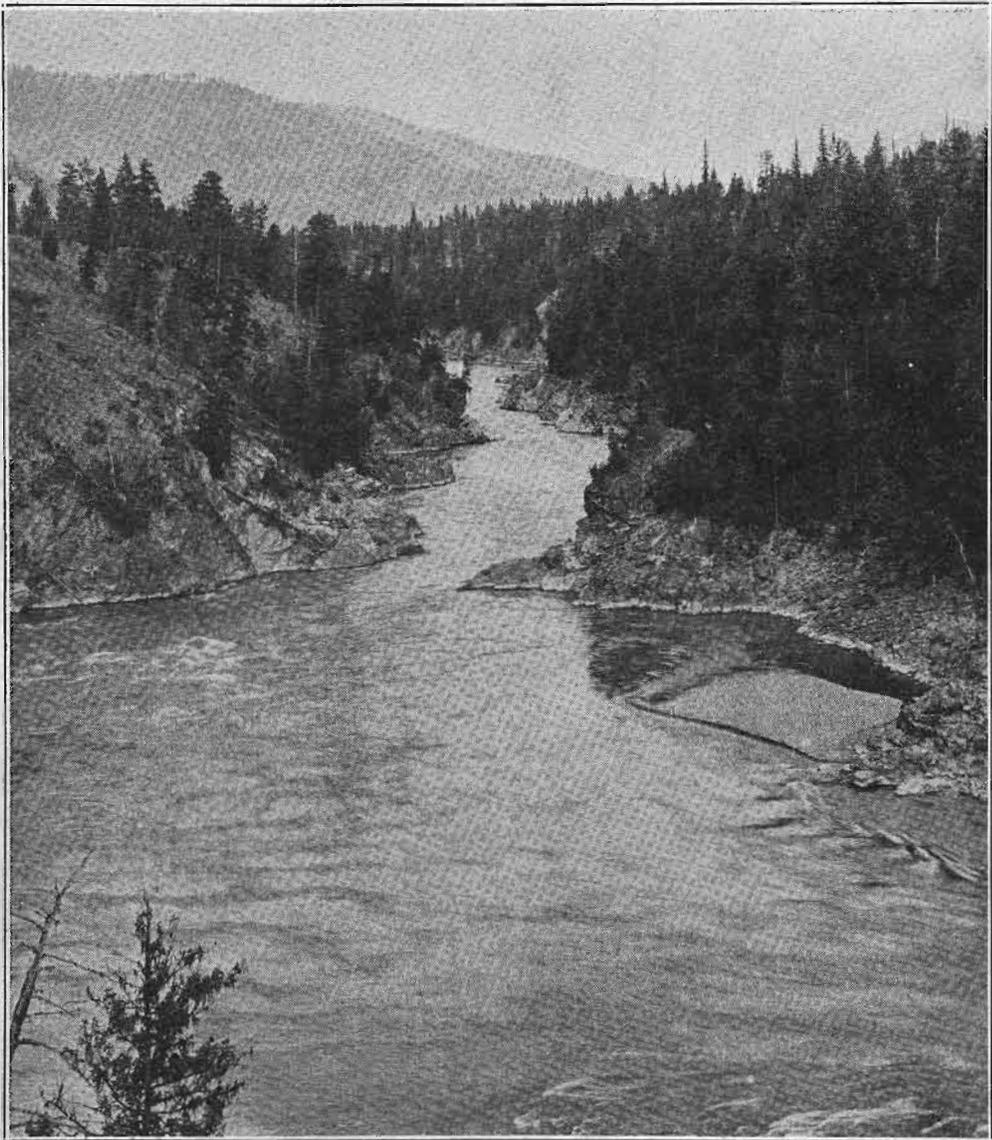


The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

MARCH, 1934



Missoula River Gorge, Montana

I N S U R E W A I T
 R A I L R O A D E M P L O Y E S
 W H Y W E P A Y Y O U N O W

When you are sick When you are hurt

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

"The railroad man's company"

C H I C A G O — S A N F R A N C I S C O — T O R O N T O

L U M B E R
 P I L I N G — T I E S

and

M I N E T I M B E R S

E g y p t i a n T i e & T i m b e r
 C o m p a n y

S t . L o u i s C h i c a g o

C R E O S O T E D
M A T E R I A L S

and

C O A L T A R
P R O D U C T S

✨

R e p u b l i c C r e o s o t i n g C o .
 M i n n e a p o l i s

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Bear Town

"The Fightingest Mining Camp in Montana"

SAYS Hubert Bancroft, historian of the Northwest states. "Montana is the native home of gold. Nowhere is it found in so great a diversity of positions; in the oldest igneous and metamorphic rocks, in the micaceous slates, in alluvial drifts of boulders and gravel—sometimes in beds of ferruginous conglomerates, and infiltrated into quartz, granite, hornblende, lead, iron, clay and every kind of pseudomorphs. . . . Even driftwood long embedded in the soil has its carbonaceous matter impregnated with it; and a solution of gold in the water is not rare."

There is evidence that the existence of gold was known to the earliest explorers and to the early Missionaries, but it was in 1852 that the half-caste Benetsee, prospecting near the Hell Gate River, found "the color," but history records that he did not find paying placers. This was the first known of gold in Montana; the place where it was found is now called Gold Creek, and the "fightingest mining camp," Bear Town, was located in a narrow gulch through which flowed sparkling little Bear Creek and its neighbor, Deep Creek—some twenty odd miles to westward. During the years of its hightide of existence Bear Gulch turned out over thirty millions of dollars in gold, and crowded into that period was a drama of life as lurid and lively as has ever been enacted in any of the tough fighting, fast stepping mining camps of the western mountains.

Fortunes were made and lost between daylight and dark, and bitter battles were daily occurrences. The gambling saloons and dance halls echoed to the tune of spitting guns and clamorous debate. "Fightin' B'ar" was its sobriquet and things were run "high, wide and handsome." But today, it is as typical a "ghost town," as ever in its hey day it was a smart prototype of the accepted mining camp of that period. Its one crooked, narrow street is now deserted and weed-grown, and one lonely building is still standing, all that remains to tell the story of the seething life that came and went through the rocky gulch when "pay dirt" came out of the hills in tons.

Gold was discovered there in 1865, and hardly had the news had time to get out over the hills, before its population came scrambling in and a "boom town" was soon in the making; 5,000 men were said to have been in the camp inside of a few weeks. The town strung out the length of the Gulch where Bear and Deep Creeks joined. Down the center of the street (so-called) was a long placer water ditch and on each side of what constituted the road and the footpath all in one were the rows of log buildings housing seventeen saloons, as many

dance and gambling halls, a tavern, a general store, restaurants, jail, livery-stable, shops, etc. Branching off at right angles to the main thoroughfare were the crazy looking little byways where the people lived. Cabins of log and temporary residences of canvas made up the dwelling places. Tent shelter sufficed for the floaters, transients of the mining camps, tarrying for a time to get themselves a bag of dust, by fair or foul means, probably, mostly the latter, then packed their Lares and Penates on the back of a "lead horse" and disappeared off down the valley, on their way to fresher fields over the hills and beyond. The miners of that day were in no sense "settlers." They "gophered" the hills wherever "pay dirt" seemed likely, slept on their guns and skurried away as soon as the gold gave signs of paying out.

The water ditch of Bear Town served a two-fold purpose, for placering in the day-time, while at nightfall the residents sallied forth to fill their barrels from the mountain water, for their next day's supply. The barrels generally stood beside the flume all day, were filled at night, and replaced by others in the morning.

A historian of Bear Town writes: "The pay streak in Bear and Deep Gulches was narrow, but rich and favorably situated for drifting. Gravel piled as high as 70 feet over bed rock, in many places, made it necessary to hoist out the pay dirt in buckets to the top, to be sluiced. It is claimed that when the individual underground workings became connected, one could walk eight or ten miles underground up Bear Creek and its main tributary, without once coming to the surface."

The yield from these diggings reached into the tens of millions, and it has been said that no definite estimate of the gold taken from this one locality, was possible because much of it never found its way to the mint, but was passed around in trade.

Bear Town and its surroundings was among the most picturesque of all Montana's mining camp sites. The narrow confines of the Gulch precluded a road for vehicles in those days of primitive road building equipment, and

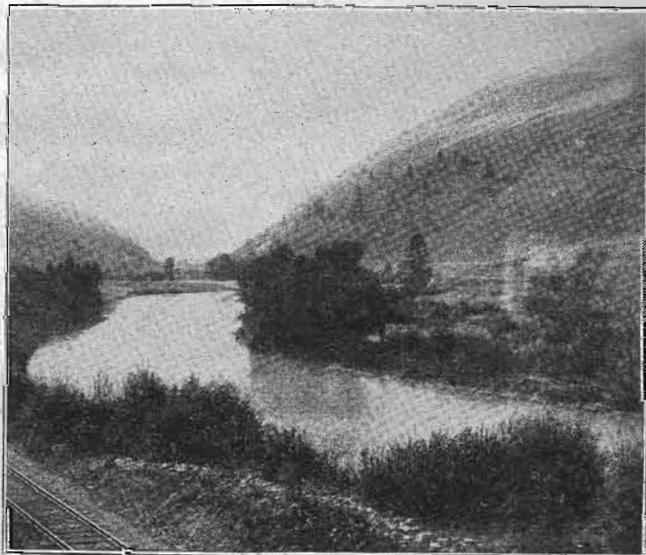
so during the years that Bear Town was at its height, all provisions and supplies were packed in over a steep trail, from Bearmouth. Goods came to Bearmouth by way of the old Mullan Road that followed the banks of Clark's Fork River, six miles from the town.

In 1869 it appeared that the gulch was about paid out, and with the swiftness that characterized the rise and fall of mining camps of the period, the mass of the mining fraternity folded their tents and quickly disappeared. But to the few who remained, there was reward, for to the general surprise, they continued to "pan rich." This led to a sort of renaissance of Bear Town into a new and better day.

In 1871 another boom was experienced, but this time, with a different class of people. Some of the amenities of life grew into value and conditions more nearly approaching civilized living obtained. A road came in, there was a ferry at Bearmouth and then a bridge, allowing easier communication with the outside; a school house arose, and a neat burying ground was set off on the hillside. Church services were held—there was no church, but Father Ravalli, beloved missionary of the mountain country, came sometimes and held service in an empty cabin, or a store, or a room somewhere, and the population turned out en masse regardless of whether they professed the Catholic faith or not. Before the schoolhouse was built, it had been the custom of two Catholic nuns to come in occasionally, either to tutor the youngsters or take them out to their schools.

Bear Town and the Gulch produced in varying quantities for several years after it had been practically abandoned; and even as late as 1898, an amount estimated at ten thousand dollars was taken out of the Roger Bar.

After that time, however, its disintegration was steady, the valley settled back into its pristine quiet, the rotting buildings fell, one by one, and the hovering ghosts of hectic memory moved into undisputed possession.



Hell Gate River, Montana

One of the early "merchants" at Bear Town was W. A. Clark, afterward United States Senator from Montana, and a millionaire several times. Mr. Clark drifted into Bear Town early in 1866, peddling jewelry or tobacco, or anything else for which there was a demand. He must have prospered in the business, for he was next heard of establishing a bank with Sam Larabie, that became one of the "institutions" of the state. Clark was a brother-in-law of Joaquin Abascal, another of the noted characters of that locality, who kept a general store and who "grub-staked" many a prospector into Bear Gulch.

With the rising price of gold, there are new stirrings around Bear Gulch, for the belief grows that there is still "gold in them thar hills," and already the din and confusion of modern mining machinery is likely to wake the echoes bringing pay dirt to the surface again.

The quest for gold is on again everywhere in the Treasure State and the old regions west of The Divide are waking up to possibility of a new wealth from the ancient mines. The activities already afoot are of promise for a future, and The Magazine is indebted to Mr. M. G. Murray, Division Freight & Passenger Agent at Butte, for a summary of some of the activities already in progress in the Gold Creek District and the Garnet Mining District:

Gold Creek District

The Gold Creek mining district extends approximately 8 miles south of the C.M.St.P.&P. tracks through Gold Creek, Mont., centering at Pioneer which, some sixty years ago, had a population of 5,000, but which in later years was practically abandoned.

The district was discovered by Granville Stuart and party in 1858, and during the next forty years produced twenty-five million dollars in gold.

The property, amounting to approximately 5700 acres, is now controlled by the Gold Creek Mining Co. and is being developed by the Yuba Associated Engineers, Ltd., under the direction of Mr. Newton Cleaveland.

The third largest dredge boat in the world has been constructed on the ground and was placed in operation during the latter part of November, 1933. This boat is approximately 60 feet wide and 300 feet long, over all, and for its construction, the C.M.St.P.&P. Railroad handled 26 cars of machinery, 15 cars of lumber, and various other supplies, into Gold Creek, Mont. The boat weighs 1200 tons and is operated by electric motors of 500 horsepower, the power being furnished by the Montana Power Co.

This boat is equipped with 85 digging buckets, which weigh 2000 pounds, and will handle 7000 cubic yards of ground per day, digging to a depth of 60 feet. It is estimated it will require from 15 to 20 years for the one boat to entirely dredge the property owned by the Gold Creek Mining Co.

In the operation of the boat, the ground lifted by the buckets on an endless chain is dumped into a huge per-

forated cylinder, which revolves slowly, and the soil and boulders washed through the cylinder by stream of water with pressure of 60 pounds per square inch. The gold and fine sand pass through the cylinder perforations and fall upon riffles which hold a mercury content. The boulders remaining in the cylinder are washed to the back of the boat and disposed of.

Approximately 100 men were employed for several months in the construction of the boat and the assembling of the machinery, and a crew of some 40 engineers, mechanics and laborers will be required for the continuous operation of the boat.

Garnet Mining District

This is a gold property discovered about 1862 by former Senator W. A. Clark and S. E. Larabie. First location was at Bear Town, which was 6 miles north of our present Bearmouth station. Bear Town, at one time, had a population of approximately 5000, and it was

the first placer mining camp in western Montana, about \$3,000,000 in gold being taken from that camp.

Garnet is 11 miles north of Bearmouth and has produced, in quartz mining, around \$1,500,000.

The principal properties in the Garnet district are the Nancy Hanks, the Mitchell & Mussigbrod Mine, the Grant & Hartford Mine, the Anderson Magone Mine, the Shamrock Mine, and the Dandy Group.

At the present time, or since the advanced gold price has become effective, many of these properties are now being re-opened and considerable gold ore is being moved to smelters at Anaconda and East Helena, Mont. Two of the major operators are planning the installation of modern mill machinery this coming Spring.

The Garnet district is approximately 2 miles square and in addition to the proven field, there is a large amount of virgin ground that, with present prices, will be developed.

Century of Progress

The Great Exposition Carries On Through Next Summer

CENTURY OF PROGRESS, enjoyed by over twenty-two millions of people in 1933 will re-open its gates to the world on June 1st, 1934. And from information already made public, it will be in every way a bigger and better show.

The improvements under way and those planned or in the making, promise visitors to Chicago the coming summer, thrills of new and varied sorts. There will be novelties and innovations adding freshness and fascination; and likewise be it said those features of 1933 that brought criticism and objection from many sources will be replaced by exhibitions of high character and attraction.

The Exposition's physical plant, with all its buildings and setting on Chicago's lake front stands unimpaired—some new paint and spring housecleaning will make it good as new. More than fifty per cent of last year's exhibitors had, by the middle of January, signed up for this year and more are coming in daily. Moreover, many industrially important companies that did not exhibit last year will be in evidence this season. Among these, plans are being shown of the great Ford Motor Company Building to be erected down in the vicinity of the Mayan Temple.

An outstanding addition this year will be the series of foreign villages that are to stand on ground formerly occupied by the Midway and all its shows. These are to be moved over to the Islands, and that space occupied by this new feature.

Faithfulness to historic detail will characterize the planning and architecture of these villages, to the extent that visitors will experience enjoyment comparable to an actual trip abroad.

These new attractions include: A Swiss Village, with a reproduction of the Alps actually more than 200 feet high, their peaks crowned with snow—the synthetic variety. The village will nestle at the foot of the mountains and will be an authentic reproduction of some of the older sections of the city of Berne.

"Old England" will occupy about two and one-half acres along the west side of what was the Midway, south of 23rd Street, and there will be reproductions of historic old buildings of the 16th century on. Among these are: the Old Cheshire Cheese Inn in London, Sulgrave Manor, ancestral home of the George Washington family; parts of the Tower of London; the cottage of Ann Hathaway, at Stratford-on-Avon; Haddon Hall; and Stoke-Poges Church, where Thomas Gray wrote "Elegy in a County Churchyard."

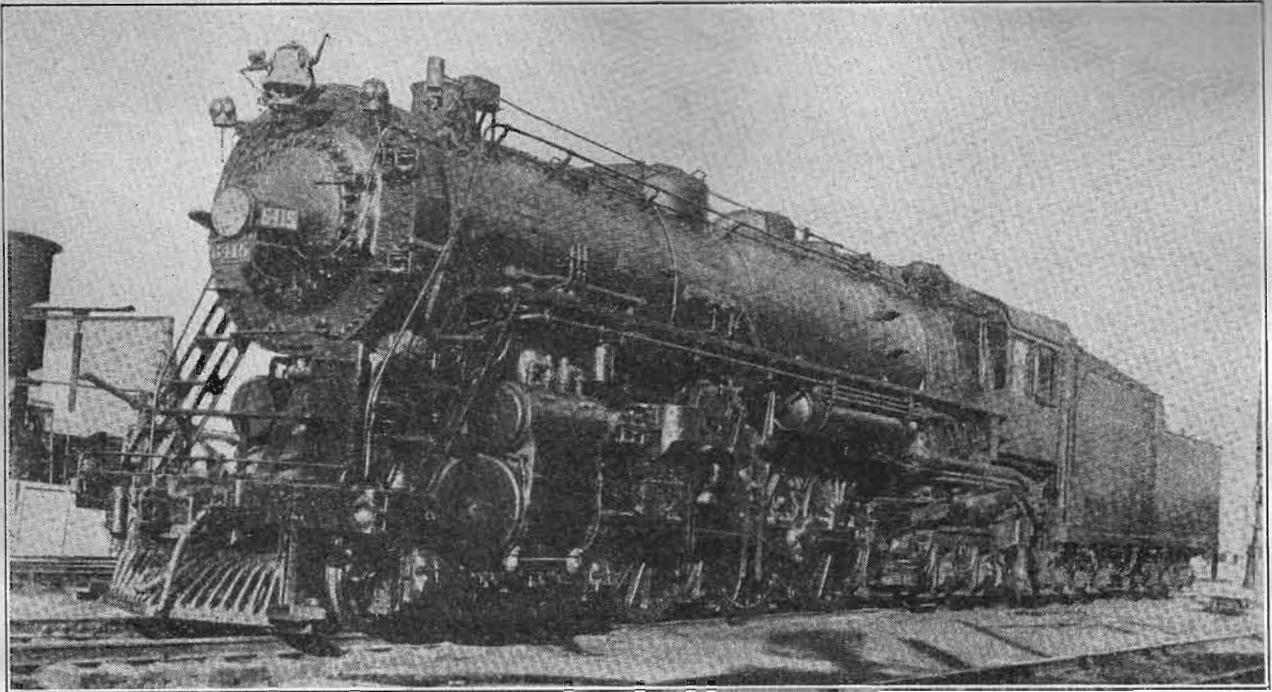
A Black Forest Village, of Germany, will rise directly opposite Old Fort Dearborn, covering more than an acre of ground, where an actual community life of the time and place, will be enacted. Snow and icicles in mid-summer, will be one of the "sights" of this old "Scharzenwalder Dorf."

A Spanish Village will be an exact reproduction of the village that was such an outstanding attraction at the Barcelona Exposition in 1929.

And a Tunisian Village, "Land of the Bedouins," will have Arab sheiks, fierce Bedouin tribesmen, and the arts and crafts of the Orient.

Important changes in the physical layout of the Exposition grounds are under way. The architectural and lighting features of the lagoons will be improved

(Continued on Page 12)



Locomotive 6415

Economical Engine Performance

High Mileage of Class F6 and F6a

The data in the article here presented was prepared by the Motive Power Department of Milwaukee Shops.

DURING the intervening period from January 1st, 1930, to March 6th, 1930, fourteen new passenger locomotives, manufactured at the Baldwin Locomotive Works, were assigned to through passenger service between Chicago, Ill., and Minneapolis, Minn.

The following data is descriptive of these locomotives:

Locomotive Numbers—6400 to 6413 inclusive.

Locomotive Class—F-6.

Locomotive Type—4-6-4.

Dimensions of Cylinders—26 in. by 28 in.

Valves—14 in. piston.

Driving Wheels, Diameter—80 in. over 4 in. tires.

Boiler Pressure—225 lbs.

Tubes—58-2¼ in.

Flues-Superheater—182-3½ in.

Grate Area—80 sq. ft.

Total Heating Surface (Evaporating) —4205 sq. ft.

Weight on Drivers—189,720 lbs.

Weight on Trailing Truck—106,200 lbs.

Weight on Leading Truck—79,930 lbs.

Weight in Working Order—375,850 lbs.

Weight on Tender—277,800 lbs.

Weight on Engine and Tender—653,650 lbs.

Tractive Effort—45,822 lbs.

Factor of Adhesion—4.14.

Tender Water Capacity—15,000 gals.

Tender Coal Capacity—20 tons.

These locomotives were equipped with the following specialty appliances:

Coffin Feed Water Heater.

Hancock HNL Inspirator.

Superheater Company Type E Superheater.

Dupont Simplex Modified Type B. Stoker.

General Steel Castings Corp. Locomotive Bed, Tender Water Bottom and six wheel Tender Trucks.

Alco Reverse Gear.

Whelan By-Pass Valves.

