS

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While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

Three Forks Creamery Co.
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These banks are depositories of The Milwaukee Road, and also are providing a banking service to a large number of its employees. You will find able and willing counsel among their officers. Take your banking problems to them and let them help you.

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on the Chicago, Milwaukee, St. Paul and
Pacific Railroad, on Puget Sound
Established more than forty years ago.
Interest paid on savings deposits.
1892-1938

Our Business Getters

(Continued from Page 18)

C. E. DeGuire	C. C. Gen'l Foreman Office	Tacoma
Joe Gengler	Clerk, Roundhouse	Spokane
A. W. Rickett	Boilermaker	Tacoma
Wm. Dolphin	Ass't Supt. D.&S. Cars	Tacoma
W. S. Burroughs	Cashier	Tacoma
Frank McComas	Engineer	Cedar Rapids
C. E. Slightam	Engineer	Tacoma
Julien Pessein	Revising Clerk	Seattle local freight office
Katherine Potter	Custodian	Rosalia, Wash.
Rose P. King	Demurrage Clerk	Seattle Local Frt. Office
R. L. Macklem	Warehouse Foreman	Seattle
Mrs. Ellen S. Noble	Clerk	Seattle Local Frt. Office
Millie J. Anderson	Clerk, Accounting Dept.	Tacoma
Jessie Diltz and wife	Bridge Crew Boarding Cars	Monroe, Wash.
J. E. Brady	Roundhouse Foreman	Tacoma
E. Slater	Conductor	Spokane
Wm. Cummins	Conductor	Spokane
Jack Downey	Conductor	Spokane

Charles J. Rudquist instrumental in securing three cars of hay from Fargo, N. D., to Ismay, Montana.

Thomas Murphy, car stower, Dubuque freight house, movement of merchandise from Columbus, Ohio, to Dubuque.

was taken to the hospital October 9th. We sincerely hope it is only for a few days, and he will soon be back at his desk. C. A. Olson is now working the first trick, while Winship is off.

Mrs. John Smith, wife of boilermaker, Miles City, was called to Deer Lodge October 9th on account of the serious illness

of her daughter, who had an emergency operation for appendicitis.

Paul Wagner, son of Mr. and Mrs. F. R. Wagner of Miles City, is attending the University of Minnesota this fall, where he is beginning his third year in his pre-medicine course.

Mr. and Mrs. Pat Yates are the happy

parents of a baby daughter. The young miss has been named Patricia Kay. Congratulations. Her father is an employee of the Car Department at Miles City.

John Gallagher, of Molstone, was a caller in Miles City this month. Mr. Gallagher formerly worked as a blacksmith in the shops at Miles City.

Mr. and Mrs. Ben Schneider have gone to Mobridge to be with their son Frank and family. Mrs. Schneider has been in poor health for several weeks and they hope the change will benefit her greatly. Their many friends here hope for her speedy recovery.

A very pretty wedding ceremony was performed in Miles City September 12th, when Miss Jeanette Walters, daughter of engineer E. B. Walters, became the bride of Cecil Tarbox, son of conductor and Mrs. C. D. Tarbox. We wish these young people many years of happiness and success.

On October 4th, at Bozeman, Mont., Miss Ferne Schultz, daughter of Mr. and Mrs. Fred Schultz of Miles City was united in marriage to Willard E. Blake, son of Mr. and Mrs. Orin E. Blake of Aberdeen, S. D. Mr. Blake is an employee of the B. & B. Dept. on this division. Congratulations and much happiness is the wish of their many friends.

The gang in the office just can not figure it out—Tom Fahey, our genial file clerk, won three baseball pools this last week. If he wins again, I hardly think there will be any more pools.

On October 6th, fire chief George Aitchison of Miles City, gave a very interesting

Twenty-seven

talk on "Fire Prevention, a Boon to Mankind," at the regular Shop Safety First Meeting which is held each Tuesday. It being Fire Prevention Week, the meeting was turned over to Mr. Aitchison and everyone present thoroughly enjoyed his talk.

Jos. F. Grier, instrumentman in Miles City Engr. Dept., has been transferred to the Real Estate Dept. at Seattle. This will mean a promotion for instrumentman W. D. Swanson and rodman Martin L. Bar-dill.

I. & S. M. Division

H. J. Swank

DEPEEST sympathy is extended to Supt. Van Dyke, on account of the sudden death of Mrs. Van Dyke, which occurred in Minneapolis on Oct. 3rd, when she was stricken suddenly and passed away shortly after noon. Services were held at Austin on Oct. 6th. Burial was at Paw Paw, Mich.

Earl S. Gerc, engineer, Madison, S. D., who has been confined to the hospital for the past three months, has been removed to his home and is getting along as well as can be expected. Hope to see you back on the job soon, Earl.

Chris Hagelund, musical janitor deluxe, journeyed to Yankton, S. D., Oct. 6th, to attend a jubilee and incidentally win some of the contest money, but the train must have been late as Chris didn't arrive in

time to enter the contest, but he said he had "one swell time," so, nuff said.

Operator Pete Berg was off a few days account arthritis. Jim Moudry, from Farmington, relieved the first day, and Train Dispr. Wm. Ende the balance of the time.

Our sincere sympathy is extended to the bereaved relatives of Engineer Edw. S. Hedges, who was taken suddenly ill while at work and passed away Oct. 12th.

Bill Clerk Bob McCoy says that prospectivity has turned the corner, he won \$10 on a football pool the 10th. Cashier Guy B. Williams, of the same office, also came in for a ten spot during the world's series.

Chief Clerk Winderlich's wife was confined to her home for a few days account neuritis, but is now much improved.

Roadmaster Luskow and Clerk Dick Hogan, were among the Austin fans who attended the Minnesota-Nebraska football game. Dick says the next time he goes he is leaving his hat at home, as too many of the boys wanted to wave it in the air for him when Minnesota made the winning touchdown with only 2 minutes left to play.

Art Peterson, who was operating the mowing machine over the I. & N. Divn., has resumed work on the section at Albert Lea, Minn.

L. H. O'ke was assigned the position of temporary clerk at Alden to assist Agent Olsen during the time Highway No. 16 was being paved between Alden and Albert Lea.

Baggage-man D. Kneeskern was away Oct. 12th and 13th, attending the State Grand Chapter of Royal Arch Masons at St. Paul.

Our sincere sympathy is extended to the bereaved relatives of August Dralle, cinder pit employee, Austin Round House, who passed away Oct. 14th. He had been employed in the Mechanical Dept. for about 15 years.

Congratulations and best wishes to Mr. and Mrs. Arden "Babe" Nicholson of Austin Round House, whose marriage to Miss M. Goodew of Austin took place the latter part of September. I'll take a San Felice, Babe.

"Drafts from the Drafting Room"

"Monty"

BOWLING season has started at last. Among the first night scores were:
Roundhouse Harvey Uecker..... 507
Lumbago Art Schultz*.....
New Delivery Chandler (3 games)..... 336
Hal ("Skat") Odegaard (3 games)..... 334
"Justrite" Monty (incl. bad breaks).. 462

Harold Weber 467
Tubby Jaeger 494

*Defaulted.

Not bad for first nighters, eh?

Along with bowling comes the "world serious" and magic square excitement. Quite a few winners. Nice and entertaining, eh what?

Hal Chandler will blame his usual "close to 400 score" on his case of finger embittigo. We were all expecting this alibi, Halsy.

Art ("Back-Up") Schultz sure must have had a bad cold in his back because he didn't even show up at his first night of bowl.

Al Jung has forsaken the typewriter at the test department and is now handling test tubes and what not in the chemical laboratory. The newcomer filling Al's shoes is Leland Voltz. Welcome, from M. E. office to you.

Ray J. Petrie has lost his cunning in the skat club. His throne has been usurped by Hugo ("Hooks") Erdmann. Ode still ranks fourth; he sure plays good once in a while.

Lentz-Ode's helping hand—looks at the other hands and tells Ode what to play. Or Len will look at the blind and tell Ode to either bid or pass. To reciprocate, Petrie and Hooks usually play each other's hand very nicely. A very nice skat game, indeed!