Unity Draw Bar.

Radial Buffer.

Christman Hub Plates.

Grisco Quarter Bearing Main Driving Boxes.

Alemite Lubrication.

American Steel Foundries Roller Bearing Units on Trailer and Tender.

Graham White Sanders.

Master Mechanics Front End Arrangement.

Locomotive Firebox Company Nicholson Syphons.

Wilson Engineering Company Sludge Remover and Blow-off Cocks.

Hooper Flange Oilers.

Laird Guides and Crossheads (Guides lubricated from main mechanical lubricator).

Baker Valve Gear.

Superheater Company Multiple Smoke Box Throttle.

Viloco Four Opening Exhaust Nozzle.

Hunt Spiller Mfg. Co. Valve Packing Rings and Sectional Piston packing rings.

Nathan Force Feed Lubricator.

Miner Friction Draft Gear.

United Switch & Signal Company Automatic Train Stop.

The economical performance of these

locomotives encouraged the purchase of eight additional locomotives, which were received from the Baldwin Locomotive Works and placed in service in October and November, 1931.

The new locomotives were numbered 6414 to 6421 inclusive, classed as F-6a, were substantially the same as the fourteen F-6, the principal difference being in the substitution of the Wilson Engineering Company water conditioner for feed water heater on the eight, substitution of Cyclone front end for Master Mechanic type on four, and the addition of Cleveland low water alarm and Wilson Engineering Corporation blow-off cock mufflers to the eight locomotives. A change was made in the location of the air pump on the F-6a locomotives, it being located on the front deck instead of at the side of the boiler, the bracket being integral with the locomotive bed. The motion work bed and reverse gear bracket were cast integral with the locomotive bed. The weight of engine and tender was increased 14,350 pounds and the factor of adhesion of the locomotive was increased from 4.14 to 4.25.

Sixteen of the twenty-two locomotives are regularly assigned to Minneapolis-Chicago-Omaha service, three to Minneapolis-Harlowton service and three to protect the service in both directions out of Minneapolis.

The average age of the first fourteen locomotives on October 31st was 45 months, during which period these locomotives average 434,107 miles each, or 9,647 miles per locomotive per month.

The average age of the latest eight locomotives on October 31st was 24 months during which period these locomotives averaged 259,584 miles each, or 10,816 miles per locomotive per month.

The average cost per mile for main-

tenance of the fourteen F-6 locomotives from the date of receipt of the locomotives to October 31st, 1933, is 14.5 cents, and the average cost per mile for maintenance of the eight F-6a locomotives from the date of receipt to October 31st, 1933, is 12.7 cents. The difference in cost per mile of the two groups is due principally to the F-6 locomotives having completed the cycle including heavy shop repairs, while the F-6a locomotives have not completed this cycle. At the age of 24 months, the cost per mile for maintenance of the fourteen F-6 locomotives was 13.3 cents.

The continuous run of four (includes one extra) of these locomotives from Minneapolis, Minn., to Harlowton, Montana, contributes to the difference in cost per mile for maintenance. The average cost per mile for maintenance of these four locomotives from the time received to October 31st, 1933, was 12.27c, the average mileage made by each was 275,624, and the average miles per month per locomotive 11,484.

Throughout the month of November, 1933, locomotive 6415 was assigned to the Minneapolis-Harlowton service and developed a remarkable performance, making ten complete round trips, Minneapolis to Harlowton and return, a distance of 1839 miles per round trip, or 18,390 miles during the thirty day period, an average of 613 miles per calendar day, without causing any detention on account of conditions pertaining to the locomotive.

This locomotive is equipped with the specialties standard to the last eight locomotives received with the exception that the Milwaukee Road design of circular spark arrester has been substituted for the original application.

The locomotive was given ordinary

attention at Minneapolis and Harlowton, and was given no special attention by traveling engineers or other special men during November.

The following tabulation contains data to illustrate where coal and water is taken, where engine crews change, where ash pan is cleaned and where crank pins are lubricated on the locomotive assigned to this run:

Station	Take Water	Take Coal	Change Eng. Crews	Clean Ash Pan	Lubricate Pins
Minneapolis, Minn.	X	X		X	All
Montevideo, Minn.	X		X	X	Main
Milbank, S. D.	X	X			
Aberdeen, S. D.	X		X	X	Main
Roscoe, S. D.	X	X			
Mobridge, S. D.	X		X	X	All Crank
Hettinger, N. D.	X	X			
Bowman, N. D.	X				
Marmarth, S. D.	X		X	X	Main
Mildred, Mont.	X	X			
Miles City, Mont.	X		X	X	All Crank
Cartersville, Mont.	X				
Roundup, Mont.	X	X			
Harlowton, Mont.	X	X		X	All

While this indicates that water is taken at eleven stations, it is not necessary to make stops at all the intermediate stations shown for the purpose of taking water only, but where time at these stations permits a part tank of water is taken in order to keep to a minimum, the time required at what would ordinarily be necessary stops for water.

Six different engine crews have charge of the locomotive in each direction.

All bearings or wearing surfaces are lubricated at Minneapolis and Harlowton, the main pins are lubricated at five intermediate stations, and other crank pins are lubricated at two intermediate stations.

No helper locomotives are used except in severe blizzards, although west bound there is a one percent continuous grade for 17½ miles.

Montana coal from the mines in the

vicinity of Roundup, Mont., is used, a representative analysis being as follows:

Moisture	10%
Volatile matter	33%
Fixed carbon	47%
Ash	10%
B.t.u.	10700
Sulphur	.7

The quality of water used enroute

Take Coal	Change Eng. Crews	Clean Ash Pan	Lubricate Pins
X		X	All
X	X	X	Main
X	X	X	Main
X	X	X	All Crank
X	X	X	All Crank
X		X	All

ranges from good to hard, treated water being furnished at some stations and natural water furnished at other stations. The major portion of the water used is high in alkaline solids.

From tests conducted, the evaporation rate was found to be 6.40 pounds of water per pound of coal as fired, and the pounds of coal used per thousand gross ton miles, excluding weight of locomotive and tender, on trains Nos. 15 and 16 ranged from 90.32 to 123.20.

The regular consist of the train is nine or ten cars, but frequently eleven to fourteen, and occasionally fifteen or more cars are hauled.

F-6a locomotives have been assigned to trains 15 and 16 between Minneapolis and Harlowton since these locomotives were new. Few locomotives have been cut off the train enroute due to mechanical imperfections, and none have been cut off at intermediate stations since September 22, 1933.

To Ex-Service Men of the World War— Employees of the Milwaukee Railroad.

Comrades:

You may or may not know that there is a Post of The American Legion bearing the name "Milwaukee Road Post No. 18," with Post headquarters in the Union Depot — Milwaukee, Wis.

This Post was started in 1929 and to date has held meetings regularly every 2nd and 4th Monday of the month since its inception, in spite of the crushing effects of this economic depression.

The dues are \$4.00 per year. \$2.00 of this is for State and National dues and includes a copy of the national monthly magazine and also the State paper which is issued twice a month. \$2.00 is for Post expenses, both social and administrative.

Milwaukee Road Post No. 18 enjoys the co-operation of a very fine auxiliary, which assists in the welfare work for veterans



A. B. Carroll

in government hospitals; is very active in our social activities. In fact they are the life of the sociables. Their dues are \$1.50 per year.

If you are not affiliated with an ex-service men's organization in your community, particularly that of The American Legion, and are an employe of the Milwaukee Railroad, you should feel obligated to apply for membership in Milwaukee Road Post No. 18, and likewise induce your wife, daughters, mother and sisters to join our Auxiliary. Write any of the Post or Auxiliary officers listed below for more detailed information and they will gladly respond.

Milwaukee Road Post No. 18 and Auxiliary are sponsoring a St. Patrick's Day dance on Saturday evening, March 17th at the North Avenue Auditorium, 3116 W. North Avenue, Milwaukee, Wis. Admission is 35 cents per person with wardrobe included. Arriving in Milwaukee at the Union Depot, take 3rd St. car going north to North Avenue and transfer west on North Avenue car to 32nd street alighting in front of the North Avenue Auditorium.

Fraternally yours,

A. B. CARROLL,

Commander.

Mchst. R.H.-Milw. Shops, 1124 W. Michigan Street.

MRS. G. A. LARSON,

President of Auxiliary,

2943 North Murray Avenue.

Rocky Mountain Division, Northern Montana

Max

THE death of T. B. Hammill, after a very short illness, at Platt, S. D., was a great shock to his many friends on the Northern Montana. Mr. Hammill was traveling freight claim agent with headquarters at Seattle, Wash. up to two years ago when he was transferred to Aberdeen, S. D.

Conductor Edward J. Burns passed away at the family residence in Lewistown on January 29th. Funeral services were held on Jan. 31. The burial ritual of the Elks lodge was conducted by officers of Lewistown Lodge No. 456.

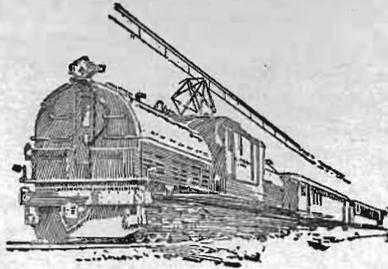
There was a large attendance of friends from Lewistown and a profusion of floral tributes was banked around the casket. Pallbearers were Marvin Riddell, Frank Curtis, C. J. Bacon, Emf W. and Brooke Hartman and V. F. O'Dell.

Mr. Burns was a native of Pennsylvania and had resided in Lewistown for about 20 years. He was a veteran conductor of the Milwaukee railroad, was a member of the Elks and Eagle lodges, also of the Order of Railroad Conductors. His widow, Mae Burns of Lewistown, and three children who live in California survive him. A stepson, William Randall of Great Falls also survives.

Assistant Superintendent Fuller is on the program of the dinner dance given by the Lewistown Lodge of A. F. & A. M.

(Continued on Page 21)

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



LOYALTY

Acknowledgment of one's loyalty to a cause is a tribute than which none can be greater.

Loyalty is a priceless quality which stands alone—without qualification. There is no such thing as being "more" loyal or "less" loyal. It is an indivisible element, the removal of a fragment from which will cause the ruin of the whole.

We are railroad men and women, and our cause is the successful perpetuation of the magnificent industry for which we stand.

As a body, the men and women of this great railroad system have manifested their loyalty throughout the years until "The Milwaukee Spirit" has come to be a recognized, definable quality. This phrase, having grown out of the demonstrated willingness of "Milwaukee" people to serve our patrons, is a universal acknowledgment of the loyalty inherent in them.

Contributed by A. G. Dupuis, Assistant Editor, Milwaukee Magazine

GOODWILL

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

—United States Supreme Court.

Contributed by H. L. McLaughlin, General Agent, Pittsburgh

A handwritten signature in cursive script that reads "J. D. Gillich". The signature is written in dark ink and is positioned above the title "Vice-President".

Vice-President





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CARPENTER KENDALL, *Editor*

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

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In Memoriam

A. G. Baker

Another is called, but not on the wire
That brought him the tidings of floods
on the Sioux,
Of main-line extensions to meet the desire
Of the hardy homesteader whom destiny
knew.

'Twas often these came, which you joyed
to enroll
Ere favored competitors shaded success
For that pioneer spirit, your company's
soul,
As shown by achievements a nation
should bless.

No, not such a call! It came from beyond,
Where Infinity echoed the sound that it
made,
That brought you a greeting, creatively
fond,
Paternal, eternal, the ultimate grade!

But remembrance. Yes, we've a county
seat,
Where your name greets the trav'ler
lined for the sea,
Suggestive indeed, as to us it is meet
To recall with respect our meets with
"A. G."

—Edward Murray.

Attention, Truck, Auto, Bus and Other Drivers

THERE are hundreds of automobiles, busses, trucks, and other vehicles that are either struck on crossings by railroad trains, or, that run into trains at these crossings and the toll of life and limb is heavy. In nine cases out of every ten someone is seriously injured. In many cases from one to seven persons are killed. Loved ones are saddened and made to suffer.

And in almost, if not in every case, the driver is to blame.

These accidents don't "just happen." They invariably happen because the driver does not use reasonable care in approaching railroad tracks. His attention is diverted just a second or two from his job of driving. He is a little sleepy perhaps from long driving or from too long hours on duty. He forgets there is a railroad crossing just ahead. He thinks he must hurry and take a chance. He forgets that a railroad train cannot stop quickly or cannot turn out. He doesn't think about the fog, the snow storm, the rain, the icy and slippery pavement. He forgets he is responsible for his own safety and the safety of others riding with him.

Perhaps he is on a strange road which is another reason he should exercise more than ordinary care.

The death and injury toll at railroad crossings is appalling. The railroads have spent many millions of dollars for warning devices and other forms of pro-

tection at all important and dangerous crossings. Thus they have pioneered in safety work and are responsible, by reason of these warning devices, crossing gates and flagmen, for the saving of many thousands of lives during the past twenty years. Yet vehicle drivers deliberately disregard crossing flagmen, crossing gates, wig wag signals, and many other warnings and they run over the flagman or through the gates and directly in front of a train or into the side of a train. They operate their vehicle too fast approaching a railroad, the street is slippery caused by rain, snow or ice, and the damage is done. Many people are killed each winter from this cause alone.

Some cities and villages make it their business (and it is their business) to sprinkle sand on snowy, icy and slippery streets, on the approach side of the street, for a distance of 100 to 200 feet from the track. Every city and village and, yes, every county should do likewise. The cost is insignificant.

The railroads of Wisconsin, in 1933 paid in taxes \$5,620,015.17. We believe they are doing their share toward the upkeep of the state and it is squarely up to us to do ours without whining about it. We must not squander our funds but if we spend enough to sand our slippery streets and thereby avoid accidents, injuries, deaths, isn't it money well spent?

Do you, Mr. Citizen, realize what it means when over 30,000 people are

killed and nearly one million are injured in automobile, truck and bus accidents every year?

Mr. Driver, think it over. Realize your responsibility. Obey traffic laws. Observe and heed all railroad crossing warning devices. Be careful on slippery streets and highways. Watch your step and don't take a chance.

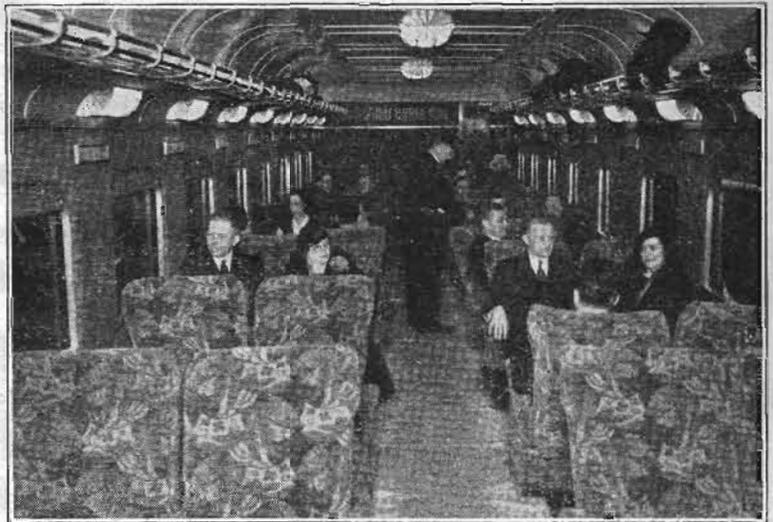
Be a safe driver everywhere and at all times and help to very materially reduce railroad crossing and all other accidents during this year.—Jefferson (Wis.) *Banner*.

George W. Webb

ON JAN. 20, at his home in Watertown, Wis., occurred the passing of veteran Station Agent George W. Webb at the age of 82 years. Mr. Webb had been in continuous service at Watertown for more than fifty years and was telegraph operator at that point at the same time that the late A. J. Earling was stationed there. Mr. Webb learned telegraphy under the tutelage of Mr. Earling.

Mr. Webb was active in Masonic work and was always prominent in the civic work of the city in which he lived so many years. He retired from active service in 1931 because of failing health and during the past year had grown steadily more feeble.

He is survived by his widow, one son, Lt. Commander Walter Webb of the United States Navy, Mrs. Blanch Chap-



Body of New Milwaukee Coach 4400

Everything is new, including the railroad fare. The body of the new coaches seat 40, the men's lounge-smoking room 9 and the ladies' lounge 5, a total of 54. The seats swing about in pairs but may be reclined separately. Sturdy racks are provided over-

head and the brakeman won't object if you store luggage there, although the space between the seats is extra roomy. The ventilation, heating and lighting is of an entirely new design. Travel in luxury and safety for 2c a mile one way, 1½c a mile in either direction round trip.

man of Watertown and Mrs. Roy Blair of Hillsboro.

Funeral services were under Masonic auspices and were largely attended. The sympathy of the many friends of this highly esteemed veteran of Milwaukee service is offered to the bereaved family.

John A. Kirkland

JOHN ("JACK") A. KIRKLAND passed away suddenly at his home in Elgin on November 21 last. Mr. Kirkland had not been in good health for some time, having undergone a serious operation a year or so ago. He was born in Guelph, Ontario, in 1865 and entered service with this company as dining car steward in 1908. He was transferred to the sleeping car service as conductor in July, 1929, where he was employed at the time of his death. He is survived by his widow and one daughter, to whom the sympathy of the many friends on The Milwaukee Road is extended in their bereavement.

Eugene F. Bowman

THAT Eugene F. Bowman, for the past five years general agent passenger department at St. Paul, left a host of friends was fully attested by the large attendance of railroad executives and prominent business men at his funeral in St. Paul February 11. His death on February 9 followed a very brief illness. He was 62 and had been in the service of The Milwaukee Road for more than 40 years.

Beginning as a telegraph operator, he served at many places on the River Division, including Lake City, Hastings and at Stillwater in the days when all the river ports were busy towns.

For many years he was chief clerk to W. B. Dixon who at that time was assistant general passenger agent at St. Paul. In 1917 Mr. Bowman was appointed city passenger agent and in 1929 general agent passenger department.

In a way that was inspiring to all his associates "Gene" Bowman demonstrated how much can be accomplished through loyalty and conscientious effort. He was a tireless worker and he will be missed.

Obituary

THE sleeping car department has been called upon to mourn the loss of three of its oldest and most trusted employes, the late John A. Kirkland, Thomas Donlon and Elmer E. Borrer.

Thomas M. Donlon was born in St. Thomas, Canada, May 4, 1857, and died January 9, 1934. He is survived by his widow, Mrs. Elizabeth Donlon. Entered our service April 5, 1912, and successfully filled the positions of steward, inspector and laundry manager.

Elmer E. Borrer, born March 25, 1875, in Columbus, Ohio, died January 31, 1934. Entered service with the C. M. St. P. & P. R. R. as locomotive fireman in January, 1899, and was transferred to the sleeping and dining car department on August 28, 1902; occupied positions

of sleeping car conductor, night agent and agent sleeping car department in Minneapolis until he transferred to position of assistant station master at Minneapolis on May 16, 1931, which position he held at the time of his sudden death. He is survived by his widow and son, James.

Mr. Calvert's Annual Birthday Letter

DECEMBER 13, 1933

Another birthday comes today—

This time it's number seventy-three. God has been gracious through the year, He always has been good to me.

Then let's unite and do His will,
And give Him glory day and night.
His love and goodness we have shared
Because we always did the right.

The time has come when every man
Should don the armor of a knight.
Our mettle now is being tried,
And we must stand for what is right.

Our President is working hard
To keep his footing on the rock.
And we must help him keep it there
Or all may get an awful shock.

Our Government is being tried
As never in its life before.
We've money and abundant food,
Yet constant begging at our door.

Now is the time to lend our might,
And never rest until we know
That hungry children will be fed,
Because our Saviour bids it so.
—J. W. Calvert.

Wonderful New Zinnias

ZINNIAS were favorites in old time gardens. The colors were brilliant but the petals of the flowers were hard and stiff. Gradually the double flowers displaced the old single form, and still these were not all that might be desired.

Florists have been working for many years, gradually by patient work, improving the forms. Finally we now have robust, bushy plants three feet high.

The great, fluffy flowers often measure four inches in depth and six inches or more in diameter. They are all colors, purple, white, red, yellow, pink in various shades. The flowers cover the plants throughout the season, even after the first light frosts.

The flowers are borne on long stems and keep well when cut. As fast as flowers are cut, others appear, so the garden is brilliant with color throughout the entire growing season and there are plenty for house decoration and to give to friends.

The seeds may be sown in well prepared beds in the open ground as soon as the weather is settled, danger of frost passed and the ground somewhat warm.

Seed may also be started in pots or boxes in the house but should not have much heat. A temperature of 70 degrees is sufficient to start the seed in. After the plants are well up and large enough

to handle, they can be set out in other boxes about an inch apart. When they crowd transplant again, setting them two to three inches apart. Keep them cool to keep them sturdy—a temperature of about 65 degrees.

Plants started early inside will flower very shortly after they are set out in the garden. Give them a sunny location. Do not let them suffer for water, and when growing well a little fertilizer may be given in the form of commercial sheep manure.

In contrast with the great beauties, small flowers are often wanted for special purposes. This has led the plant breeders to develop miniature flowers, beautiful round balls, perfectly double in form, on plants not more than two feet high. They are perfect little counterparts of their big relatives. The colors are quite as varied and brilliant.

The Pompon or Lilliput Zinnias are particularly fine to mix with other flowers in bouquets and where flowers are wanted for small vases, corsage bouquets and boutonnières. They are excellent also for beds and borders.

A Generous Packet of
DELIGHT ZINNIA SEEDS FREE
to readers of

The Milwaukee Magazine

The Magazine is happy to make the following offer to its readers who love their flower gardens:

"Delight," the seeds which bloom into beautiful 3 ft. high Giant Dahlia Flowered Zinnias, with double flowers in crimson, salmon, red, rose, golden yellow, pale cream, orange, white and purple. Bloom from early Spring till frost. Cut them freely. The plants will always be covered with flowers.