Football! Marquette University vs. Reinke and Engelke—er—I mean Wisconsin. The two boys are graduates and very loyal to U. of W. Both stood their ground when Wisconsin was mentioned as to be beaten by M. U. Both took in the game, but it didn't help much as Wisconsin lost, 12 to 6. Reinke stayed for the sorority dance. He is a member of "Masta Gonna Menna."

Hooks Erdmann, "Our Blue Print Rolfe," says he'd like to join our Monday night bowling league, but if he does he'll lose his regular place at Edda Benz's.

Even though nights of late have been very damp and cold, the midget races still go round and round, and His Honor, L. L. L., has yet to miss a night. I'll bet he's dug out the old red flannels, or maybe he's just a real toughie and can take it.

OLYMPIC MANGANESE

May Be Commercially Mined

On the Olympic peninsula, Washington, adjacent to our lines, are extensive deposits of manganese ore. These deposits are associated with silicon, which heretofore could not be economically separated from the manganese.

Recent experimental work done by mining engineers from the U. S. Bureau of Mines and Washington State College has resulted in a process whereby the silicon can be separated and the manganese made commercially pure. In fact, it is reported that manganese offered the trade refined by this new process is superior to that now commonly in use, most of which is imported.

The report of the new process states that the ore is first treated with sulphuric acid, then baked, then leached and finally treated with an electrolytic process which segregates the manganese into a highly concentrated form.

The engineers know they can now make the separation and are hopeful they will be able to do so at a cost low enough to permit the product being sold in competition with Ferro-Manganese which is in general use. They believe they will be able to do it because of cheap available electric power and the extent of the Washington deposits of the ore.

Still Greater PROTECTION for CARS and LADING

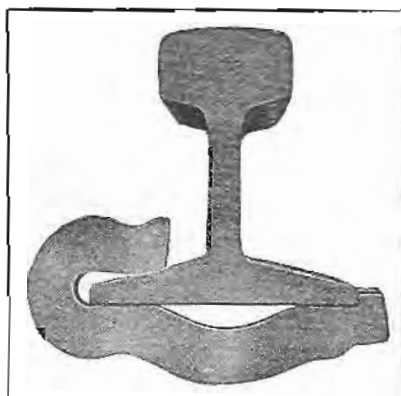
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Efficient

THE P. & M. CO.

CHICAGO

NEW YORK



Ike Johnson

The Desire to Be Loyal Must Come Straight from the Heart, Says Ike Johnson

Lon Cook

ONE of the best known and most colorful conductors on the coast is Isaac Johnson, better known to his friends as IKE. He joined the railroad in July, 1909; fell just short of being a pioneer, but his popularity and interesting personality gave him an invitation to the convention of the Milwaukee Puget Sound Pioneer's Club in Butte.

Johnson, veteran freight conductor of the Milwaukee Road, rides the Seattle-Tacoma, CleElum section of the Milwaukee. He is 67 years old, and has railroaded so long that he just can't remember about the day he started work back in Illinois when he was a boy.

Johnson's record as one of the best conductors to ever swing a lantern on the Milwaukee is also accompanied by his own proud boast that he is a champion baker of cornbread.

"I can skin the world in cooking cornbread," he said when interviewed in his Tacoma home a few days ago, and he ought to be able to do it, for he was born in the heart of the corn district of the middle west, at Farmington, Illinois. His birth date is February 7, 1869.

"Those were good old days," said the veteran railroader. "Folks were happy then. They weren't so much in a hurry. They were more satisfied. In the old days everybody had a side of pork and cabbage. There was plenty to eat. The women were good cooks."

Johnson went thru his apprentice days of railroading in the middle west. Later in 1896 he came to the northwest and in 1909 joined the Milwaukee force. Johnson says he has "had a lot of fun" during his forty or more years of railroading, but if he were to start life over he would be a lawyer. However, railroading is in the blood, for during the interview Johnson casually mentioned that one of his sons was getting ready to start railroading. "And they're fine boys, too," he added.

Johnson has interesting contrasts to make between railroad equipment of forty years ago and that of today.

In the old days, he related, tracks were of light sixty-pound iron rail, fastened none too secure. Derailments were frequent. The ties were of oak laid upon the ground. Now ties are creosoted and set upon fine rock ballast and gravel.

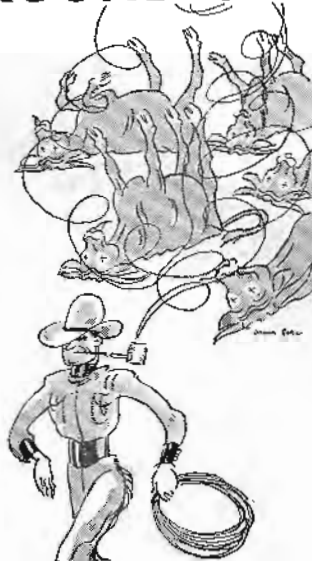
The old box-car cabooses were clumsy, uncomfortable affairs. "We hung old-fashioned oil lamps in them at night," said Johnson. "Now we have electric lamps and plenty of them."

"In pioneering days of railroading we had hand brakes on the cars. Now we have electric regeneration and compressed air. Then we rode outside to watch for sliding wheels. We were on guard always, regardless of the weather. Now we have warm cabooses in winter with stoves and plenty of fuel and in the summer ice for cooling drinks."

"In the old days we had to stop trains at depots and sign for orders, losing a lot of time. Now we get them on the fly from hoops as the train rushes thru the depot."

Old-time freight trains, Johnson states, were 18 to 25 cars in number. Now trains are of 120 cars with a ca-

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ONE WHIFF of maverick tobacco from that gurgling old pipe made the steers cry "Uncle!" Personally, we don't hold with strong pipes and bitter blends. We feel that a briar is improved by a daily grooming and a diet of milder, pleasanter tobacco like Sir Walter Raleigh. First, of course, because we make it; but also because this great blend of well-aged Kentucky Burleys is cooler to smoke and delightfully fragrant. Try a tin. You may not round up as many cattle, but you'll pull in a big gang of admiring friends.

SWITCH TO THE BRAND
OF GRAND AROMA



FREE booklet tells how to make your old pipe taste better, sweeter; how to break in a new pipe. Write for copy today. Brown & Williamson Tobacco Corporation, Louisville, Kentucky, Dept. K-611.



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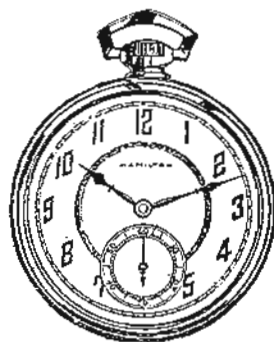
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FOR SALE—Modern bungalow, 5 rooms and sleeping porch. H. W. beat. On 73rd Ave., Elmwood Park, Ill. Owner, River Grove 2235-M. Bargain.

FOR SALE—12 Acre Irrigated Truck and Nursery Garden with small greenhouse, adjoining city limits of Miles City, Mont., and Yellowstone river. Own individual irrigation plant, plenty water free. Has 5-room house with full basement, soft water electric pump, bath, etc., and one 5-room house, semi-modern, 2 garages, small barn with lean-on cow and horse stables, chicken house, 2-room broom and horseradish factory doing a thriving business from home grown products, small blacksmith shop, all electrically lighted with city current, 2 deep soft water wells. Soil rich sandy loam, grow most anything, mostly planted to garden stuff. Some alfalfa, horseradish, broom corn, strawberries, orchard and nursery stuff. On coast to coast highway, half day's drive to Yellowstone national park, convenient for tourist cottages. See it now. Price, \$5,500. Reference, 1st National bank, or Gov. Elmer Holt, Riverview Gardens, agency N. W. Nursery company, Hilleman Bros., props.

FOR RENT—Furnished room for 1 or 2 girls with or without home cooked meals. Good transportation and pleasant surroundings. 2350 Cullom Ave., Phone Irving 1346. Lauretta Nolan, formerly in office of Auditor of Expenditure.