There are three separate and distinct classes of zinnias in each packet, including varieties not obtainable elsewhere. Also complete instructions for planting.

New Lilliput Zinnias

Wonderfully cute, contrast splendidly with the big beauties. Just the thing when small flowers are wanted for special purposes. This has led plant breeders to develop miniature flowers, beautiful and perfect double flowers, on plants not more than two feet high. They are dainty little counterparts of their big relatives. The colors are quite as varied and brilliant. Fine for beds and borders.

MAIL COUPON AT ONCE.

Milwaukee Magazine

252 Union Station

Chicago, Illinois

Enclosed find cents in stamps to cover expense of handling and mailing, etc., the following:

..... A packet of Delight Zinnia seeds.

..... A packet of Lilliput Zinnia seeds.

Send 6 cts. in stamps for each packet wanted. Mark cross in the blank space above for either one or both packets wanted. Seeds will be mailed to your home.

Name

Street and No. of R.F.D.

City..... State.....

The minister met Tom, the village ne'er-do-well, and much to the latter's surprise, shook him heartily by the hand. I'm so glad you've turned over a new leaf, Thomas, said the good man.

"Me?" returned Tom, looking at him dubiously.

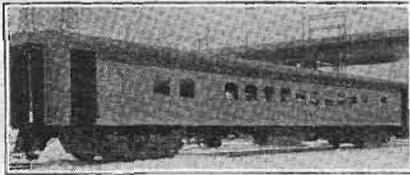
"Yes, I was so pleased to see you at the prayer-meeting last night."

"Oh," said Tom, light breaking in on him, "So that's where I was, is it?"

Streamlining Invades the Milwaukee

Type of Coach Equipment for Through Trains

THIS is the age of streamlining, and every vehicular contrivance is heading towards that goal. On February 3rd, two of this new type of coaches came in to Chicago from Milwaukee Shops, where they were constructed, and the following week went into service on Nos. 5 and 6 between Chicago and the Twin Cities.



The rounded roof and absence of outside projections gives the exterior of the car new lines. The four-wheel trucks are equipped with brake rigging that is entirely fastened to the trucks, rather than to the floor of the body, to eliminate vibration in stopping. The vestibules are wider and are equipped with four steps permitting easy and safe access to the car.

In line and detail, the new cars express up-to-dateness in a big way, and are superior in many novelties and evolutions of old ideas.

The following description of Coach 4400 was prepared by Mr. L. B. Jensen, Shop Superintendent, Milwaukee Shops, as it conforms in most respects to the new equipment that is projected for coach travel on The Milwaukee Road through trains:

"New coach 4400 is a streamline car, that is, it has no projections such as window sills, belt rails, etc. Turtle back shaped roof; side sheets below windows curved inward. Entire body of car somewhat resembles a round tube. Car is all welded, no rivets. Length is same as our present steel coaches, that is, 72 ft. 6 in. over body and posts of 81 ft. 8 in. over couplers. Weighs about 96,000 lbs., or about 50,000 lbs. less than the present steel coaches of same size.

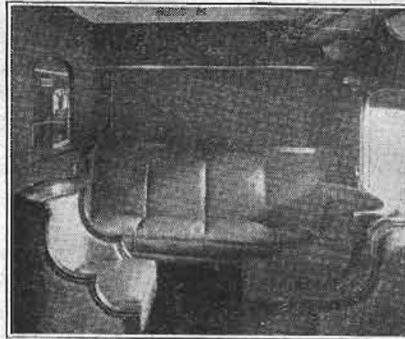
Seating capacity is 40 persons in body of car, 5 in ladies' lounge room and 9 in men's smoking room or a total of 54 persons compared with 78 in our present coaches. New coach is therefore roomier.

Vestibule platforms and steps are wider than in our ordinary coaches, and the steps have four instead of the usual three treads. Both the platform floors and step treads are made of non-slip metal.

The trucks are cast steel, four-wheeled, equipped with Timken roller bearings. To eliminate noise rubber inserts are placed on the trucks where metal touches metal, the brakes are mounted on the trucks instead of underneath the car body, and all the steel sheets of the car body have been given a heavy coat of sound deadening material.

Instead of the usual woodwork, the interior finish is composed of panels covered with cloth. The ceiling has a

flat center with curved sides and ends instead of the usual Empire or curved shape. The floor is covered with rubber tile instead of mere wood or composition flooring. The basket racks are continuous for the length of the main room, are much wider and stronger than ordinary so that all small grips and parcels can be stored in them without danger. The windows are single lights of polished plate glass without sash. They raise and lower in felt grooves and afford a wider vision than ordinary coach windows. The window openings are oval shaped at top, square at the bottom. Drinking water is obtainable from



The men's lounge and smoking room will accommodate 9 comfortably. It is equipped with two divans, two easy chairs and two porcelain lavatories. Some mighty interesting yarns will be told here by the "drummer" boys.

an electric water cooler located in the main room.

Interior color of the car: flesh colored ceiling, brown side walls, and green tile floor. Aluminum trimmings and lighting fixtures enhance the richness. The brown-green-grey, large leaf pat-



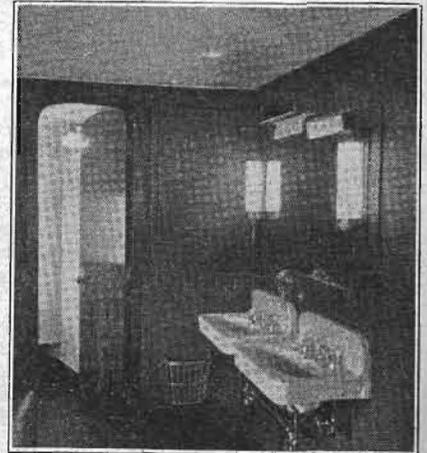
Did you ever see a lady pause before a mirror? Well, our camera man did. He snapped Miss Ann Toomey of the Chicago general offices taking a few pats with a puff in the ladies' lounge of the new coach. Women travelers will enjoy its spaciousness. The room has a divan, a "make-up" nook, wide mirrors and lavatories in delightful pastel shades.

turned upholstering of the main room seats, the green leather in the men's smoking room, and the green plush in the ladies' lounge room blend nicely into the color scheme to afford a pleasing, restful atmosphere.

The 20 double seats in the main room can be swung to face forward, backward, toward the windows or aisle. Each double seat is composed of two reclining seats, each of these individual seats can be tilted backward by means of a small crank imbedded in the side of the seat arm. Each seat is therefore adjustable to almost any position desired by a passenger.

Men's smoking room is extra large, and equipped with two portable chairs, one portable davenport and one stationary davenport. The room seats 9 persons. Ladies' lounge room (not present in our other coaches) seats 5 persons, and is fitted with one stationary sofa and a dressing chair. In both rooms there are two porcelain washstands equipped with hot and cold water. Adjoining each room with entrance thereto is a toilet room with a flushing hopper.

The car is heated and ventilated by means of a system of concealed air ducts, steam pipes, motors and blowers. Stale air within the car is drawn out, mixed with fresh air from outdoors, filtered, heated by steam pipes, and blown into the car. The incoming air first passes into central ducts located between the ceiling and car roof, thence into lateral ducts located behind the



Men's Wash Room

pillasters at each seat, and finally out into the car through grilles. The entire heating system is thermostatically controlled. This system provides for heating and ventilating the car in winter, and for ventilating it only in summer.

The car has an individual generator to furnish electricity, the car being lighted by electricity only. There is an individual, diffused light at each seat and also center lights in the ceiling. The lighting fixtures are of an odd, attractive design." Traveling Passenger Agent Frank Etter, who rode train No. 5 on the day the new coach service was inaugurated, wired back from Minneapolis, "New coach pleased everybody. Many compliments."

The Agricultural and Colonization Department

Modern Homesteading

Twenty-six New Dickinson County Farm Families

HOMESTEADING is associated with the days of the covered wagon and ox team, when the West was conquered and put to the white man's use. Few know that there is homesteading going on at this very time, although now it is done in a vastly different way from that practiced by the early pioneers.

In Upper Michigan the state has acquired title to thousands of acres of good cutover lands and these are now offered in eighty-acre tracts to citizens of the state who wish to homestead. Each eighty is inspected by qualified men and approved for farming purposes. The eighty must be productive, on a good road, near school and be otherwise suitable for habitation.

In the spring of 1933 several families from Iron Mountain, Michigan, decided they would homestead some of the state's lands. They moved to their chosen homesteads June 6 and began making rural homes for themselves. This group was made up of five families. The pictures on this page illustrate the progress these families made in one summer toward having homes of their own via the homestead route.

The picture with the truck shows the exact spot where the homesteaders found the section corners of their selected new homes. The picture showing the buildings was taken early in

August, 1933. Between the buildings is the spot where the truck stood in the former picture. Note the change in two months' time. Note how these homesteaders built their homes on the corners of each eighty so that they would be grouped together for neighborliness and, perchance, fire protection.

Two of the other pictures show a part of one of the first cleared and plowed fields of the group and the first crop of potatoes grown on that cleared land. The last picture shows how good roads have been made to these homesteaders. In the auto, if one could recognize him, is the county agricultural agent who has given much time and many suggestions to these homesteaders that they may have the benefit of the very latest agricultural information.

During the past summer 55 families applied for homesteads in Dickinson County, Michigan. Of the 55 who made applications, 33 were granted tracts of land. The 22 who were unsuccessful in getting homesteads no doubt were refused because they were unsuited to farm life. Of the 33 homesteads granted, 26 families are now living on their lands.

So homesteading is still going on by families who have a bit of the pioneer left in them.

Grasshopper Control

States Hope for Federal Assistance

PLANS have already been perfected for the control of the grasshopper

plague that has covered the Northwest for the past few years, contributing to the severe crop reduction of a vast area.

At a recent meeting, held in Fargo, North Dakota, entomologists from the infested states and two Canadian provinces worked out a plan for united control of these insect pests in the affected areas. They also pointed out that the 1934 crop of hoppers was likely to be the greatest in the history of the country, with a corollary loss in crop production. These scientists and those who have experienced the crop losses of past years in the northwest untidely asked Congress to appropriate \$2,500,000 so that there could be a united interstate grasshopper control program simultaneously put on by all the states.

Secretary of Agriculture, H. A. Wallace, has had his department make an estimate of the cost of such a united campaign of grasshopper control. He received an estimate of \$2,350,000 which he said he would ask the President to request of Congress.

H. R. Sumner, Executive Secretary of the Northwest Crop Improvement Association, Minneapolis, Minnesota, is, at this writing, in Washington, D. C., representing the grasshopper infested states in their appeal to Congress. The states co-operating in this request are Wisconsin, Minnesota, Nebraska, the two Dakotas, Montana, and small sections of other northwestern states.

Blood Creek Development

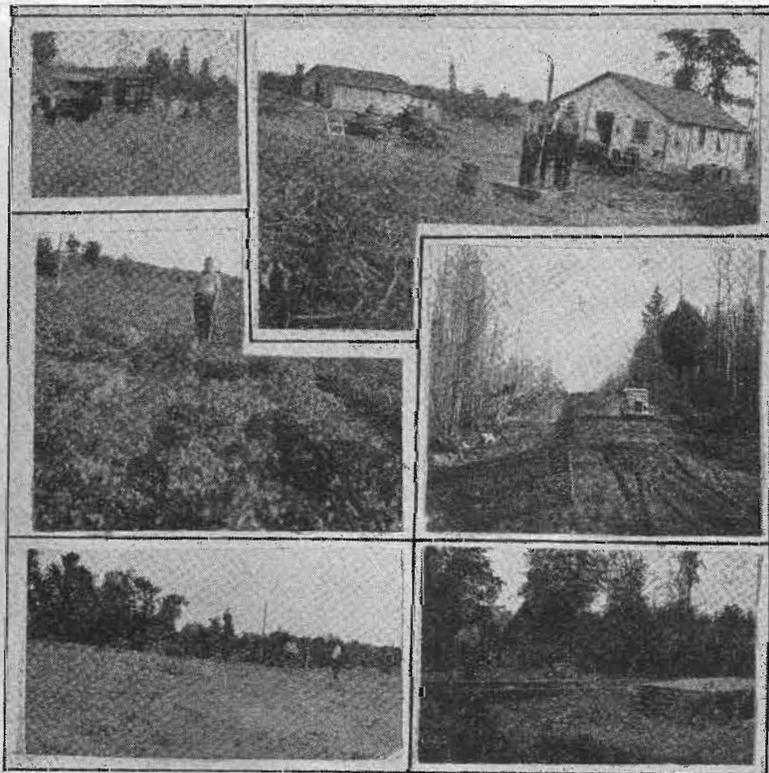
May Be Object Lesson for Whole State

IMPOUNDING of 3,500 acre feet of water in the Blood Creek near Valentine, Montana, was recently approved by local authorities and the Civil Works Administration engineer for the state. Approval by the local governing bodies and Civil Works Administration, carried with it the assurance that work on the Project would begin at once.

Briefly this Project provides for the construction of an earth dike by Civil Works Administration labor which will impound 3,500 acre feet of water, making an artificial lake covering 335 acres. It will directly benefit 22 stockmen and farmers, create a recreational center of value to the whole community and provide irrigation for eleven tracts of alfalfa.

It will insure a more normal stream flow and conservation of stock water for the entire length of Blood Creek, thus making practical the greater use of tributary lands for stock raising purposes.

This is the first project in the state to be financed and constructed by the Civil Works Administration. It will no doubt lead to the Civil Works Administration development of many other valleys in the state where water can be conserved and agriculture thereby made much more secure and permanent.



Homesteading in Upper Michigan

Our Passenger Service As Others See It

A NOTED Chicago preacher said in a recent sermon that one recent experience of his had more than convinced him that there were always plenty of people to tell you when you did or said a wrong thing; but that the kindly and constructive things were all too often left unsaid. Therefore when we have nice things said to us, about us and about the things we do, it is natural to like to pass them on for others to enjoy with us. Here are a few of the nice things which some of our patrons have said to us about Milwaukee service.

Mrs. R. V. Ford of Kansas City, Mo., writes that she left home to go to Cedar Rapids, Iowa, to the bedside of her sick mother, but before she arrived at her destination the news came that her mother had passed away. It was the duty of Conductor H. J. Russel to deliver the sad message to Mrs. Ford, and she says: "What I want you to know is the kind the courteous treatment I received from Mr. Russel and Mr. D. C. Higbie, conductors on my trains. I had to change at Ottumwa and Mr. Higbie was the conductor from there to Cedar Rapids. They were so kind and thoughtful of my comfort in my greatest sorrow, en route to my dead mother's side. I shall always remember the kindness of these two men and wish to commend them to you. I also noticed they were kind and courteous to all of their passengers."

"The Milwaukee Is Much Better"

Mr. N. J. Dolph of 1226 South Cedar Street, Spokane, writes:

Dear Mr. Dixon: In all our trips east from Spokane we always take The Milwaukee, also we advise our friends to do likewise. We find the train and Pullman conductors everything to be desired to make our journeys pleasant.

We also find it much better to travel by train rather than by auto, although we have a very fine eight-cylinder car—a Packard. However, as I said before, for long distance trips the Milwaukee is much better for our comfort than any other means of transportation. Sincerely,
(Signed) N. J. DOLPH.

So Far Ahead

Elizabeth F. Baker, assistant Professor of Economics of Barnard College, Columbia University, has this to say:

My Dear Mr. Dixon:
I enjoyed my trip on your line very much. You may like to know that I prefer it to any other, after having traveled across the continent a good many times. You have been so far ahead of the other lines in the matter of electrification, that I hope it will not be long before you will air-condition your trains. This would make the superior comfort of your cars much greater even.

The dining room service on the Milwaukee Road keeps up to its high standard, I am happy to say.

Sincerely yours,
(Signed) ELIZABETH F. BAKER.

They Are Good Boosters

Mrs. R. C. Smith, 430 Birgil Avenue, Los Angeles, Calif., is surely a good friend

of Milwaukee's superior service. She writes:

Mr. George B. Haynes,
Dear Sir:

After making a trip to Chicago over the "Olympian" on the Chicago, Milwaukee, St. Paul & Pacific, I felt that it was only fair to tell you how much we enjoyed the part your road contributed to our pleasure.

While we have been on a number of so-called "crack" trains, the Olympian is the first that ever lived up to its folders, and we found everything exactly as pictured.

The club car was a joy—with up-to-date magazines, a most attentive porter in charge, the diner almost too good for anyone watching their weight; our own porter, Reuben Harvey, one of the best I have ever had. He was quick, efficient and clever enough to spot our names on our baggage, and to pass it along to the dining car steward, so to be greeted as Mr. and Mrs. Smith gave us quite a thrill. There was a friendly atmosphere every place, each waiter we had was pleasant and courteous, and I am only sorry I did not learn the name of the steward in charge, for he was very good.

And I also want to give a special cheer for the coffee,—any road that puts out a demi tasse as soon as one is seated, always gets a gold star in my opinion; and this coffee was the best I ever had.

After all this, you may gather that we liked the C. M. St. P. & P. very much, and I only hope that we may have the pleasure of traveling over it again in the near future. Being Californians, you know we are good boosters, and we shall put in a very good word for your road every chance we get. Truly yours,
(Signed) FLORENCE B. SMITH.

Is Not Purchasable at a Price

Mr. D. D. Stewart, manager of the Ben Franklin Club of Seattle, thinks the attitude of our employes one of the greatest assets to our service. He says:
Dear Mr. Haynes:

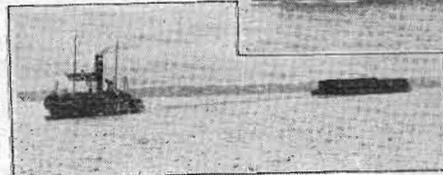
I have just completed my second round trip from Seattle to Chicago over your lines within the past thirty days. I was so well pleased on my first trip that repetition of route was only natural on my second trip.

There is no need of my telling you that electrification through the mountains and the tunnel districts is a source of great satisfaction to a passenger in hot weather. Your equipment is good, but all of these things were paid for with money. The element that caused me to come back for more is the attitude and the spirit of your train employes. Almost without exception they go a little bit further than the

The Milwaukee's "Sea-Going" Train

THIS interesting picture gives two unusual views of The Milwaukee Road's famous tug "Milwaukee" and one of her largest barges. This is a familiar sight on Puget Sound water where the sturdy tug cuts her daily way through the waves dragging her cargo of loaded freight cars on barges said to be among the largest of the kind on the Sound.

The interesting story of The Milwaukee's Barge Line and her doughty skipper, Captain



Shibles, by N. A. Meyer, was told in the May, 1933, Magazine.

"book of rules" requires in ministering to the comfort, convenience and whims of their passengers. This is as true of the train crews as it is of the dining car and the Pullman crews, though contact with the passengers is not as intimate with the first group as with the second and third.

This spirit is not purchasable at a price; it is obtainable only through good organization and management.

It is almost unfair to single out certain individuals for special commendation, but I cannot help but recall with pleasure the courtesy and efficiency with which Mr. Blake and Mr. Akin (both Pullman conductors) deal with their passengers under adverse conditions induced by excessive heat and copious perspiration.

Yours very truly,
(Signed) D. D. STEWART.

None Compared With The Olympian

From Tacoma, Mrs. W. H. Griffin writes in happy recollection of her trip:

Dear Mr. Dixon: I wish to tell you how much we enjoyed our trip to Chicago on your road, and will never forget the service and courtesy that we received. We traveled on five different roads and on the way back home, but none of them could compare with the Olympian.

I think one of the outstanding events of my trip was assisting at "eat time" and the lovely Rector Cook Book that I received.

We think Mr. Landis is an ideal steward.

Yours very truly,
(Signed) MRS. H. W. GRIFFIN.

The Clergy Liked Our Service

Dear Mr. Haynes:

This is just a little note to express our sincere appreciation for the splendid service our party has received during our trip over your road. Every possible convenience has been afforded us in order to make our trip the more enjoyable.

Among other things I might mention the fine riding cars, the service of your diner, your agents meeting us at the different stops and the solicitude of your porter, William Larry, who has proved himself an industrious and capable porter.

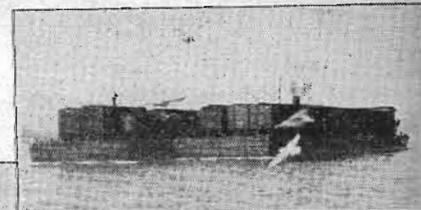
(Signed) JOHN E. GEARLAN,
And the rest of the Clergy on your fine D tourist car. Spokane, Wash.

Century of Progress

(Continued from page 4.)

and embellished; and there will be better transportation for visitors, more comforts and conveniences and new and attractive eating places.

There is going to be much that is new and wonderful for us to see, in addition to the unnumbered educational and wonderful things of the 1933 show, all of which will be carrying on at the same old stands. All of the millions who came to Chicago last year will be found wending their way thither again, this year, and millions more along with them. We want to be sure that everyone shall know of Milwaukee service to Chicago and the new features which the Passenger Department is announcing for the comfort and enjoyment of its patrons.



THE MILWAUKEE RAILROAD WOMEN'S CLUB

Kansas City Chapter

Mrs. Roy G. Larson, Historian

THE January meeting was held at the home of Mrs. W. B. Cozad January 6. At 1 o'clock luncheon was served after which the meeting was called to order by all standing and repeating the club motto. The regular business of the chapter was then transacted and a vote of thanks was given to Mrs. D. B. Davis for her faithful services as president the past two years. The following officers were then elected for the ensuing year:

President—Mrs. E. G. Woodard.
First Vice-President—Mrs. D. B. Davis.
Second Vice-President—Mrs. Ralph Parker.
Treasurer—Mrs. Robert Hecker.
Recording Secretary—Mrs. W. B. Cozad.
Corresponding Secretary—Mrs. Addison Hardy.

Historian—Mrs. Roy G. Larson.
Mrs. Woodward then took charge of the meeting and plans were made for a carnival party to be held in January at Gladstone Hall. There were sixteen members present at the meeting. Adjourned for a short social hour.

The carnival party was held on January 19 at Gladstone Hall and was a huge success both socially and financially. Everyone reported a good time and the committee in charge reported a net profit to the club of \$93.00. There were amusements of all sorts, roulette wheel, keno game, candy booth and a booth where baskets of food were given to the holders of the lucky numbers. There was bridge for those who cared to play cards and a splendid orchestra for those who wished to dance. It is quite generally believed that Mr. Woodward and his office force should give up their railroading and enter the legal profession, judging from the way they conducted the "trial" which furnished amusement during the intermission. Refreshments consisted of chile and coffee, or ice cream, cake and coffee. Both were in demand. Mrs. Woodward and her committee certainly are to be congratulated on this party.

The February meeting was held Monday, February 5, at the home of Mrs. Addison Hardy. The regular reports were made and the needs of several families were discussed, and Mrs. Morrison, relief chairman, was given necessary funds for taking care of same. It was decided to hold a benefit card party as soon as possible at the office of the Kansas City Gas Co. and also to make a quilt to be contested for later. Meeting adjourned.

Twin City Chapter

Mrs. Frances V. Scovill, Historian

DECEMBER was a very busy month for Twin City Chapter. A card party and turkey contest were held December 15 in the club rooms at which \$35.95 was realized. We are grateful to Supt. D. T. Bagnell for donating the turkey, which was given to Mr. Golden in the depot ticket office.

The annual Christmas party was given on Sunday afternoon, December 17. About 75 children of employes attended, furnishing a program of songs and recitations. Baby Joyce of radio station KSTP, accompanied by Eloise Rowan, sang several numbers. Candy and toy balloons were given the children and ice cream and cookies were served.

The first meeting of the new year was held at the club rooms January 30 with Mrs. E. J. Sainsbury, president, presiding. Annual reports read and accepted. We were very much pleased to learn that our chapter was awarded \$20 in the membership campaign for the year. Plans were discussed for the dance which is to take

place on Tuesday, February 6, at the St. Paul Coliseum. Mrs. McCullam, welfare chairman, gave a very interesting report on her work for the year.

Following are the committee chairmen for the coming year: Mrs. R. C. Donohewer, by-laws; Mrs. A. K. McCullam, welfare; Mrs. J. W. Johnson, membership; Mrs. Philip Grace, sunshine; Mrs. O. H. Berg, safety first; Mrs. G. F. Hanser, program; Mrs. Wm. Haack, house; Mrs. Carl Hammer and Mrs. F. M. Washburn, ways and means; Mrs. C. D. Galliven, telephone; Mrs. Wadley, social.

Mason City Chapter

Luda H. Nelson, Historian

ON DECEMBER 7 the club rooms were opened in the forenoon to anyone wishing to come and help put two comforts on the frames to be tied. These are to be given out by Mrs. H. H. Green, our welfare chairman. At noon a "pot-luck" lunch was served and greatly enjoyed. During the afternoon while the quilts were being tied donations of food were received for the pantry shelf, to be used by Mrs. Green in making up the Christmas baskets. Much food was received, much of which was jam and jelly, as due to the gardens last summer almost everyone had their supply of vegetables.

On December 17 the annual children's Christmas party was held in the club rooms. Mrs. German was chairman, assisted by Mesdames J. A. Nelson and D. C. Bolton. Miss Natalie Wilson told the children the story of "The Little Boy Who Never Heard About Christmas," which was greatly enjoyed by all the youngsters. Several of the children gave readings and a solo was sung by one of the boys. Our jolly Carl Dunaven very ably played Santa Claus and gave out one hundred and ten presents, assisted by Mrs. Nelson. The children were also treated to Eskimo Pie, served by Mr. German and Mr. McGregor.

December 26 was regular meeting date but due to the intense cold only six were present so just a short, concise business meeting was held. On January 30 regular meeting held with Ruth Balfanz, president, in charge. The treasurer reported a balance on January 1 of \$185.78. The membership is 307.

Our chapter plans to visit the Austin Chapter on February 13.

Sioux City Chapter

Lucy E. Carney, Historian

ON JANUARY 22 we held a "pot-luck" supper which was largely attended, welcoming the new officers: President, Mrs. F. R. Doud; first vice-president, Mrs. F. E. Miller; second vice-president, Mrs. E. H. Embick; treasurer, Mrs. H. C. Snow; recording secretary, Mrs. E. Jefferson; corresponding secretary, Mrs. Mabel Landon; historian, Mrs. Lucy Carney.

Committee chairmen: Constitution and by-laws, Mrs. L. Cline; welfare, Mrs. E. Cousins; good cheer, Mrs. M. Burrell; scholarship, Mrs. A. Watier; ways and means, Mrs. R. Robson; membership, Mrs. S. Philpot; social, Mrs. G. Weam; program, Mrs. A. Class; publicity, Mrs. B. Rose; safety, Mrs. H. Steuben; house and purchasing, Mrs. J. McGrame; telephone, Mrs. F. Mansfield.

The chapter greatly appreciates the effective work of our retiring president, Mrs. G. Weam, and are happy to know she will be working with us as our social chairman.

Our house and purchasing chairman, Mrs. J. McGrame, reported having found splendid quarters for the club in the spacious club rooms of the Jackson Hotel,

and the new rooms were initiated on February 3. Mesdames S. Philpot, F. Mansfield and E. Jefferson and their committee composed of Mesdames O. Watier, C. Keane and E. Murphy sponsored an evening of bridge with twenty-four tables in play. Prizes were awarded and luncheon was served. It was a real get-together, all unanimously praising the new club rooms and thanking the committee for a happy evening.

We expect soon to have another party for all Milwaukee employes and we want all to come and see our new club home and get better acquainted.

On Monday, February 19, Mrs. Doud will entertain her officers and chairmen, to plan the year's work. The slogan will be "Make this a banner year."

The club extends deepest sympathy to Mrs. George Dilger on the passing of her husband. His going has left a void in many hearts. The clasp of the hand and the ready smile will be missed. He was a friend to all.

La Crosse Chapter

Mrs. Chas. J. Wethe, Historian

LA CROSSE Chapter held its first meeting of the year at its clubrooms Wednesday, Jan. 3rd, the following members taking their offices for the coming year:

President—Mrs. Francis Wood.
First Vice President—Mrs. W. M. Thurber.
Second Vice President—Mrs. Ellis Schmitz.

Corresponding Secretary—Mrs. Harry Peed.

Treasurer—Mrs. Alois Swinzrod, Jr.
Historian—Mrs. Charles J. Wethe.

Mrs. Wethe gave a short talk complimenting the retiring president, Mrs. Ed Merrill, on the splendid work she had done throughout the year and in behalf of the club presented her with a substantial gift to show their appreciation.

The business meeting being over, bridge and 500 were enjoyed. A dainty lunch was served at the conclusion of the afternoon session.

Following are the chairmen of committees appointed by the president for the coming year:

Constitution and By-Laws—Mrs. W. H. Vosburg.

Welfare—Mrs. Ed Merrill.

Good Cheer—Mrs. George Morelli.

Ways and Means—Mrs. A. R. Kidd.

Membership—Mrs. Mary Hurley.

Social—Mrs. Tony McMahon.

Publicity—Mrs. C. J. Wethe.

Auditing—Mrs. A. M. Lemay.

Safety First—Mrs. W. M. Thurber.

House Purchasing—Mrs. Frank James.

The following will be hostesses for the February 7th meeting to serve with the chairman, Mrs. McMahon: Mesdames Hurley, Morelli, Merrill, Rowgoski and Le Fore, Sr.

The membership drive to secure new members for the club started Jan. 15th. Bulletins were placed in the different railroad offices preparing the employes to have their contributions ready when the ladies working for the benefit of the chapter call on them.

Mrs. H. J. Bullock, organizer and first president of the La Crosse Chapter, has been critically ill at La Crosse Hospital for several weeks. Her many friends of the club will be pleased to know that she is able to sit up for a short time during the day.

A special program has been arranged for the February meeting. Let all members be present and any "Milwaukee" ladies who would like to become members will find a warm welcome at the clubrooms.

The chapter met Wednesday afternoon, February 7, at the club rooms with our new president, Mrs. Frances Wood, presiding.

The membership drive is on and up to date we have seventy-eight voting and contributing members. We expect to have many more as time goes on.

A Washington tea was planned for February 22 to raise funds for welfare work.

The funds in our treasury are getting very low. So far this year the club has spent about seventy dollars in welfare and good-cheer work.

Hostesses appointed by the president for the March 7 meeting are Mesdames Greener, Gibson, Peed and James.

After the business of the day was over Mrs. John M. Johnson entertained by giving several readings in Swedish dialect. Bridge and "500" were enjoyed after which a dainty lunch was served by the hostess in charge.

We are glad that we can report Mrs. H. J. Bullock able to be at home after spending twelve weeks seriously ill in the La Crosse Hospital. Mrs. Bullock was the first president of our chapter and worked faithfully for its organization.

Ottumwa Chapter

K. M. G., Historian

DUE to changing our fiscal year to begin with January 1, election of officers was held and the following were elected: President, Mrs. A. L. Love; First Vice-President, Mrs. H. C. Munson; Second Vice-President, Mrs. E. J. Kervin; Recording Secretary, Mrs. James Davis; Corresponding Secretary, Mrs. I. H. Rasmus; Treasurer, Mrs. O. F. Matson; Historian, C. M. Gohmann. Offices were assumed at meeting on January 12. Prior to this meeting a luncheon was served in honor of Mrs. W. C. Givens, retiring president, and she was presented with a silver server. Mrs. Givens has been a splendid leader of our chapter and we greatly appreciate all the time and effort she has contributed toward the success of our organization.

Business meeting on February 7 was followed by a colonial tea and a program entitled "Bells and Belles," under the direction of our efficient social committee chairman, Mrs. H. C. Munson. The following appeared on the program: Mrs. E. E. Santee, giving "The History of Bells"; Mrs. O. P. Trautwein, reading "The Legend of the Bells"; Miss Mercedes Wilson, singing "Songs of a Valentine Belle"; Mrs. D. E. Graham, Mrs. G. C. Frazer and Mrs. F. B. Thrall, representing "Colonial Belles," and Mrs. J. A. Walker, presenting "Music of the Church Bells." The decorations of the club house were in keeping with the program.

On the evening of February 13 a benefit card party was held in the club house with Mrs. P. J. Welland chairman of the affair.

Montevideo Chapter

Mrs. W. L. Schmitz, Historian

SUNDAY evening, Dec. 10th, about 100 members and their families gathered in the club rooms to enjoy a covered dish luncheon and social evening.

It takes the Milwaukee women to put on a fine dinner and they did it as usual. The evening was spent in a social way, some visiting, others playing cards. The evening was voted a fine success. Let's have them often, was the vote of the men.

December 30th at 2:30 p. m., the regular meeting of the club was held. The President, Mrs. Fred Burdick, presided. Reports were given, much sunshine work being done, cards sent to sick members, and many calls made. Several New Year baskets were given the needy. The membership prize of \$10.00 received, for which due credit can be given the membership chairman, Mrs. Ben Bishop, who is always on the job. Mrs. Fred Burdick, the president, called a board meeting at her home the evening of Jan. 8th, to appoint chairman of committees and transacted other business pertaining to the year's work. The regular Jan. meeting of the club was held in the club room Friday, Jan. 22, at 2:30 p. m. The meeting called to order by the President, Mrs. Fred Burdick.

Reports were read and the committee chairman appointed as follows:

Constitution and By Laws, Mrs. J. E. Hills.

Welfare, Mrs. R. H. Gunderson.
Sunshine, Mrs. J. E. Fifield.

Scholarship, Mrs. J. J. Brown.
Ways and Means, Mrs. C. Hanson.
Social, Mrs. T. Dugan.
Program, Mrs. B. Nordquist, assisted by Mrs. S. Lofdahl.
House, Mrs. George May.
Publicity, Mrs. James Barrett.
Membership, Mrs. Ben Bishop.
Auditing, Mrs. K. Young.
Safety First, Mrs. G. H. Tucker.

Refreshments were served and a very enjoyable and profitable afternoon was spent by those present.

Three Forks Chapter

Mrs. Frank Echard, Historian

SINCE the vacation period we have been quite active, meeting the second Tuesday of each month.

In November we sponsored a "pot-luck" dinner to which members and their husbands were invited. Sixty-five were seated in our beautiful club rooms, and all did ample justice to the good food and the culinary art of our members. After dinner cards were played and all expressed themselves as having had a wonderful time.

At our December meeting election of officers was held after which cards were played and light refreshments served.

We started the new year with 97 contributing members, due largely to the efforts of Mrs. C. R. John. The club gave her a rising vote of thanks for her splendid work as we had previously only 40 members.

Union Station Chapter

Kathleen O'Neil, Historian

THE first meeting of the Union Station Chapter in the new year, January 9, was very well attended.

Preceding the meeting supper was served in the Fred Harvey Coffee Shop to about 70 members and guests.

The meeting was called to order by Miss Hazel Merrill, retiring president, and after the reading of the various annual reports the gavel was turned over to Mrs. W. R. Dolan, who will serve as president during the coming year.

After the newly elected officers were introduced and had taken their bows, the rest of the evening was spent listening to a very interesting talk by Mrs. O. W. Dynes on "Flower Arrangements Throughout the Year." Her many hints on arranging flowers and the manner in which even bare branches might be treated and used as attractive decorations were surprising and will, no doubt, prove very helpful to her listeners in arranging floral decorations.

Tacoma Chapter

Mrs. W. L. Delaney, Historian

ON DECEMBER 18 this chapter entertained with a birthday luncheon for members and their husbands whose birthdays were in the last three months. Honored guests were Mrs. W. A. Monroe, newly elected president of the club; Mrs. Homer Williams, Mrs. James Griffith, Mrs. W. G. Densmore, Mrs. W. L. Delaney, Miss Ann I. Johnson and Anthony Kroha, Fred A. Kemp, N. F. Bingham, E. P. Wilson and Frank Ople. Hostesses were Mrs. Charles Snyder, Mrs. A. J. Buchen, Mrs. George Beachwood, Mrs. C. E. Cessford, Mrs. N. B. Lupton, Mrs. John Smabt, Mrs. W. G. Andrews, Mrs. Phillip Emanuel, Mrs. William Riemers and Mrs. R. A. Nofke.

More than 125 members attended the founders' day luncheon of the club on January 29 in celebration of the ninth anniversary of the organization. The affair was given in the club rooms and featured an attractively appointed luncheon served at tables forming a hollow square. Pussy-willows and greens, with long yellow streamers were used about the rooms and on the tables, where a beautifully decorated birthday cake held the place of honor. The cake was cut by Mrs. Charles Negley, who was the second president of the club. Hostesses for the affair included Mesdames Claude Huston, W. W. Waldo,

W. M. Eshelman, A. J. Kroha, R. R. Gardner, Herbert Jones, William Stoliker, A. Chapman, W. N. Dolphin and C. P. Miles.

The new president, Mrs. W. A. Monroe, presided for the program and meeting following the luncheon. Mrs. Harry Micklethwaite sang a group of songs accompanied by Mrs. E. B. Elwell. Mrs. F. E. Devlin read several poems. Four past presidents attending the luncheon were introduced. Mrs. Negley, Mrs. Devlin, Mrs. George Pyette and Mrs. W. S. Burroughs. Five visitors also were presented to the club, Mrs. E. H. Barrett, Mrs. F. Muehlhausen, Mrs. R. Robins and Mrs. James Hennessey, all of Seattle, and Mrs. E. L. Murray of Chicago.

Officers elected for the year are: President, Mrs. W. A. Monroe; first vice-president, Mrs. N. B. Fottit; second vice-president, Mrs. J. A. Wright; treasurer, Mrs. C. P. Miles; recording secretary, Mrs. H. W. Guenther; assistant recording secretary, Mrs. H. E. Peterson; corresponding secretary, Mrs. F. A. Kemp, and historian, Mrs. W. L. Delaney.

Committees appointed by Mrs. Monroe include: Constitution and by-laws, Mrs. E. P. Wilson; welfare, Mrs. Harry Hatch; good cheer, Mrs. Chris Schmidt; scholarship, Mrs. W. G. Densmore; ways and means, Mrs. J. R. Clarke; membership, Mrs. Geo. Beachwood; social, Mrs. H. B. Jones; program, Mrs. A. Buchen; refreshment, Mrs. Carl Hoffman; publicity, Mrs. W. S. Burroughs; auditing, Mrs. F. E. Kirkland; safety, Mrs. C. A. Lundell; library, Mrs. E. L. Cleveland; house and purchasing, Mrs. N. B. Lupton; hostess, Mrs. F. E. Devlin; assistant welfare, Mrs. N. B. Fottit; telephone, Mrs. H. W. Montague; sewing, Mrs. Geo. Pyette, and departments, Mrs. Homer Williams.

Mrs. J. R. Clarke, our ways and means chairman, is arranging a series of card parties, the first to be held in the club rooms the evening of February 8.

After the penny drill the meeting adjourned.

Green Bay Chapter

Mrs. Thomas McLean, Historian

GREEN Bay Chapter held its regular meeting in the club rooms January 4th. Due to the absence of the president, Mrs. M. E. Hastings, the first vice president, Mrs. F. T. Buechler, presided. Regular order of business taken up and very favorable reports were read.

Mrs. Keyes, good cheer chairman, reported 14 personal and 8 telephone calls; 14 Christmas baskets were sent to the needy. About 250 children enjoyed the Christmas party, which was held at the Passenger depot. Good old Santa, accompanied by Mrs. Santa Claus, came down from the North on their special train and royally entertained the little ones. A program followed. Mrs. Glen Jones, chairman.

Mrs. Geo. Gunn, chairman auditing committee, reported books audited and found correct. The presiding officer then turned the meeting over to the new president, Mrs. Henry Martyn. Under new business a motion made and carried that we give a corn party. Mrs. Wm. Hart, chairman, ways and means, was asked to take charge of same. Meeting adjourned.

On February 1st the regular meeting was preceded by a potluck supper which as usual was well attended and enjoyed by all.

Meeting called to order by the president, Mrs. Henry Martyn. Mrs. C. B. Chaney, chairman Welfare Committee, gave the following report for the past year: Personal calls, 81; telephone, 186; and \$147.02 spent for welfare.

Mrs. Wm. Hart, chairman Ways and Means, reported \$28.00 cleared at the corn party.

The board members, 20 in number, are now working on a membership drive. A contest, with 10 members on either side; Mrs. Frank Sant a'Mour and Mrs. Wm. Hart acting as captains. The winning side to be entertained by the losers. Meeting adjourned and a social hour followed. Cards were played.

Madison (So. Dak.) Chapter

Mrs. Paul Pfeiffer, Historian

THE Madison (S. D.) Chapter met in the club rooms Jan. 9 with the president, Mrs. Dan Lawler, presiding.

Reports were given by chairmen of the various committees. The nominating committee elected the following officers for the ensuing year:

President—Mrs. C. A. Berg.
First Vice-President—Mrs. Hans Westby.
Second Vice-President—Mrs. Joe Lawler.
Secretary—Mrs. Roy Wood.
Treasurer—Mrs. Guy Winesburg.
Correspondent Secretary—Mrs. Claud McAdams.
Historian—Mrs. Paul Pfeiffer.

Plans were made for Christmas party for all railroad families, to be held in depot waiting-room Dec. 21, at which ninety children were given candy, nuts and fruit by Santa Claus in person.

At the close of business meeting cards and refreshments were enjoyed by all.

Avery Chapter

Mrs. E. H. Shook, Historian

VERY CHAPTER met Wednesday evening, December 20th, called to order by the president. Reports were read. The courtesy committee reported many sick calls during the month.

Election of officers took place as follows: President, Mrs. Martin Koehler; 1st vice-president, Mrs. D. P. Saunders; 2nd vice-president, Mrs. Bess Kroth; secretary, Mrs. Charles Higel; treasurer, Mrs. Carl Husaboe; historian, Mrs. Mabel Craig.

We feel sure the new officers will have a successful year and the good-will of the chapter goes out to them.

All bills were allowed, and the Good-Luck box was opened and the sum of \$3.90 was taken in during the year.

After the meeting a delicious lunch was served by Meses. Saunders, Husaboe and Higel.

And now your historian gives her new officers a hearty welcome. I have thoroughly enjoyed being historian and know that our new historian will enjoy it too.

Union Station Chapter

Kathleen O'Neil, Historian

PRECEDING the regular monthly meeting, February 6th, supper was served in the Fred Harvey Coffee Shop to about forty members.

The meeting was called to order in the Club Room by Mrs. W. R. Dolan, President.

After reading of the various Chairmen's reports and the current business of the Chapter had been disposed of, the rest of the evening was enjoyed playing cards.

The membership prize of \$25.00, offered by the General Governing Board, was awarded to the Union Station Chapter.

Portage Chapter

Mrs. E. C. Moran, Historian

THE Christmas Party held at the Portage Club rooms, on December 23rd for the children of Portage Chapter was a great success. Two hundred and fifty children were greeted by Santa, who distributed apples and candy to them. Sixteen sunshine baskets were sent out, and 13 Christmas baskets were distributed. Portage chapter numbered 338 members at the close of the year, and received the twenty dollar prize for membership.

The January meeting was held Monday, January 8, at the club rooms with 51 members present. The meeting was called to order by the president, Mrs. C. E. Hodge. The treasurer reported \$277.62 in the treasury. Ways and means reported, \$32.85. Relief committee reported 34 families given aid during the year.