FOR SALE—7-Room Modern Residence—sun porch—hot water heat—garage—two acres land—one block to St Paul station. Owner on property. B Landis, 3690 No. Mannheim Road, Bensenville, Ill.

FOR SALE—Modern 6-room Bungalow with bath, 30 min. from Chi. Loop. In village of 3000. Excellent schools. Both Protestant and Catholic Churches. Write Alfred Elcheiman, Bensenville, Ill.

FOR SALE—9-room modern house on 8th Ave. S. E., Minneapolis, Minn. Reasonable. Write for further information to Mrs. Wm. Frommes, 417 8th Ave. S. E., Minneapolis, Minn.

ATTENTION!—NOW—More than ever Advertisers are seeking concentrated markets. The Milwaukee Magazine opens the door to a great railroad market. It's good business to talk to the railroad people through their own publication. If you know of a prospective advertiser who wants more business from Milwaukee Road employees tell him about this magazine and write to the Assistant Editor of the Milwaukee Magazine at 252 Union Station Bldg., Chicago, giving the name and address of the prospect. You will be doing both the advertiser and the Magazine a favor.

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FOR SALE CHEAP—2-Flat brick and frame house, 5 and 6 rooms, close to Lincoln Park, Chicago. Streets and alleys paved, no assessments. Good investment. 12 per cent on your money. Write for further information to R. W. Graves, Room 348, Chicago Union Depot.

FOR SALE—A nice little home of six rooms, about 60 miles from Sioux City, Ia. Located on a lot and a half of ground, with fruit trees and a fine cellar. All clear and very low taxes. Will accept \$400.00 cash. J. S. Spurr, L. B. 506, Sanborn, Ia.

FOR SALE—Four Lots Nos. 359-360-445-446 in Midland Heights Addition, Mason City, Iowa. Good Location. Close to School, Stores, etc. Also Small House, acre of land, shade trees, paved street, 3 blocks from Milw. Depot. For further information, write Lock Box 7, Sanborn, Iowa.

FOR SALE—Large dairy farm 1/2 mile from Athelstane, Wis., which has church and 2-room school. Large barn, silo, 2-car garage and other buildings. Some machinery included. Large trout stream running through land. For further information, write, 15 Withworth Ave., Iron Mountain, Michigan, Oscar L. Flom.

capacity of 80,000 to 140,000 pounds per car. Old freight train speeds were 12 miles per hour. Now the maximum is 45. Two brakemen rode the pioneer trains. The law now calls for three on the modern freight carrier.

"It's safer today for everybody," said Johnson. "We've got wonderful trains now. But there is one thing that hasn't changed since pioneer days and never will. That's sincerity of service. I always gave a square deal to my employers. A man can't be too sincere in his work. That's important. The desire to be loyal must come straight from the heart."

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ONE TREATMENT

NO LONGER need you guess which kind of worms afflict your dog—or guess which type capsule to use. Pulvex Worm Capsules expel "all three": Tape and Round, and Hook worms. Now you can be sure of worming your dog correctly. Easily given. No gassing, gagging or harmful effects. Guaranteed. At pet, drug, department stores, 75c.

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PULVEX WORM CAPSULES

Thirty

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Ships, every year, over a million tons of coal and coke over the Milwaukee Road.

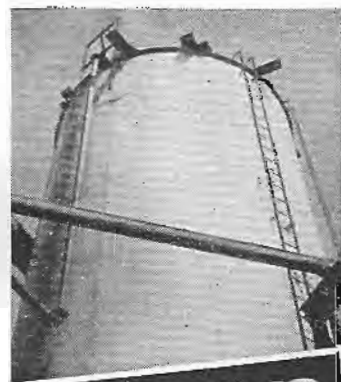
From 26 coal mines in 14 seams. From 2 briquet plants and 1 by-product coke plant.

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A STORY TO TELL THE PUBLIC

THERE IS—in the speed, comfort, safety and dependability of the modern American railroad train—something for *each* traveler especially to enjoy.

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