This being the first meeting for the year, Mrs. F. P. Miller installed the following officers to serve the chapter for the ensuing year: President, Mrs. C. E. Hodge; Vice President, Mrs. Walter Washburn; Secretary, Mrs. John Davis; Treasurer, Mrs. I. D. Morehouse; Safety-first Coun-

selor, Mrs. L. Maloney; Historian, Mrs. E. C. Moran.

A short program followed, consisting of a violin solo by Robert Lohr, accompanied by Miss Elizabeth Bauer; a song by Dickie and Jesse Smith; violin solo by Dickie Smith, after which the two boys gave a very clever display of clog dancing. The boys were accompanied by their mother, Mrs. A. Smith.

The newly elected officers acted as hostesses and served a very enjoyable luncheon.

On January 22, the ladies of the chapter entertained their husbands and friends at a six o'clock banquet which was greatly enjoyed by all. One hundred and seventy-five were served. The banquet has become an annual affair with the chapter.

The February meeting was held Monday, February 5th, with an attendance of 46 members. Mrs. C. E. Hodge, our president presiding. Relief chairman reported seven families given aid during the month of January and several tons of coal furnished. Mrs. Maloney, Safety-First chairman, gave a talk on Safety-First, and urged that each month during 1934 there be a discussion on the subject by the members. A social hour and cards followed. Mrs. Ralph Jorns and committee served the luncheon.

Miles City Chapter

Lois C. Webb, Historian

THE January meeting of the chapter was held Monday, the 9th, with a large attendance. Mrs. Pitner being ill, Mrs. Leahy presided.

A delightful musical program preceded the business meeting. This consisted of two vocal solos by Miss Harriet Brown, her mother, Mrs. Thomas Brown accompanying her, and two piano numbers by Miss Terry.

Routine business being disposed of we were pleased to hear that our chapter again won a ten dollar membership prize given by the governing board. Mrs. Nimbar and her committee are to be congratulated for not only did they equal last year's record but exceeded it by fifty-seven.

The Red Cross extended their thanks for our help in the recent drive.

Letters of appreciation were read from those to whom Christmas cheer had been extended.

Delicious refreshments were served by Mrs. Custer Greer, Mrs. Charles Brown and Mrs. Swan Nelson.

February 2nd, the Young Peoples' Club again danced to the music of an orchestra. This was the largest party of the year, one hundred boys and girls being present. Mrs. William Kelly and Mrs. Robert Webb assisted in serving the ice cream, cookies and cocoa.

The February meeting was indeed a gala event. The business meeting which preceded the covered dish dinner was held at six o'clock.

High lights of the business were as follows:

Mrs. Moss, chairman of the Safety First work announced that the outline which was sent from headquarters arrived too late for this meeting but that she would make up for it next time and have a longer report.

Mrs. McKinley Gilmore, chairman of the Ways and Means committee announced the annual Easter dance to be given at the Auditorium, Easter Monday.

Mrs. Nels Helm told of plans for a card party February 19th at 2 p. m.

Mrs. Pitner was glad to say that Mrs. Leahy who recently underwent a major operation is convalescing.

Chairman of the Standing Committees were announced:

Constitution and By-Laws—Mrs. W. H. Wise.

Welfare—Mrs. C. A. Nummendor.

Good Cheer—Mrs. William James.

Ways and Means—Mrs. McKinley Gilmore.

Membership—Mrs. Custer Greer.

Social—Mrs. L. P. Nimbar.

Program—Mrs. A. W. Wickersham.

Refreshment—Mrs. Nels Helm.

Publicity—Mrs. Frank Spear.

Auditing—Mrs. Edith Petterson.

Safety First—Mrs. S. E. Moss.

Housing—Mrs. W. H. Fellows.

Party Chairman for Young People—Mrs. W. F. Kelly.

Telephone—Mrs. W. M. Anderson.

The dinner, at six-thirty, for the members and their husbands was in charge of Mrs. Mayo, Mrs. Hanrahan, Mrs. Moss, Mrs. Bert Johnson assisted by Miss Marcella Shine, Miss St. Germain and Miss Nora Kog. Mrs. Mayo again demonstrated that she is very versatile and the club extends to her their thanks. It was a big undertaking, well planned.

Two playettes followed: One, directed by Bessie Kittinger was entitled, "Punkville Broadcasting Station." The cast was composed of Junior high school members. The other, "Misgivings" was presented by Mr. Ford Sangster, supported by Mrs. Eleanor Bohart and Miss Lillian Gray. Both were gratefully received.

Two numbers were sung by Miss Harriet Brown, accompanied at the piano by Miss Kittinger and on the violin by Mrs. Roy Euström.

After the program, cards were enjoyed until a late hour. Mrs. Earl Farr and Mr. E. B. Walters had high score.

D. and I. Division—First District

E. S.

MR. AND MRS. TED BAHWELL announce the arrival of a daughter, Thee Janet, at the City Hospital, Savanna, Feb. 2. Mr. Bahwell, formerly of the Superintendent's office, is now employed in the District Accountant's Office in Chicago.

Miss Mabel Fennie, daughter of Conductor Hans Fennie, and friend Miss Mary Verlee, while en-route from Chicago to Savanna to spend the week-end, were injured when their auto overturned west of Forreston, the night of Feb. 10th. Miss Verlee sustained four broken ribs and Miss Fennie received many cuts about her body. The girls were taken in an ambulance to the Passavant Hospital in Chicago, where they are employed.

The last of the departmental meetings given by the Women's Club at Savanna, was held in the Lydia T. Byran Club House the evening of Feb. 12, with the Transportation Department in charge of the arrangements. Following the pot-luck supper a social time was enjoyed with a program and dancing. A short playlet was presented by Mrs. Grant Dahl, Mrs. Raymond Schreiner, Mrs. Oscar Kline, Mrs. Will Sheetz, Mrs. Lee Hansen and Miss Doris Calehan—the title was "None of Them Are Perfect." The sketch brought out some very enlightening facts about the husbands of the various wives and we were very much surprised and pleased to learn that we have a gentleman among us "without a fault."

WANTED—A recipe for dieting that is not too strenuous for two young bachelors who have every indication that if they continue eating as they are at present—they will have to look elsewhere for employment.

Mr. James B. Donald, age 82, father of Superintendent L. F. Donald, died February 16th at his home in Redondo Beach, Calif., after a number of paralytic strokes. Born in Blairsville, Pa., June 25th, 1857. Mr. Donald spent the younger years of his life in La Crescent, Minn., coming to Savanna in 1883. Since 1881, Mr. Donald was employed as train baggageman on the Dubuque Divn., with a run between Savanna and LaCrosse, retiring in Sept. 1928. Surviving are four children, Mrs. E. J. Wilt of Glens Ferry, Idaho, Howard of Latham, Ill., Mrs. C. L. Schriber of LaCrosse, Wis., and Superintendent Donald, Savanna. Funeral services were held at Savanna, with interment in the cemetery at La Crescent, Minn.

Sincere sympathy of the D. & I. Division officers and employes is extended to Mrs. J. B. Donald and family.



SAID TO BE HUMOROUS



The American Weekly recently printed an amusing page of "dumb-bell" letters taken from the files of business firms, some of them as funny as the stage comedians ever invented. They were genuine, unconscious in their humor, and were from a book published by Simon and Schuster, New York, and edited and copyrighted by Miss Juliet Lowell.

Two of the letters that appeared in The American Weekly are printed below.

Sleeping Car Etiquette

Copy of letter received by W. B. Dixon, general passenger agent of the Milwaukee Road at Chicago, Ill.

HEAD MAN,
Milwaukee Railroad,
Chicago, Ill.
Dear Sir & Bro.:

I been wanting to see my relations in Butte in Montana for a long time and I think I will go pretty soon now. One of the Oberg boys will drive me in the automobile to the railroad at McLaughlin and I can get on the train there as it stops on Sundays now. I suppose you know. How much is a come-back ticket and for a sleeping berth too. The Olympian stops at six o'clock in the night but I never go to bed that early. Usually around nine or half past. Can I sit in the day coach until I get sleepy? and in the morning too as the train don't get to Butte until dinner time and I always get up pretty early. Course there won't be no chores but I aint much of a hand to sleep late as I'll be wanting coffee. Send some train books too when you write. I mean business and I can pay the way.

Fraternally yours,
Signed, NED LIVINGSTON.
—The American Weekly.

Wants His Extra Pants

Carmine, South Dakota.

Mr. Dixon,
General Passenger Agent,
Dear Sir:

Please excuse me for writing to strangers, but now I don't know nobody what works on the railroad except Joe Mossa, who is foreman, and he died last Summer. I left my pants on the train and I seen your name on the ticket, so I asked you about them. This time I worked all Winter and I got money so I bought a suit in Aberdeen and wear it home so they don't know me, and the extra pants was in a box and I left them in the seat when I got off. I don't need them for a long time, but they are mine by rights, and maybe I'm going to put them away for next year. I got rural delivery now so send them by the postoffice. Got to mail this now.

HERBERT M.
—The American Weekly.

A Big Order

"Do you make life-size enlargements from snapshots?" asked the girl.

"Certainly, miss," answered the photographer, "That's our specialty."

"Well," said the girl, "Let's see what you can do with this picture of the Grand Canyon."

The Modest Prospect

Salesman: "How would you like to buy a suit case, sir?"

Prospect: "And what would I do with a suit case?"

Salesman: "Why, put your clothes in it, of course."

Prospect: "What, and me go naked!"

The Diner Donor

Walter: "Did you say you wanted your eggs turned over?"

Diner: "Yeah; to the Museum of Natural History."

Be Polite

J. P. Whelan, Dubuque

When freights are thick upon the floor and worse is yet to come; when someone slams the big front door—and slams it on your thumb; when everyone with stuff to ship acts mean enough to bite—it pays to wear a smiling lip

and be polite!

When some big shipper raises Ned because his shipping clerk has shuffled on your luckless head the blame for his own work, and hustles down to raid the place, just spooling for a fight, it pays to pull a merry face

and be polite!

And when some lady wants to know "the cause of such delay," and doubts your word and tells you so, no matter what you say—though you may itch to tell the dame to run and fly her kite, it pays to grin right through the blame

and be polite!

You'll get no profit on a frown unless you keep a jail, and winning rows won't bend you down beneath a load of kale unless you win them in a ring, so chop the scowl and fight—be jolly—that's the proper thing—

and be polite!

The membership committee of the Milwaukee Women's club at Perry visited the shops at Perry when making their campaign for members. Assistant superintendent Dodds is authority for the story that one of the committee was heard telling some friends how a locomotive is made and her remarks were about as follows:

"You pour a lot of sand into a lot of boxes," she explained, "and you throw old stove lids and things into a furnace, and then you empty the molten stream into a hole in the sand, and everybody yells and swears. Then you pour it out and let it cool and pound it, and then you put it in a thing that bores holes in it. Then you screw it together, and paint it, and put steam in it, and they take it to a drafting room and make a blue print of it. But one thing I forgot—they have to make a boiler. One man gets inside and one man remains outside, and they pound frightfully; and they tie it to the other thing, and you ought to see it go!"

A Real Lady

A taxi driver charged with using profane language protested that the complainant, a woman, was no "lady."

"Indeed," said the magistrate. "I won-

der if you know a lady when you see one."

"Of course I do," answered the driver indignantly. "Why, only the other day I saw one. She gave me a five-dollar bill for a fifty-cent fare an' walked away. Here, lady, what about your change?" called after her.

"Don't be a blinkin' old fool," says she. "Keep it an' get drunk enough to kiss your mother-in-law." Now, that's what I call a lady."

The Olympian was just about to leave the Chicago Union Station. Approaching a pullman porter on the rear platform a kindly old gentleman said: "George, I'm going to Spokane on this train and I want you to take good care of me."

"But, boss—" said the porter.

"Never mind the 'buts,' I want you to give me your best attention. Take care of me yourself; keep the other boys on the job and if there's anyone in my car that snores, I want you to see that it is stopped. And—"

Again the porter said, "But boss," and again the old gentleman said "No 'buts,' no 'buts.' Here's a five dollar bill for you, and if you treat me right there'll be another five for you when we get to Spokane."

The Olympian began to move. The porter pocketed the five, jumped off and shouted: "Sorry, boss, but I'm just the station man, I'm not going out on this train tonight."

Returning from a Big Ten football game at Minneapolis last Fall a group of six young men boarded a train and one of them took out his paste-board ticket, stuck it in his hat band and fell asleep. One of his companions took the ticket and stuck it in his own pocket.

In a short time the conductor entered the coach and called out, "Tickets ready please!" That woke the young man and he reached for his ticket. Not finding it he remarked excitedly, "Say, fellows, I've lost my ticket."

"You can't get away with that in this State," said the joker who had taken the ticket. "There's a jail penalty here for anyone caught trying to beat his way on a train."

"Gosh! What'll I do?" asked the other fellow.

"Quick, get under the seat!" said the joker and the poor victim hastened to do so. When the conductor appeared, the joker handed him six tickets. The conductor counted them and said:

"You've given me six tickets, but there are only five of you."

"Oh, that's all right," answered the joker, "there are six of us, but the other fellow prefers riding under the seat."

Well, Well

According to a Chicago newspaper, there is danger in carrying courtesy too far, if you believe one of its reports.

On the elevated in that city a man gave a woman a seat.

She fainted.

On recovering, she thanked him.

Then he fainted.

Try a Wall Street Bear

He (bitterly): "Men are fools to marry."

She: "Yes, I agree with you—but what else can we marry?"

SPECIAL COMMENDATION

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

K. C. Division conductor, E. Hagerty discovered defective arch bar in train No. 64, January 12th. Car set out.

K. C. Division conductor Claude Deam discovered defective arch bar in car at Laredo, January 15th.

Elmer Burton, fireman, Chicago Terminals, while firing engine between Galewood and Bensenville, discovered a heavy chain lying across rail on main track, and removed the obstruction.

K. C. Division conductor J. B. Koehley, discovered defective arch bar on car at Lawson Junction, January 24th.

Yardmaster Tom Seidel, Chicago Terminals, discovered broken rail in Division Street district just before a train was due to pull across, and took action resulting in train being assigned to another track.

Iowa Division brakeman Peter J. Reel discovered broken arch bar on car, near Tama, January 25th.

Section foreman John Clayton, Gillette Grove, Iowa, noticed excessive rocking of passing train and found a bolt broken on rail at Spencer, staying on the ground until dispatcher and trains were notified.

K. C. Division conductor J. R. Houston discovered broken arch bar on car in train at West Yard, February 1st.

Ray Bishop, Galewood, Ill., noticed dragging brake hanger on engine as train was passing Hanson Park, stopped train at Cragin for repairs.

H. & D. Division conductor A. Johnson, brakeman Fred Berg, discovered a broken rail just west of Holmquist, January 28th, and had a dispatcher call section men to protect.

K. C. Division conductor J. B. Koehley found broken arch bars on cars in train, January 2nd, and again on January 4th.

Our Business Getters

General Passenger Agent W. B. Dixon submits the following list of employes who have interested themselves in securing passenger business for our line, and commends them for their interest and assistance:

A. E. Johnson	Fuel agent	Chicago
E. G. Boyd	Agent	Chicago Heights, Ill.
W. J. Rellihan	Operator—Dispatcher's office	Dubuque
Emma Sacks	Trainmaster's clerk	Dubuque
Mr. Perkins	Telegraph Dept.	Chicago
Eleanor Harrer	Asst. comptroller's office	Chicago
J. S. Butler	Auditor of expenditure's office	Chicago
Dietrich Meyers	Car inspector	Savanna, Ill.
Josephine Teevin	Central Typing Bureau	Chicago
Frank Voeltzke	Freighthouse foreman	Wausau, Wis.
Florence Bies	Freight auditor's office	Chicago
H. E. Salzer	Traveling auditor	Spokane
L. C. Soper	Trainman	Great Falls
Robt. Walker	Dairy agent	Chicago
Richard Klug	Milwaukee shops	Milwaukee
Clyde Osborn	Car accountant's office	Chicago
Roy Jorgensen	Division superintendent's office	Butte
Jay Gove	Storekeeper	Deer Lodge
C. L. Post	Agent	Blakesburg, Ia.
Margaret Elser	District accountant's office	Milwaukee
C. W. Lodorhose	Asst. freight claim agent	Chicago
A. B. Anderson	Asst. freight claim agent's office	Chicago
J. S. Eastman	Water Department, Union Station Building	Chicago
A. W. Luedke	Traveling auditor	Miles City
J. L. Brown	General superintendent of transportation	Chicago
C. J. Pfannerstill	Middle district accounting office	Milwaukee

Fay Clover, who is a patient in hospital at Tacoma, furnished a traffic tip regarding a prospective passenger resulting in the sale of one first class ticket, Tacoma to Minneapolis.

K. C. Division brakeman E. Moriarty discovered defective equipment on car in train at West Yard, December 25th.

Terre Haute Division conductor M. F.

Ernhart, discovered a broken rail near Webster, February 5th, and got section men out immediately for repairs.

On January 4th, a passenger en route from Seattle to Brookings, S. D., dropped his ticket and baggage check on station platform. Found by car inspector F. L. Walker and turned over to brakeman Thomas M. Marshall, who located the owner and delivered the property.



THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Train Director, Bensenville
 A. M. Dreyer.....Fullerton Avenue, Chicago
 John T. Raymond.....Dispatcher, Marion, Iowa
 Ruby M. Eckman.....Care of Assistant Supt., Perry, Iowa
 E. L. Sacks.....Care of Trainmaster, Dubuque, Iowa
 M. G. Braheny.....Care of Superintendent, Mason City, Iowa
 C. M. Gohmann.....Care of Superintendent, Ottumwa, Iowa
 Sybil M. Clifford.....Care of Asst. Supt., Kansas City
 C. M. Browning.....Care of Superintendent, Green Bay, Wis.
 Eileen Story.....Care of Superintendent, La Crosse, Wis.
 H. J. Montgomery.....Drafting Room, Milwaukee Shops
 Mrs. Edna Bintliffe.....Care of Trainmaster, Mitchell, S. D.
 W. J. Kane Care of Superintendent, H. & D. Division, Aberdeen, S. D.

E. Stevens.....Care of Superintendent, Savanna, Ill
 A. E. Jerde.....Care of Chief Dispatcher, Montevideo, Minn.
 Leda Mars.....Care of Local Agent, Minneapolis, Minn.
 N. A. Hiddleston.....Care of Mechanical Dept., Minneapolis, Minn.
 V. J. Williams.....Care of Superintendent, Austin, Minn.
 Lillian Atkinson.....Care of Superintendent, Wausau, Wis.
 Wm. Lagan.....Care of Superintendent, Sioux City, Iowa
 Harriet Shuster.....Care of Refrigerator Dept., Fullerton Ave., Chicago
 Dora M. Anderson.....Care of Local Agent, Moberge, S. D.
 Nora E. Decco.....Telegrapher, Three Forks, Mont.
 A. M. Maxsiner.....Agent, Lewiston, Mont.
 R. B. Thiele.....Spokane, Wash.
 Gertrude Alden.....Care Superintendent Coast Division, Tacoma, Wash.

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

Nora B. Decco

WELL I am glad the past two months are over. I never saw such hot weather, and so early too, goodness if there ever was a hot place on earth it's Three Forks Main Street in January and February. No I don't mean June or July either, I mean just what I said. All jokes aside, however, even the oldest old-timer never saw a winter out here like this one. Grass growing all through the past two months and the weather more like April

than January or February. We have been blessed with a mild winter and all we hope is it continues until next winter, too.

Clarence Martin, signal maintainer at Willow Creek tells us his son is doing fine out on the west coast with the boys in the Navy. Fireman Homar Chollar tells us the same. These boys were among those who went from this part of the state during the past few months and we all wish them the best of success.

Engr. and Mrs. Frank Echard have gone to Excelsior Springs, Mo., for their annual vacation. Why go anywhere when Montana is like it is this winter?

Mrs. Edna Irvine, daughter of Engr. and

Mrs. Townsley, is in Butte where she is a patient at one of the hospitals there, after undergoing a serious operation. She is improving and will soon be home, we hope.

Brakeman Jasperson and wife, of the Gallatin Valley line in Bozeman, have gone to Florida where they own some land, for a few months, mostly on account of the condition of Mrs. Jasperson's health.

F. L. Tavenner, general foreman of the trolley crews on this and the west division, has been removed to his home in Deer Lodge from a hospital in Spokane, where he is resting as well as possible. Mr. Tavenner was very seriously injured during the bad flood and slide trouble near Avery in December, but we all hope

he will get well fast from now on and soon be back on the job again.

Mrs. Jost, wife of Operator Joe Jost, is home after a serious operation in Helena where she was for a few weeks. We are glad to see her back once more.

Two or three new faces looking at us across the train order register. First we hardly knew them, but finally figured out the first one who was Art Jersey as he started right in talking about that red dahlia he had last summer just as if we had never been interrupted in our last conversation about it, by such a thing as floods and slides; and that is where he was since we last saw him last December, out there showing the other roadmasters how to handle their jobs. The other two strangers we haven't seen for so long and only heard on the telephone, were ACK and ERS, and if there was any time when one or the other of them slept or if there was a train or steam shovel or anything else they were not aboard during the past fifty days, can't imagine what it was. Well we are glad to see them back again and hope nothing like a slide happens any more.

For goodness sake, I can remember when Albert Haskell started out telegraphing, and now he is on his way to Washington, D. C., to be secretary to Congressman Monaghan. Can you beat it? Some people have all the luck don't they? How on earth do they do it? We all wish him the very best of success in his new work and trust he will continue right on up the ladder.

Operator Monthly, third at Harlowton, was relieved a few days by Operator Jost and Operator Robinson at Sinclair by Operator Van Alostine.

Mrs. Sam Haffner has gone to Great Falls for a visit with Mr. Haffner there.

Mrs. Charles Rader who has been on the sick list is a patient at a hospital in Livingston, where she is improving so well we hope to soon see her home again. Charlie is a good cook as far as building the fire and slicing the bacon is concerned. And, oh yes, he can make good camp fire coffee too, but from there on well, it will be better when she gets home again. Anyway the way the grass is growing he will have to spend his time cutting it pretty soon and can't be doing house work.

Union Station

B. H. Perlick

ALL of the friends of Marge, whose injury in an automobile accident last year resulted in her being unable to work for several months, are happy to see her back in good health again. Her charming smile makes everyone she meets a little happier and lends a pleasant atmosphere to the surroundings. We know that Marge is just as glad to be back among her fellow workers too and from now on Safety First will hold full sway, in every way, from day to day. Shouldn't we celebrate?

There is a happy young groom, walking around as if on clouds, who works on the second floor. He did it just a few months ago. The girl now has a steady job for life. She had worked in the same office but due to cutting down of the force she was temporarily out of work. Lots of luck and good wishes Henry!

Who has any old or new foreign line passenger time table folders? It's a hobby with one of the Mail and Express Dept. clerks so if you have any folders you can spare, or obtain in your locality, send them in to the Mail and Express Dept., in Chicago, and Mr. Klotz will thank you. Evidently he is going to make the youngster a railroader, or perhaps he counts the steps he takes at night quieting the youngster and is figuring out the territory he actually would cover via rail from the Rock Bound Coast of Maine, etc. Have him tell you about the time table article in a popular railroad magazine that no one can recall when and where and why the railroad was operated. It's a honey.

For the benefit of those who are unfamiliar with all of the Bureaus springing up

from day to day we will, from time to time, endeavor to obtain the meaning of the various initials used, such as NSF (not sufficient funds), BBW (Big Bad Wolf), etc. A few that have been brought to our attention, are given here, about which we would like to know the meaning. Most of them have sprung up since December 5th. Such as OFC, SGR, SGE, MC and WS.

Is the Union Station Chapter of the Women's Club distributing old clothes? One fellow was sporting Easter togs in February.

A good many employees were buying extra copies of the Daily Times! Yes they certainly did look good lounging around the new coaches. Can you recognize any of them in the photo in the front part of the Magazine?

One girl in particular is jealous because she wasn't picked to pose. She forgets the coaches were to be shown off. And the fellow with the Tom Murray pose.... remember?... Meet me face to face.... And he hid Ida from view too. Card games during lunch hour will soon be the style, one of the girls has learned how to play.

T. P. ("The Producer") Casey, genial general agent, freight department in Chicago, heads the list again. This time it's at bridge. The Chicago Traffic Club bulletin lists him as "high man" at the annual Thanksgiving dinner and bridge party. In keeping with the trend of the times first prize was a cocktail shaker. Note: Wasn't it the Earl of Hyett who first said "to play cards well is an accomplishment; to play too well is a sign of a misspent youth?"

Kansas City Division

C. M. G.

MARRIAGE of Louise Overturf, daughter of Engineer Charles Overturf, was recently announced. On Sunday, Jan. 14, she was married to Berg Allison of Ottumwa at Monmouth, Ill.

Mrs. M. P. Hannon of Chicago was a visitor in Ottumwa during the early part of February. During her visit she was shown many courtesies by her Ottumwa friends and numerous social functions were given in her honor.

Keith Lowe, formerly of the engineering department, has been temporarily assigned to the position of rodman on the Dubuque and Illinois Division, working out of Harpers Ferry, Iowa.

E. W. McEwen, agent at Hayesville, is still off duty account ill health. We wish him a speedy recovery. He is relieved by N. C. Maytum.

First Trick Operator Martha Browne, West Yard, was off for several days during February account illness and was relieved by M. L. Fromm.

Agent W. C. Bell, Washington, is on a leave for several days—position of agent being filled by D. A. Browning.

On Jan. 17 was temporarily re-established the position of third operator at Chillicothe. Position has been assigned to N. C. Maytum, but is being held temporarily by L. Calloway.

Engineer George Kissinger is grandfather for a second time, a grandson, Hugh George, arriving in the home of his daughter, Mrs. Hugh Evans, Tulsa, Okla., on Jan. 13. Little Megan Evans is at present visiting in the home of her grandparents, Mr. and Mrs. George Kissinger, Ottumwa.

On Jan. 19 occurred the death of Fred Fernstrom, brother of Roundhouse Foreman Frank Fernstrom. Mr. and Mrs. Fred Fernstrom arrived in Ottumwa on Dec. 22 from their home in Quincy, Ill., to be holiday guests in the home of Frank Fernstrom. Mr. Fernstrom became suddenly ill on the day of their arrival and did not recover from his illness. His remains were taken to Chicago for burial. He is survived by his wife and one son of Newark, N. J.

One of our veteran employees was taken by death Feb. 3—Conductor Frank E. Hahn, who passed away at his home on West Second street. He suffered a head injury on Oct. 13, 1933, when struck by a truck

at the Jefferson Street Passenger Station. For forty-seven years he had been employed on the Kansas City Division, was in the service as a passenger conductor for years, running between Kansas City and Davenport. Funeral services were held at the Lester Jay funeral home at 2 p. m. on Feb. 5, the Rev. David Crockett assisted by the Rev. C. A. Field holding the services. Burial in the Memorial Lawn cemetery. He is survived by his widow and six children, one brother and six grandchildren.

Elmer W. Young, engineer, who had been in ill health for some time, passed away at his home in Mystic on Feb. 7, having suffered a paralytic stroke the previous Monday. Mr. Young had been in the service of the Milwaukee for thirty years, twenty-five of which he lived in Ottumwa and worked out of that point as an engineer. He is survived by his wife, one sister and two brothers. Funeral services were held at 2:30 p. m. Sunday, Feb. 11, at Mystic, Iowa.

Have received word of the death of Mrs. J. B. Gippert, wife of former roundhouse foreman at Laredo, who died at Rock Island, Ill., on Feb. 11. Funeral at 2:30 p. m. the following Tuesday. Mrs. Gippert was 90 years of age at the time of her death.

Mrs. J. V. Tuomey, wife of operator, spent several days during the early part of February as a guest in the home of her mother in Herington, Kan. Mrs. T. H. Tuomey, widow of former agent at Parnell, is spending the remainder of the winter in California visiting with her daughter, son and other relatives.

West I. & D. Division

Edna Bintliff

AND how could the groundhog come out to see his shadow when he had never gone in in the first place? Tired as he was he just could not miss the kind of weather he was offered all winter. As for six more weeks of it, well he should worry about that, too. He has decided that he will stay out winters and make for a cave in summer, which just goes to show that real judgment does not necessarily belong to mankind. Of course, a cool, damp cave might be hard to find, but perhaps if he digs deep enough he may locate one. (We did not say it would be in South Dakota.)

J. W. Shelby, agent, Mitchell, has been on the sick list but we are glad to report that he is much improved at the present time.

E. O. Wright, boilermaker foreman, Mitchell, is in Chicago for physical examination.

O. E. Bradford, stock inspector, was a Mitchell visitor recently.

Mrs. Jack Sunquist had the misfortune to suffer a broken leg while visiting her mother in Iowa recently. She is back home now but we understand that Jack is serving his apprenticeship at the washing machine and ironing board. We are happy that Mrs. Sunquist is getting along so nicely and hope that Jack lowers the ironing board as she has been requesting for the last four years.

C. B. Higgins, dispatcher at Mason City and father of Fay Higgins, Mitchell, passed away recently. We extend sympathy to Fay and family in this loss.

The Mitchell good roads show was well attended and most interesting. If the new stream lined trains are as good looking as the new cars, they will be worth looking at.

J. M. Oxley of Minneapolis was in Mitchell recently.

The ski tournament at Canton was cancelled, due to lack of snow. We can not even ship in enough snow to keep the runway covered in this climate.

P. McMahon, roadmaster, Mitchell, enjoyed a short trip to Philadelphia recently where he visited friends and relatives. S. L. Core had charge of his territory during his absence.

C. E. Croat of Hull went to Artesian recently to celebrate his parents' fiftieth

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wedding anniversary. Carl Anderson relieved him during his absence.

E. F. Finnegan of Oakton has taken over the agent's work at Oacoma where a vacancy existed due to the death of Mr. Dysberg.

Ed Full, agent at Worthing, lost his father, who lived at Sheldon, recently. We extend sympathy to Mr. Full.

Mrs. Jacobs, wife of agent at Plankinton, has returned from a California trip.

Now if March will just come in like a lion and go out like a tiger we may be able to write something cheerful next month. Ain't it goin' to rain no more ever?

I. & D. Items

M. G. B.

THE following incident is about a very prominent person at the Mason City Yard Office and, being first-hand information hot after it occurred, is really a scoop: Carl Dunovan recently went hunting jack-rabbits in a cornfield when suddenly a jackrabbit jumped out from behind a huge rock. Carl shot at the apparent rabbit with a deadly aim and struck a partially fatal blow and the jackrabbit was on his way to go from where he was to where

he would rather be. Carl reloaded and took another look and to his surprise the jackrabbit proved to be a Holstein cow, still on her way to where she would rather be. Hence the expression "Nancy doesn't live here any more."

W. F. Ingraham, superintendent, and H. W. Wuert, division engineer, went to Sioux Falls Jan. 17 accompanied by Roadmasters A. W. Bahr of Mason City and James Shea of Sheldon, over their respective territories.

John Titley, representative of the real estate department, Chicago, was a visitor in the Mason City offices Jan. 18.

Leo Montgomery of the district accountant's office, Minneapolis, was a visitor at Mason City the week-end of Jan. 13. Noting that he was alone, we learned that Irma was visiting "the folks" at Sheffield, Iowa.

Time eases all things. By the time this is printed all the sadness and grief will have worn itself out, and Trainmaster Beerman no doubt will be comparatively happy again, remembering only slightly the heartaches of the past winter, then, again, perhaps the March breezes will not be so kind to him. At any rate he has hired Tim to track down the culprits who

got his storm windows. He himself has turned into a Hawkshaw but up to date neither Beerman nor Tim has any substantial clues. Therefore it's a cold wind that blows right through O. A. B.'s office. Brrrr! Forty below and no storm windows.

F. J. McConahay, signal supervisor, was in the division offices at Mason City Feb. 1.

C. V. Hammer, district accountant from Minneapolis, visited the division offices at Mason City Tuesday, Jan. 30.

A very interesting division staff meeting and operating traffic department meeting were held at Mason City Monday, Jan. 29. The staff meeting was held in the morning with the entire I&D staff in attendance. They went to the Hanford Hotel for luncheon. An operating traffic meeting held that evening at 7:30 o'clock was well attended by all employes at Mason City.

R. Dahms, secretary-treasurer, Brotherhood of Maintenance-of-Way Employees, of Sabula, Iowa, was a visitor in the division offices Feb. 1.

When it comes to free wheeling, Roy Lyman surely has the better plan. It, however, depends on the mood that O. A. B. is in to carry it to a successful opera-

tion. It appears O. A. B. pushed him all over town trying to get his car started, then found Roy had his car in neutral.

Officer 606, A. E. Johnson, reports very heavy traffic through the loop these days.

H. L. Kinney, chief clerk at the freight office, is kept busy these days getting the new Kansas City plan of 215 report to operating correctly.

D. C. Bolton and family made the annual trip to mother's table for Christmas. Don says one turkey is not really enough for a big man like he is to start on. He had to finish up on a pickled herring, which is the fondest thing he is of.

Jan. 2 there was a queer scene back of the passenger depot at Mason City. Wm. Johnson, assistant roundhouse foreman, and Mrs. Schultz, ticket clerk, were seen digging up the ground. On inquiring around we found they had made up and were starting the new year out right by burying the hatchet, and were going to try and get along better this year.

F. H. Dickhoff, yardmaster, received a very useful Christmas present from Santa (this story just leaked out), a book on how to catch fish. Santa knows what one needs most.

C. L. Foutts, traveling passenger agent for the Pennsylvania Railway with headquarters at Omaha, Neb., was a visitor in the division offices Feb. 8.

Cliff Morgan, motor car inspector from Chicago, was a visitor in the division offices Feb. 8.

"S. C. D." Office on the Air

A. T. B.

THE musical feature for this period: Unable to secure Phil Baker we have Walter Stark and his piano accordion. Walter's repertoire now consists of "Home, Sweet Home" and "Hearts and Flowers." He is able to play the first composition with two-hands but the latter with only one. Better put in a little more time at practicing, W. S.

The next musical offering, "Happy Birthday to You," sung by the entire staff, is dedicated to the following: E. H. Poenisch, J. H. Hass, F. P. Brock, A. C. Schroeder, R. Severson. Congratulations to all of you. Please don't write, girls, because I shall not give you their ages.

Did you notice the smile that covered Jack Bremser's face when he arrived at the office one morning recently? He sure had reason to feel proud of his son who received a medal for his kindness to dumb animals. A bird had become entangled in a tree and was rescued by Jack's boy and given treatment at the Bremser home for several days. Some boy!

While attending the celebration in honor of the President's birthday at the Auditorium, Steve ordered "Zwei" beers. Imagine his surprise and embarrassment when the waiter delivered five beers. And was his face red! Better stick to English next time, S. C. F.

It's black sateen, has a bright red tie at the neck and has orange, red and green daisies done in embroidery. Yes, you're right, it's Bernice's new three-quarter length smock, just like the artists all wear in the movies. "You must come up and see it some time."

Not to be outdone in the way of new smocks, Edith Hamann rushed downtown after work one day and bought one at a sale. The next day she discovered that all the buttons were missing. Well, she had to exchange it and now has one all trimmed with green and orange and all the buttons are in their places.

No, you are wrong. Jack Bremser does not use an almanac to give the time signals. I have advice that he really uses a watch.

Now, signing off until this same period next month, hope you will all be with us again for more news.

Madison Division

RECENTLY Conductor George Dunn donned his uniform and ran the teachers' special from Beloit to Madison, and, as usual, George, who is a connoisseur on

beauty, took note of the numerous pretty girls assembled. The trip must have affected George somewhat because the next day he stopped at a crossing signal on the Madison square with his auto and, although the lights changed from yellow to green and red, he did not proceed until the traffic officer approached him and asked him if he was waiting for a certain color he liked. Enough said.

Our good friend Harry Lathrop from Bridgeport is sojourning in the South for three or four months and from all reports he is having a wonderful time.

Our genial dispatcher, Irving L. Buehler, is likewise enacting a deep-sea fishing performance at Miami. The tarpon have evidently heard the maestro's voice.

Agent F. H. Holmes of Milton is attending the Mardi Gras at New Orleans and a good time is no doubt being had by all, and how we would wish to join them.

Our old tower man at Madison, Thos. Taylor, passed away February 14th. Many of the boys will miss Tom, who always had a smile for everybody.

George S. Davey returned to the fold February 15th with stories about "gold in them thar hills." It seems George, while touring with an auto and trailer ran across a lost gold mine and we would not be surprised to see George making another trip on location. It was pleasing to all the boys to note the fine state of health George indicated when he returned and we hope he will continue for a long time.

Leo Thatcher on second trick at Monona Tower, who has been ill for the past three or four months, just returned from Excelsior Springs and is the picture of health. Lots of luck to you, Leo.

John Potts, who has been Car Foreman at Madison for well nigh 30 years, retired about February 1st to spend his declining years in comfort. H. R. Jones, who has been Car Foreman at La Crosse, Dubuque and Green Bay successfully, took charge at Madison February 1st and we wish him lots of luck in his new undertaking.

Dispatcher Charles H. Agner just recently sent his son to Alabama to complete his university course. We look for him to make his mark on the football field.

Jake Simpa, who has been laid up a long time with an injured foot is again in service and from all indications Jake is ready to take on a foot race at any time.

In our next issue we will have an important announcement about a Polish wedding, the details of which have not yet been worked out.

Dispatcher Dousman will also have an important announcement about the pension in the next issue.

Yardmaster T. J. Kelly of Madison, known as the Little Brother, is arranging with Sears Roebuck for a leg speedometer, so as to reduce the mileage.

Has anybody noticed Bill Kenney's new winter bonnet? It is a peach.

Our genial Passenger Agent, C. F. Dahnke, is very much perplexed as to what became of the broom handle in the new Pontiac. Won't somebody please tell him.

"A Valentine Kick-Back"

The valentine you sent was fine,
But fits your make-up more than mine;
Where else on earth do you suppose
You'd find, on one face,
SO MUCH NOSE.

Kansas City Terminal

S. M. C.

MR. TOM JONES who has been Live Stock Agent at Kansas City died Saturday, January 20th, 1934, of erysipelas. A private funeral service was held Monday, January 22nd. The sympathies of the Milwaukee employes are extended to Mr. Jones' relatives.

Mrs. Owens, mother of Cashier O. E. Owens, passed away, February 2, 1934. Although Mrs. Owens was in her 89th year, until a short time previous to her passing she had been well and active. Mr. Owens and family have the sympathy of the Milwaukee employes.

Mr. Warren Kelley on February 1st was appointed Live Stock Agent, Kansas City, vs. Tom Jones deceased.

Mr. Elmer Smith who formerly was rate clerk in Mr. Harry Zane's office is now soliciting business, and Mr. Francis Baker from the local office has been made rate clerk in Mr. Zane's office.

The Missouri groundhog has surely made a mistake in weather predictions this year. Although it was sunny and he could see his shadow on February 2nd, we have had continued good weather. In fact the temperature (not official) is 82 today—St. Valentine's day.

Jim Talbott thinks that the spring like weather will tempt the "Railroad Farmers" to early activity. He suggests that if expert advice on such gardening is wanted just call the K. C. correspondent as she surely knows her "onions" as well as beans and tomatoes.

Another man gone wrong. James Springer at the local office has the golf bug and has warned the fans at the local office that he will give them something to shoot at this year.

Ernest Thomas who has been out of service for some time is again back with us acting in the capacity of Yard Clerk, Coburg.

Have you noticed how the Agent's "Chevie" looks this winter. Howard surely knows how to put the polish on an auto as well as on shoes.

Hobbies of some of us:
Harry Williams, bill clerk, fishing.
Frank Williams, delivery clerk, raising chickens.

Willie Webber, hunting.
Alex Schutte, golf.
Jim Talbott, ditto.

Hastings and Dakota Division

W. J. Kane

"WATCH YOUR STEP" is a slogan used the world over and is simply another way of saying "Safety First." It is particularly appropriate this season of the year, when ice and snow conditions tend to make the footing insecure. So let's all "watch our step" and not have any accidents from slipping this year.

Our safety record for January was clear, but in February we fell by the wayside, and so far have two reportable accidents. Both accidents which should not have occurred. They indicate that some of us still are not safety-minded, and that some of us are not as careful as we should be. Let us heed the warning of these accidents, and see that our performances are such that accidents will be impossible. THINK, PREACH and PRACTICE Safety.

Traveling Agent T. B. Hammill of the Freight Claim Department with headquarters at Aberdeen, passed away suddenly at Platte, S. D. Fireman Leonard Pike passed away December 30th. Fireman Harry Crolle was killed in an automobile accident at Aberdeen, January 23rd. Carman P. W. Anderson, passed away, January 10th. Veteran Agent John Evans of Dumont, Minn., died January 14th. Mrs. Bernard Fahy, wife of Carman Barney Fahy and mother of Yard Clerk John Fahy, passed away December 29th, after a long illness. Baggage man John Hoffenmiller died suddenly at Minneapolis. Conductor Guy Benson, passed away January 29th. Brakeman H. A. Sutcliffe died February 12th, as result of injuries sustained February 10th. The sympathy of the entire division is extended to the bereaved families.

The following are the dates for regular meetings of the Aberdeen Unit of the South Dakota Ship by Rail Association, during 1934.

February 6, March 6, April 3, May 1, June 5, July 10 (moved ahead one week account July 4th), August 7, September 4, October 2, November 6, December 4, 1934.

Meeting of July moved back one week to get away from holiday on July 4th immediately following the meeting date.

During the past few months we have made arrangements whereby the work of forming Ship by Rail Clubs at various

points on the railroad can go forward and all employes are being circularized for that purpose. The Ship by Rail Club is deserving of the support of every railroad employe and we will appreciate receiving their applications for membership. When the majority of railroad employes in the state have been enrolled in local Ship by Rail Clubs, it is the intention to call a convention of all clubs for the purpose of forming a State Association. Such an association, with the support of all railroad employes can be of inestimable value to the railroads and to the employes in this state.

Friends Glosup and Boettcher are having a difficult time becoming accustomed to the whys and wherefores of the sudden reverses in our "Wonderful" South Dakota winters. They maintain that it blows hot and cold in the same breath and never know whether to put on the red flannels or the abbreviated undergarment. Oh well, 20 more years and they will be having the same difficulties. Even the local resident with the barometric bones cannot make a reliable prediction.

There appears to be a spirit of competition between Wally and Virgil as to the decoration of their rooms at the "Y." Hope they don't carry the decorative urge too far.

I noticed recently one of the members of our Engineering Staff at Aberdeen parading around with a jewelry catalogue. He appeared to be asking the opinion of many eligible to join the ranks of the benedicts, about—uh—rings. Perhaps they are qualified to pass judgment, but I doubt it. Now Virgil, don't you really think it would have been better to confide in one of us with experience?

Recently one of our prominent citizens of Aberdeen had an addition to his "Family." I imagine they named it "Fido." Have you taught it to sit up and shake hands yet, Ray?

Northern Montana Division

(Continued from page 6)

for the Washington birthday celebration. He will also give an address on Washington at the Rotary Club.

Mr. and Mrs. T. J. Graham returned to Lewistown a few days ago from a trip to Tennessee and Alabama. While at Florence, Alabama, where they visited their daughter, they had a fine opportunity to explore the Muscle Shoals dam and to look over the contemplated improvement project of the Tennessee Valley. On their return trip they visited relatives in Omaha and Lincoln, Neb.

William J. Thompson and wife went to Helena, Mont., in attendance of the meeting of the State Officers of Fraternal Order of Eagles. Mr. Thompson is the state treasurer. The meeting was addressed by the Grand Worthy President George Nordlin, of Minnesota.

Chicago Terminals

Guy E. Sampson

THE sympathy of all employes is extended to Switchman Darling and his family over the death of his mother, who passed away at her home in Mitchell, S. D. the first part of February.

Mrs. Wm. Sartwell enjoyed a couple of weeks' visit with relatives at Kansas City the fore part of the month.

Foreman Art Larson, of the Bensenville round house force, has been ill for some time, but is reported as improving at this time.

Mrs. Ross Wheat went to California the fore part of February to spend some of the cold weather, we are expecting her most any time now.

Car department employe, Harry Miller, and family, went to Wauzeka, Wis. the fore part of February to visit the former's father who has been an invalid for the past eight years, and who celebrated his 81st birthday, February 15th.

Ill. Div. Conductor, Louls Steffen and wife accompanied by Engineer Geo. Arney,

all of Bensenville, left the first of February for Palm Beach, Fla. to spend a few weeks until the cold weather of the north blows over.

Terminal Engineer Elmer Nummer and wife left the third of February for an auto trip to Florida. They expect to be gone several weeks. Boy what a treat it must be to go south and bask in the warm sunshine while your pals are stamping their feet back here to keep warm.

Mr. and Mrs. George Shaw spent a week visiting in York state the first of the month.

Engineer Frank Sutherland is recuperating at the West Lake Hospital after suffering a broken leg. The accident happened while Frank was in his home and he accidentally slipped and fell causing the injury. His many warm friends wish for him a speedy recovery.

Switchman Lynn Corkill was on the sick list for a week this month. Lynn had a siege of very severe illness about a year ago and is still very susceptible to catching cold and has to take extra precautions regarding same.

Conductor Ray Helsdon did a little courting during January, as he was called on to do jury duty at the county seat. Ray says there is such a thing as "courting days" and "court days," but they don't both mean the same in a man's life.

Mr. and Mrs. Wm. Rands went to Sioux City to attend the funeral of one of Billie's old co-workers on that division, the latter part of January.

At an afternoon Safety First meeting held in a coach in Bensenville yard this month a good attendance was registered. All present were elated when the chairman gave them the information that the forces in Bensenville yard had gone through 1933 without a single reportable accident. All breathed a silent vow to continue keeping their eyes and ears open to the best of their ability in order that the good work may be kept up. Assistant Superintendent Berg, Trainmaster R. A. Woodworth, and Assistant Master Mechanic Harry Aberhart all gave us a good talk at this meeting.

Well, you good helpers how about a few dots and dashes from some of the other parts of the terminal. Be sure your notes reach the correspondent not later than the 15th as we have to have them sent on the 15th.

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

R. R. T.

IT IS WITH deep regret that we have to chronicle the death of Mrs. Ida Mae Weber, daughter of Mr. W. W. Ells, night car clerk at Spokane Freight Office, and wife of Dr. J. P. Weber, of Grangeville, Idaho, who passed away at Lewiston, Idaho, on Sunday, January 14th, after a brief illness, at the age of only 34 years. Mr. and Mrs. Ells' are assured of the sincere sympathy of their many friends and of all who knew their daughter.

Al Mueller of the warehouse force at Spokane and wife were called back to Cottonwood, Minn., by the serious illness of Mrs. Mueller's mother, fortunately the patient is again on the road to recovery. Mrs. Mueller is still in Minnesota and sends back harrowing reports of the terrible cold back there, while we are enjoying an early spring here.

Mr. G. H. Hill, assistant superintendent at Spokane, was confined to a local hospital for a few days recently for a minor operation, but is up and around again in his usual health and good spirits.

Mrs. Olive Miller, daughter of Mr. Harry Miller, cashier at Spokane Freight Office, is recovering rapidly from a serious fracture of the arm and is able to use the injured member to some extent.

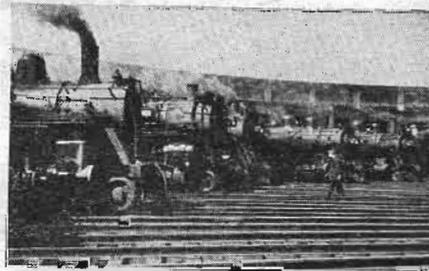
Little Miss Virginia, daughter of our genial car foreman, Earl Medley, has been sick abed for a short time, but is improving at this writing and will soon be in school again.

ONE TOBACCO GETS 44% OF RAILROAD VOTE

1272 Men Asked to Name Favorite

More than 1200 railroad men, interviewed in the shops of the leading roads in Illinois, Ohio, Indiana and Kentucky, cast votes for their favorite smoking tobacco. Although all leading and several little known brands were mentioned, the result of the vote showed an amazing preference for one brand. Over 44% of the men named Edgeworth.

Edgeworth is known everywhere as "the railroad man's smoke." These men say they want a mild, yet flavorful, tobacco. Edgeworth is a blend of only the tenderest leaves of the burley plant. Tobacconists say these leaves have the choicest flavor, and that in them is found the "mildest pipe tobacco that grows."



Edgeworth and railroading go together

If you are not already an Edgeworth smoker, try it next time. Ask for Edgeworth Ready-Rubbed, or Edgeworth in Slice form. It comes in all sizes from 15¢ pocket package to pound humidior tin. Several sizes come in vacuum packed tins. Edgeworth is made and guaranteed by Larus & Bro. Co., Tobacconists since 1877, Richmond, Virginia.

EDGEWORTH
MADE FROM THE
Mildest pipe tobacco
THAT GROWS

EASTER SALE

Ready-to-Wear Suits

at \$29.50

JOSEPH KAHN

Est. 1904

MAIN FLOOR (Jackson Blvd. Lobby)
Union Station Bldg. Chicago

Elk River Station on the branch of the same name has been closed and Mr. C. H. Coplen, long agent at Elk River, displaced Mr. C. H. Burt as agent at St. Marie's on February 2nd. Mr. Burt, who has also been agent at St. Marie's for years, was undecided at this writing as to his next location.

T. W. Thralkeld has bumped E. M. Young as telegraph operator on the third trick at St. Marie's, the latter going on the extra list. Mr. Thralkeld has been displaced by W. A. Horn from Malden.

Mr. E. A. Rudloff, who has been on leave of absence for the past three years on account of illness, has recovered his strength sufficiently to return to work and has resumed his duties as agent at Neppel, displacing Mr. J. H. Vassey. Mr. Vassey returned to his former position as agent at Malden, displacing Mr. W. A. Horn, who in turn went back to Othello as agent. For further changes resulting from this see above.

Car Inspector W. C. McCaughey at East Spokane is now the proud inhabitant of a new car house at that location. After all the years Mac has spent out in the open at East Spokane, without any shelter from the weather, he is to be congratulated on having a refuge at last.

Operator C. E. Potter of the second trick at Spokane Union Depot who has been away for several months, first because of sickness and afterwards to recuperate in the balmy climate of California, came back to work February 1st. He found the weather here on his return so much more agreeable than that of California that he intends to spend his vacations in Spokane and vicinity hereafter.—Mr. J. R. Cook, who relieved him in the meanwhile, is back on the extra list.

Our good friend Conductor C. W. McAuley left last week for a vacation of several months to be spent on Southern California. Mac has the reputation of being a great admirer of the fairer sex and it is surmised that he will spend his vacation chiefly at Hollywood, renewing acquaintance with all the movie queens; as he has a good line of blarney he ought to become very popular in those parts.

Car Foreman Earl Medley desires us to make mention of the fact that the new heating plant for the car department buildings at Spokane works splendidly and keeps the office and shop building comfortably warm with a minimum of coal and attention.

Conductor Dan J. Kelly of the mixed train on the Elk River line started out for a vacation trip to California, but got no farther than Portland on account of washouts south of there—at least that is the explanation he gave. As the Air Lines very inconsiderately refused to honor Mr. Kelly's pass by plane, there was nothing left for him to do but come back and go to work again, washouts being unknown on the Elk River branch.

Engineer Edward Breeden, who has been absent from the service for some time has returned to work and is now on Nos. 25 and 26, the Avery-St. Marie's passenger run. He displaced Engineer Chas. L. Price who returned to the Rocky Mountain Division.

John Stilz, switchman on the second shift engine at Spokane, together with Mrs. Stilz and their two children recently took a week-end trip to visit near Connell, southeast of Othello. Mr. Stilz, by the way, just brought home a wonderful piece of cabinet making, a card table made by his father. Mr. W. W. Stilz, who lives at Malden. Mr. Stilz, Sr. is seventy-nine

years of age, but his eye is as clear and his hand is as steady with the tools as those of any young man. Needless to say that his son, John, is immensely proud of this example of his father's skill.

Chief Dispatcher P. L. Hays of the Spokane Branch Lines is not any too well recently, being troubled with a mild form

\$1 PAYS FOR \$3000 LIFE PROTECTION

Even If You are Past 55

The National Security Life Assn., 204 S. Hamilton Dr., Dept. K-6, Beverly Hills, Calif., the largest association of its kind in the State and operating under state law, is offering to men, women and children, between the ages of 10 and 75, a new Life Protection Certificate without medical examination for \$1, which pays \$1000 for death from any cause; \$2000 to \$3000 for accidental death. SEND NO MONEY. Just your name, age, name of beneficiary, and a Life Certificate, fully made out in your name, will be sent to you for 10 Days' Free Inspection. NO AGENT WILL CALL. If you decide to keep it, send only \$1 to put your protection in force for at least 45 days—then about 3c a day. If not, you owe nothing. OFFER LIMITED. So write today.

of tonsillitis. We trust that with the coming of Spring he will soon feel much better.

On February the first, City Ticket Offices of our line and of the Union Pacific System at Spokane were consolidated to the extent that the Union Pacific force moved over into the quarters occupied by our line. To make room for the combined force, the Freight Departments of both lines, the District Freight Agent of the Union Pacific and Mr. W. P. Warner, Division Freight Agent of our line, moved into new quarters prepared for them on the west end of the ground floor of the Union Depot, fronting on Trent street. The new quarters are quite attractive and commodious and quite as centrally located as the former ones.

Milwaukee Terminals

G. W. E.

MRS. MINNIE (nee Voss) Heinemann, wife of Capt. Henry Heinemann, chief of the Milwaukee Shops Police & Fire Department, died at her home, 3616 West Stevenson street, January 15th, after several weeks' illness. She was the mother

of engineer Walter Heinemann and sister of engineers Paul and Robert Voss. The Milwaukee family extend their sympathy.

Engineer and Mrs. Thomas Cummisford departed for Los Angeles, January 25th, and expect to return in April.

We saw machinist Esau Mitchell at the AUTO SHOW, January 17th, looking over a big Lincoln. Bet he got tired of riding in that gas wagon of steamfitter James Rogers.

On December 28th occurred the death of former yardman Walter Drury at the hospital in Madison, Wisconsin, at the age of 64 years. He had been ill for some time. His wife, three daughters and one son survive. The funeral was held at Palmyra, January 1st.

At a recent gathering of friends at a lodge meeting, C. & N. W. Ry. engineer Charles Cook was drafted to cook the lunch, which consisted of wieners and several other things. Everything went along fine until they tried to eat the wieners, which were in cellophane which cook Cook failed to remove before cooking. He is still answering the telephone to explain why he did not. Keep off the south side, Charles.

Engineer Herbert C. Miller died February 1st, after a short illness. He was 53 years of age and a faithful employe for 30 years. He is survived by his wife, one daughter and two sons. Herbert had a host of friends, who paid their respects to him at the funeral. His family have the sympathy of the Milwaukee family.

DELICACIES FOR THE TABLE

Specialties

Butter, Eggs, Cheese, Poultry,
Game, Fruits and Vegetables

E. A. AARON & BROS.
CHICAGO, ILLINOIS

The Bird-Archer Company

Manufacturers of

ANTI-FOAMING COMPOUND

Western Office

122 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

CLEAN COALS

ARE GOOD RAILROAD COALS
Used on the "Milwaukee" and 10 other lines
3,000,000 Tons Annually from
Illinois and Indiana

Adaptable to All Lines of Industry

Write Our Nearest Office for Prices

EXCLUSIVELY SOLD BY

COAL SALES CORPORATION

307 NO. MICHIGAN AVE. — CHICAGO

ST. LOUIS — EVANSVILLE — INDIANAPOLIS

F. S. MARTIN & COMPANY — OMAHA — GALESBURG

A card from weighmaster Fred Butz of the Chestnut Street Station advises that police officer W. A. Scholl is catching all kinds of fish in the Gulf of Mexico, where they are visiting during the cold weather.

Engineer Edward D. Kenna is sick at the Milwaukee County hospital, where he has been confined for several weeks. We hope to see him well and back on the job soon.

Yardman Albert (Holtzman) Kosak returned to the service January 31st, after a vacation of six months with a fractured arm. We are all glad to see him back on the job.

Former engineer John Kynaston died February 4th. He ran engine No. 4 in Prairie du Chien yard (now Fowler Street Yard) in 1874 in switching service, but retired in the late nineties. He was a brother-in-law of engineer David Livingston.

Yardman James Packinham is taking a much-needed rest and escaping the cold weather and snow the first two weeks of February.

Fireman George Zeimet has the sympathy of the Milwaukee family in death of his mother, February 4th.

Machinist John Isleb is home from the hospital and getting along just fine. The old pipe don't get cold now with John at the back end. 418 North 35th street is the number where John smokes.

Mrs. Emma C. (nee Gruenwald) Bilty, widow of the late terminal engineer George M. Bilty, died at Evanston, Illinois, February 9th.

It is rumored that officer Wm. Sholl is in training, and is contemplating a boxing exhibition between himself and a city police officer in the vicinity of Chestnut Street Station on Easter Monday. Last reports were a 50 to 1 shot on the city officer.

L. & R. Division Items

Eileen

A NEW time table on our Division, taking effect February 4th, changes the time on three of our important trains. Number 55 arrives at La Crosse 30 minutes earlier. Number 6 leaves La Crosse five minutes earlier, and No. 58 leaves La Crosse 15 minutes earlier and arrives Milwaukee five minutes earlier.

Mrs. Eugene Janda, wife of conductor Janda, is enjoying a visit in Miami, Florida.

We are sorry to report the death of engineer Chauncey Winn at his home in Portage on February 13th. He will be greatly missed by his fellow employees and a large circle of friends.

Conductor Curtis and wife departed for Florida on January 2nd on a vacation and recreation trip in that sunny clime.

Carl Schroeder has been fishing again and returned with a large catch, but that seems to be the usual thing.

The boys that remember and worked with our old veteran conductor Brig Young will be pleased to hear that he is still with us, hale and hearty, and makes his daily trips to the depot to visit and pass the time with his old cronies.

Engineer Geo. Bates and wife are spending their annual vacation in Florida with headquarters at St. Petersburg. And while there they will visit Miami and Key West and take a flying trip to Havana, Cuba. They expect to be gone about three months.

Conductor R. W. Moran is filling conductor Curtis' place while he is on his vacation trip to Florida.

We regret to write of the death of switchman Fred Leipelt at La Crosse on February 13th. Funeral services were held from the English Lutheran Church at La Crosse.

Engineer Tim Murphy has taken engineer Bate's place while on his vacation in Florida.

Portage City on our Division derived its name from the Old Indian days when the Indians used to portage from the Fox to the Wisconsin River, a distance of five miles. Portage is a good town, it's getting better all the time.

LAVA SOAP gets greasy hands clean fast... gets Mac to the party on time

A LAVA SOAP MOVIE WITH REAL PEOPLE

Actors: A. H. McGrath, Air Brake Inspector, Rock Island R. R., Chicago; Jack Curry, Machinist, same road; Mrs. Ida McGrath

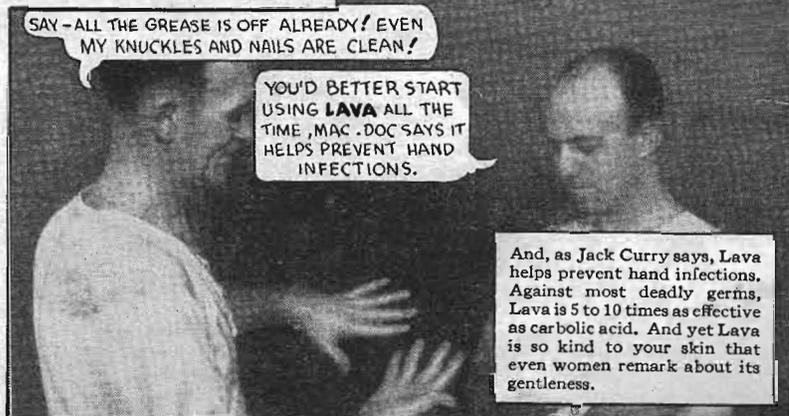


THE WIFE'S WAITING TO TAKE ME TO A BIRTHDAY PARTY. BUT I CAN'T GET MY HANDS CLEAN.

DO YOU EXPECT MIRACLES FROM A BATHROOM SOAP? HERE, TRY MY LAVA. THAT'S MADE TO GET GREASE OFF FAST.

Wouldn't you think an old hand like Mac would know that ordinary soap just wastes away on really dirty hands? But watch—Lava gets grease, or any kind of dirt, in less than a minute.

ONE MINUTE LATER



SAY—ALL THE GREASE IS OFF ALREADY! EVEN MY KNUCKLES AND NAILS ARE CLEAN!

YOU'D BETTER START USING LAVA ALL THE TIME, MAC. DOC SAYS IT HELPS PREVENT HAND INFECTIONS.

And, as Jack Curry says, Lava helps prevent hand infections. Against most deadly germs, Lava is 5 to 10 times as effective as carbolic acid. And yet Lava is so kind to your skin that even women remark about its gentleness.



WELL, HERE YOU ARE AT LAST.

HE'D STILL BE TRYING TO GET HIS HANDS CLEAN, MRS. McGRATH, IF I HADN'T LENT HIM MY SOAP.

YEP, IF IT HADN'T BEEN FOR LAVA, I'D HAVE DISGRACED YOU AT THE PARTY.

Here's how Lava works. Its thick, heavy lather gets the surface dirt. Its fine, powdery pumice gets ground-in dirt around knuckles and nails. Its glycerine—used in most expensive hand lotions—and other soothing oils protect the skin, heal up little nicks and scratches, keep the skin from getting cracked and chapped.

Lava saves you money because while it costs no more than most ordinary soaps, it lasts three times as long. Works well in any water... hot or cold, hard or soft. Get Lava from your grocer today.



A Procter & Gamble Product

TAKES THE DIRT... PROTECTS THE SKIN

Baxter Laundries INC.

We Do Mending, Darning, Turning of Collars and Cuffs and Replacing of Buttons
FREE OF CHARGE

**Quality and Service
Unexcelled**

SHRIVERS DIVISION 3128 W. Lake
Ked. 0283
SOUTH SHORE DIVISION 7391 So. Chicago
Plaza 4100
KEESE DIVISION 2516 Armitage
Humboldt 0481

CHICAGO

Conductor Wm. Leslie passed away at his home in Watertown, January 10th, after a short illness. He was 65 years of age with a service record of 46 years. Surviving are his wife, two sons, Willard and Harold. Funeral services and interment at Watertown.

Iowa and S. M.

V. J. W.

CONDUCTOR M. J. Killoren has reported for work after a few weeks' illness and has taken one of the passenger jobs in the SM pool.

The Western Union crew has finished with their work in installing the new remote control system between Austin and Ramsey. The signal men are now at work and it is expected that the new system will be in operation by March 1st.

We have also had another extra crew working in Austin Yard for a few days erecting the new smoke stacks on the power plant.

Effective February 5th a new schedule of passenger and freight service between Austin and LaCrosse was inaugurated. Also a new schedule between Austin and Calmar.

Since the new service was put in effect, "Andy" has thrown away his fur mitts and ear tabs.

Engineer Tom Holmes was called to Decorah February 13th on account of the death of his sister.

Engineer Joe McDonald has reported back to work on the St. Clair Line after a two months' vacation.

We are also glad to hear that Agent Chas. Olson is back to work at Whalen after several months' illness.

Switchman Walter Cambern has been off for a few days with the flu.

We were very sorry to hear of the serious injury suffered by engineer Ed Brook, who was struck by an auto in Minneapolis, February 7th. Mr. Brook is being treated at the Fairview Hospital in Minneapolis and is coming along nicely.

Engineer Chas. Gillice, who is spending the winter in California, writes that he will be home as soon as his movie contract expires. Come up and see us sometime, Charley.

Engineer John Nihil expects to leave soon to take in the Mardi Gras. He will also journey down the Panama Canal and then hop over to Los Angeles, where he will meet Lew Johnson.

We are sorry to hear that Mrs. Ed Boyle is laid up at her home in Austin, following a bad fall.

Among the new arrivals welcomed the past month are: a baby girl at the home of switchman Martin Crosby, February 7th; a baby girl at the home of engineer Lloyd Talmadge, February 8th, and a baby boy at the home of dispatcher's clerk Leonard Flannery, February 12th.

Deepest sympathy is extended to the bereaved family of engineer Wm. Devir, who passed away at his home in Austin, January 28th, following an illness of about a month. Mr. Devir was 41 years of age

and had been an employe of the company since 1909.

We understand the operator, "Pete" Berg, won the barrel (radio) over at the corner drug store.

Switchman "Ink" Beckel and his hockey team journeyed to Mankato a few Sundays ago. From the looks of some of the players on their return, one would imagine it was quite a game. "Ink" says the boys over that way can lift the puck and evidently they did.

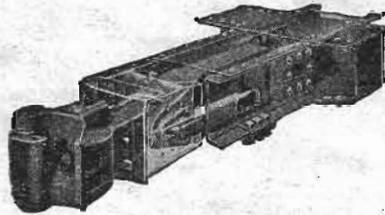
If you saw two fleeing forms going north through the yard recently and thought it was a couple of bandits escaping, you are wrong. It was officer "Eppie" in pursuit of what he thought was a fleeing bandit, but which after falling down, checked out to be Mr. Burr delivering the bills. After "Eppie's" breath-taking trip the boys have contributed toward the purchase of a reinforced steel bench to be installed in the freight-office for his use after such violent bursts of activity.

Fullerton Avenue Building

A. M. D.

WE HAVE just discovered that Sadie Middleton of the Abstracting and Assorting Bureau has been Mrs. Frank Schwamb for the past year. She resigned

"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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from service February 15 at which time the girls of her department presented her with a beautiful set of linens together with their best wishes for a prosperous matrimonial life.

Hanna Davies of the Freight Auditor's Office was the happy recipient of a beautiful diamond ring. The donor was Glenn Miller.

We are glad to report that R. Berscheid of the same office has returned to work after a two months' sick spell.

Ann Suadin of the Central Typing Bureau spent her vacation in Miami, Fla., and Nassau, Bahama Islands.

Norinne Healy, also of the Central Typing Bureau, is in Florida on a three months' leave of absence due to ill health.

Charles Piepho of the Freight Claim Department, who has been ill for some time with rheumatism, is in Excelsior Springs, Mo. taking a prescribed mineral bath treatment. Let's hope that this treatment will cure the most painful of ailments and Charles will be able to return to his desk.

Jay Goodenough of the same office has had his tonsils removed and is back on the job looking fine.

W. E. Nichols also of the Freight Claim Department is taking the trip of his dreams, or anyone else's dream for that matter. He sailed from New York, February 10, on the S. S. Columbus for a three month Mediterranean tour—His itinerary includes Morocco, Algeria, Tripoli, Egypt (Pyramids, Sphinx, etc.), Palestine (Jerusalem, Bethlehem, etc.), Turkey, Greece, Italy (Venice, Rome, etc.), France, the Riviera, Spain and England.

Florence Haeger of the Car Accountant's Office returned to her duties after an absence of five weeks' account of illness.

Though somewhat altered in silhouette, she seems to have gained her accustomed pep and no doubt will soon recover the poundage lost. Here's hoping, Florence.

It won't be long now before some of us will see our caricatures in the magazine as Phillip Manning is taking instructions in cartooning at the Schurz High School. We beg, however, that Phillip be nice to us and our best wishes for success are included.

Sports.

We believe that the most interesting event which occurred since the last issue of the magazine was a bowling match between teams from the Freight Auditor's office and Ticket Auditor's office. The team from the Freight Auditor's office won by 181 pins.

The scores of the two teams for three games were as follows:

Freight Auditor		Ticket Auditor	
Helwig	633	Gavin	521
Becker	558	Naatz	448
*Specht	559	Tobin	550
O'Shea	511	Gumz	550
Peterson	587	Krumrei	598

Total2,848 Total2,667

* Ringer.

Helwig, with a 211 average, easily proved to be the sensation of the match. Using a fast ball which often crossed over to the "Brooklyn" side, he crashed the pins in all directions. Becker, Specht, and Peterson shot good consistent games. O'Shea had trouble finding the head pin which naturally affected his usual fine (?) game. Krumrei was the class of the Ticket Auditor's and but for two railroads in the second game would have had a real series. Naatz' poor showing was mainly due to a sore thumb and he was barely able to hold the ball in the last game. However, all in all it was a good match to watch from the spectators standpoint and we the spectators hope for more.

With the professional teams now in the southland preparing for the forthcoming ball season, perhaps it would be well for those of us here in the building who are interested to make some preparations for the Fullerton Avenue Building Softball League.

Last year, despite the fact that only four teams participated and that the league was obliged to face the handicaps expected in all new ventures, those who did take part in the activities really enjoyed themselves.

With the number of men in this building, it should not be difficult to have at least eight teams competing for the "honor" of possessing the building championship.

Let's start working on it now, so that the schedule can be drafted, teams picked and the numerous other details taken care of in time to allow the teams to begin before vacations make it necessary to cast about for substitutes.

One team can be made up from the second floor, at least two from the third floor, two from the fourth floor, one from Car Accountant's office and one from the combination of Overcharge and District Ac-

Greater Protection
For Car and Cargo

CARDWELL AND WEST-
INGHOUSE DRAFT GEARS

Cardwell Westinghouse
Company

332 S. Michigan Ave., Chicago, Ill.

countants' offices, and one from the sixth floor. No team will be composed of nine super-players, and the fact that John Doe didn't hit .398 last year and that he muffed that fly ball should not be advanced as a reason why one office cannot assemble a team.

Come on you ball players, choose a spokesman from your office and we'll get them all together for the purpose of preparing for a big season.

Iowa (Middle and West) Division

Ruby Eckman

OPERATOR A. P. Hopkinson of Madrid station was off duty in February on account of the death of his father, which occurred at the family home in Burlington, Iowa. Operator W. O. Jordan of Collins station was also called to his home in Princeton, Kentucky, the fore part of February on account of the death of his father.

Mrs. Katherine Deland, widow of engineer Thomas Deland, suffered a stroke of paralysis the fore part of February. Her daughter, whose home is in New York, had started by motor to Hot Springs, Ark., and was in a bad auto accident at Memphis, Tenn., as the result of a sleet storm. She suffered a wrenched back, some broken ribs and injured wrist, but left the hospital when advised of her mother's condition and came to Perry, to be with her.

Mrs. John Kester of Manilla was taken to the hospital at Iowa City the fore part of February for treatment. Switchman John Curler and his wife, who is a daughter, accompanied her there.

Engineer John Gilligan was off duty in January and February on account of sickness. He went to Excelsior Springs to recuperate.

Calvin Hall, brother of switchman Henry Hall, died the fore part of February. Calvin worked for a long time in the car department at Perry, leaving the service to go to Des Moines to work. Burial was made at Perry.

David Pantier, father of engineer Dave Cunningham's wife, died at the family home in Perry the fore part of February. A son, George, works at the round house.

Jeanette Hodge, little three-year-old daughter of Mr. and Mrs. Paul Hodge, of Chicago, died in January. Mrs. Hodge was a daughter of conductor and Mrs. G. T. Burnham.

The arrival of Miss Joyce Annette Patterson at the Ronald Patterson home in February elevated operator C. E. Miller of the Perry yard office to the rank of grandpa. The little miss weighed seven pounds.

Conductor John Clark, A. J. Dollison and F. E. Winston were called to Ogalala, Neb., the fore part of February as witnesses in a lawsuit.

Fred Apple, Jr., son of conductor Fred Apple, who has been associated with an insurance company in Des Moines for some time, was recently transferred to a better position in New York.

Conductor N. McGrath returned to work the first of February after a lay-off of a month. He visited relatives in Florida during his holiday.

Agent W. D. Magee is wearing a forty-five year V.E.A. button since paying his 1934 dues. Billie has served the Milwaukee in the traffic department for a long time.

Miss Thelma Ivey, daughter of signalman Walter Ivey, of Herndon, was in the Perry hospital in January for an emergency operation for appendicitis.

Mrs. Ralph Tomer, wife of machinist helper, Ralph Tomer, has been sick for some time and submitted to an operation the fore part of January.

There was one Milwaukee passenger conductor who will have occasion to remember his birthday anniversary in January of this year, because it was celebrated in many cities in the United States. Conductor Frank Cornelius happened to see the light of day on the same day in January that the Roosevelts welcomed young Franklin Delano into their home.

News of the death of R. C. Merrill, which occurred in Bettendorf in January, was learned with regret by his many friends on the Middle and West Iowa division. Mr. Merrill was at one time trainmaster at Perry.

Hugh Campbell, who worked on the Perry section for a number of years, died at his home in Perry, January 16th, following a short illness.

Mrs. Mary Field, mother of engine foreman Ralph Field, died at the home of a daughter, in Dana, on January 15th. Mrs. Field was 77 years of age.

Round house foreman Kressen of Perry is said to have been looking up matters in connection with the patent on a new device known as a pipe holder. George Conrad and Herbert Langdon, of the office force, are said to have collaborated in designing the device for Mr. Kressen. More anon.

The correspondent enjoyed the hospitality of the J. F. Anderson home several days in January and February, when in Kansas City on account of the serious illness of a brother.

Iowa Division, Second District

H. H. J.

WELL, we had some nice balmy Spring-like days in February with soft, gentle breezes percolatin' around, and speaking of breezes, we learn that the housewives along the Storm Lake Line have at last discovered why a dust storm seems to appear from the north on wash-day after their washing is on the line. It is the consensus that the atmospheric disturbances are generated by Agent Fitzpatrick's new V-8 at Storm Lake. It seems that when Mr. Fitzpatrick is putting it through its paces that the strong exhaust circulates down around Sulphur Springs and the sulphurous dust just ruins the housewives' wash and their dispositions. Understand it's a grand automobile, though.

Conductor McGrath has returned from a very pleasant five or six weeks in Florida. He reports the tourists flocking to Florida by rail, air, highway, water and wheelbarrow, and says it's a big change returning from the land where one can mow the lawn in shirt sleeves to the country where we have to shovel 'steen inches of snow off the front walk. Private opinion has it maybe he was lucky at the dog races down south.

Section foreman F. F. Reed has transferred from Spirit Lake to Milford and will work out of that point in the future.

Early the other morning word reached Nemaha that our bridge east of town was ablaze. The local fire department responded very promptly, but by the time they could reach the site the bridge was a "goner," but chief carpenter Farley was soon on the scene and threw an "A No. 1" bridge into position in rapid-fire order.

E. Try, at Farlin, was away again on a short business trip, being relieved by Harry Calhoun.

FLASH!!! The news has just arrived of

HOLY SMOKE—THAT WASHING TOOK THE STARCH OUT OF ME—WISH I WAS JELT DENIM!

WASHING CAN'T FAZE ME—I'M MADE OF JELT DENIM—WITH BODY WOVEN IN!

JELT DENIM IN LEE OVERALLS HOLDS FULL STRENGTH AFTER WASHING

1716 EXTRA FEET OF YARN IN EVERY GARMENT

AFTER many washings you'll find Lee Jelt Denim overalls still firm, strong, full-bodied as ever. Their body is WOVEN—not starched in—1716 extra feet of yarn in every pair. You can't wash that out—takes months longer to wear it out. You'll like their better tailoring, too. So wear Lees. The few more cents they cost will come back many times in extra wear and comfort.

FREE Write today for your sample of Jelt Denim and the name of your nearest Lee dealer.

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A BLUE POLKA DOT CAP

Attractive—comfortable—all washable—non-binding—lasting. Roomy. Gives your hair needed breathing space.

Do not accept imitations. Be sure the cap you buy is Ear-Marked with the Kromer trade-mark in the inside.

Ask your dealer for the new Kromer Polka Dot or write us giving his name. Should you order direct be sure to state size.

Other colors: Plain Black, Blue with White Stripe, Express or Hickory or Brown with Black Stripe.

40c each, Postage Paid.

KROMER CAP CO.

430 North Water Str., Milwaukee, Wis.

PLAYING CARDS

NOW ONLY 25c

FINEST QUALITY LINEN FINISH

Beautiful colored reproductions of the famous Olympian or majestic Old Faithful Geyser on backs—in durable and attractive telescoped containers.

On Sale

On Club Cars and Dining Cars and at practically all Ticket Offices or by mail from

W. B. DIXON, General Passenger Agent

702 Union Station

Chicago, Ill.

the marriage in New Orleans, February 10th, of Nellie, daughter of conductor O'Laughlin, to Mr. Frank Vana, of Montour. The couple will reside in New Orleans. Best wishes.

This has been a rather unusual winter on the Storm Lake Line, and certainly is a contrast with last winter, when there was plenty of snow. Bus conductor Jennett says he has just about forgotten what a snowdrift looks like. Folks can practically set their watches by the time on his schedule.

Conductor Finnicum spied an open place on Lake Okoboji the other day and since then has been seen getting his fishing tackle in shape, ready to throw fear and despair into the hearts of the luckless fish.

—And that reminds us that those nice sunny days in February got Joe Pope to checking up on his fishing tackle, too. We bet those poor defenseless Storm Lake fish are "gonna" catch it.

Expect you remember what a fine fisherman the late Mr. "Dad" Ferguson of Nemaha used to be. An accomplished photographer, too, who did his own developing and printing. We recall relieving him one vacation time and being shown his elaborate darkroom on the second floor of the Nemaha station. Quite an accomplished gentleman, who had a lot of friends.

C. Osborne, agent, Jefferson, was relieved a short time during February by H. Calhoun.

A very interesting Traffic - Operating Meeting was held at Perry the evening of February 7th, where a number of valuable ideas were discussed. A number were present from this Division.

Operator Straley has resumed the Third Trick position at "UD" telegraph office, Des Moines.

A fast run was recently made with several cars of live stock from Denver, Colorado, to the vicinity of Jefferson and Cooper. The stock left Denver at 1:00 p. m. and was delivered at destination about noon the next day.

The Milwaukee Road has again been favored with several nice theatrical movements. "The Green Pastures" was one of the largest. Miss Kate Smith and her company were another.

Engineer Wallis of the I.&D. Division made his debut on this Division during February, coming over to "take" the miles. Welcome.

Well, are we all lined up to get our friends and their friends to go to the greater Century of Progress or to Yellowstone Park this Summer? It's to be a more stupendous World's Fair, and the Park is at the same stand in all its glory. We are doing our friends a favor when we get them to visit either show-place. Each is very educational and, with the new low rates, it's about as cheap to go as to stay home—some maintain it's cheaper—and of course there's no finer way to travel than via The Milwaukee Road—the dustless, cleaner and more comfortable route. Let's get to working on our prospects early.

Coast (West) Division

Gertrude Alden

EITHER the law of compensation is working overtime, or, mother nature is sorry for all the trouble caused us earlier in the winter. We told you in the last issue about our slides and washouts, but that is only a memory now, and the sun is shining every day—62 above yesterday—baseball on every other vacant lot and crocus up and about to bloom in Trainmaster Cleveland's front yard.

The Passenger Department should take notice of our unusual spring weather, and get two or three extra cars on No. 15 everyday to accommodate the rush getting away from that 40 below weather we have been reading about back East.

Milwaukee Bowling League standing, February 9th, 1934, at Tacoma, Washington:

Twenty-six

	Won	Lost	Aver.
Storekeepers	19	5	811
Accountants	14	10	804
Casting Dept.	13	11	785
Roundhouse	11	13	844
Supervisors	8	16	789
Electricians	7	17	857

It appears that out of the 36 employees the four highest are as follows:

	Aver.
1. Collins	198
2. Kinzner	181
3. L. Rickett	181
4. E. Schuetze	179

We are very glad to report at this time that Miss Ann Kerwin, and also Mr. Martin Notske, who have been in the Firland Sanatorium for sometime have returned to their homes in Seattle. The "Bunch" is all looking forward to their return to the office as soon as they are a little stronger.

The New Hub of the I. and D.

By Wm. Lagan

CONDUCTOR Burt Small of Sioux City has been confined to his home with a bad siege of the flu.

Agent Henry Brown of Hawarden, Ia., is taking a six-months' leave of absence and is planning a trip for his health.

Conductor Al Schmidt has been saying "hello" to his many friends around Sioux Falls. Al has been relieving Conductor Burt Small, who is confined to his home by illness.

Old Timers will be sorry to learn of the passing of Frank Morrison, of Yankton, S. D. Mr. Morrison was fireman on the first train from Sioux City to Yankton, on the old Dakota Southern Ry. He was well known in railroad circles in the early days and had a fund of interesting experiences of the hardships that the pioneer railroaders went through at this time.

Mrs. Hall, wife of E. C. Hall, dining car steward on the "Sioux" recently secured two round trip passengers to the west coast.

One of the largest crowds ever seen congregated around the Milwaukee passenger station recently to witness the arrival of Verne Sankey and Alcorn, notorious kidnapers who arrived via the Sioux for sentencing in federal court at Sioux Falls.

O. K. Johnson, car foreman Sioux Falls, is back on the job after suffering from a severe cold, and L. F. West, ticket agent Sioux Falls, is also back to work, he having been confined to his home with a bad case of mumps.

Pete McMonagle, check clerk Sioux Falls, always has his eyes open to make a little extra cash. He tells me he has his eye on three nice pontes which he saw down at the Rendering works and he says if things don't pick up on the railroad he is going to start a "Dude Ranch" near Sioux Falls this spring.

The first sign of SPRING: Kelly and Erickson are telling fish stories.

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

D. H. A.

A GENT F. C. WILLIAMS gave a very interesting talk at the Monday, February 5th, meeting of the Rotary Club held at the Brown Palace Hotel. He spoke on that phase of railroad activity having to do with rate making with special reference to the difference between long and short hauls. He also told of the part the railroads have taken in the development of the country and of the national need of this kind of service; also the duties performed by them during the World War. The railroads are under very strict supervision in many lines including the matter of rates, while their competitors operate more or less without restrictions. All the railroad company asks is that they be allowed to compete on even terms with their competitors.

Mrs. H. R. Winship and daughter Frances, of Miles City, are spending a few days in the city visiting old friends.

J. L. Caldwell enjoyed a few day's vacation at Chippewa Falls, Wis., and Minneapolis.

Mrs. Bess Bunker is a patient at the Northwestern Hospital at Minneapolis, for a tonsillectomy operation. Her many friends hope for a speedy recovery.

Mr. John Mullen has returned from San Francisco where he spent some time with his son Donald, who was seriously injured in an auto accident. He states that Don is very much improved but will have to be in a cast for three months.

A son was born to Mr. and Mrs. William Robertson at Baltimore, Maryland, on January 13th, and has been named William Owen. Mrs. Robertson was formerly Miss Claire Riffle of Moberge. Mr. and Mrs. Milt Riffle have just returned from a trip to Baltimore, bringing Mrs. Robertson and son with them and they will spend some time here with the fond grandparents.

Auditors J. T. Fuller and Frank Langer checked the Moberge ticket and freight offices on January 26th and 27th.

The Milwaukee Women's Club gave a card party at the club rooms on Tuesday evening with nineteen tables playing. Everyone had a good time and twenty dollars was added to our treasury. Prizes went to Mrs. L. W. Scheifelbein, Mrs. James Collins, Mrs. Emil Johnson and Mrs. Dan McCarthy.

Talk about nice weather! There is no need for anyone to go to California or Florida this year, for it couldn't be any nicer out there, than it has been here the past month with the thermometer up to 50 and 60 above, bright sunshine and no snow. We want it to continue his way, but hope to get lots of moisture before spring. On account of this nice weather the Nichols Ice Company were forced to give up their contract of filling the railway ice houses here, as the ice is breaking up in the Missouri river in many places now.

Mr. and Mrs. G. A. Robison have returned from a trip to the west coast.

Little Jean Anne Carlson has been very ill at the Moberge Hospital, but is somewhat improved at this writing. Mrs. Carlson's mother, Mrs. Dunningen of Miles City, came to be with them.

Mrs. Belle Jackson is visiting friends at Sparta, Wisconsin.

Roy Van Dyne is relieving the agent at Rhame for a few days.

Our new express agent, D. W. Dwyer of Great Falls, Montana, has arrived in the city and will take over the railway express agency here.

Mrs. F. H. West and six children of Seattle have come to make their home here and are now comfortably settled in the Fred Popple residence, and Mr. West looks happy again.

Mrs. James Gustafson, wife of our genial agent at Lemmon, S. D., is visiting her son at Rugby, N. D., who is a coach in the high school there.

Mr. and Mrs. I. L. Dickey left Monday, February 12th, for Pittsburgh, Pennsylvania, being called there by the death of Mrs. Dickey's father.

Mrs. C. N. Vincent of Regent, N. D., has returned to her home after an extended stay at the hospital at Dickinson, N. D.

Agent Erickson of Havelock is a patient at the Reeder Hospital. During his absence his position is being filled by Wm. Hogan.

Nick Gahr is relieving Agent Tripp at Marmarth while he is transacting business at Bismarck, N. D.

Roy Van Dyne is like a flea, here, there, and everywhere; right now he is relieving Agent Todd at Keldron, N. D.

C. E. Chesmore was called to Ipswich by the serious illness of his mother.

Iowa (East) Division News

John T. Raymond

A STAFF MEETING was held at the Superintendent's office, Marion, January 13th, presided over by A. J. Elder. Matters concerning improved operation and Safety First were discussed. Other than the local officials present were: R. C.

Dodds, J. A. Cherwinker, S. Einerson of Perry; G. W. Wean of Sioux City; L. Anderson of Rockwell City, and A. H. Holbert of Monticello.

Among the railway friends attending the Merrill funeral at Marion were: Mr. and Mrs. Jocelyn of Ottumwa; Miss Ruby Eckman of Perry; Mr. and Mrs. L. J. Miller of Springville; M. B. Leonard of Monticello, and Ralph Wain of Paralta.

Miss Hazel Merrill of Chicago was called to Bettendorf during the serious illness of her father and then came to Marion to attend the funeral.

Miss Hannah Johnson of Marion was away from duty a couple of weeks on account of illness.

Trainmaster W. J. Hotchkiss, early in February, spent several days on Company business at Winona, Minn.

Over the Division, in January, were the Kate Smith Co. from Minneapolis to Davenport, thence to Cedar Rapids, and the Green Pastures Co. to Cedar Rapids from Des Moines, and thence to Savanna for Madison, Wis.

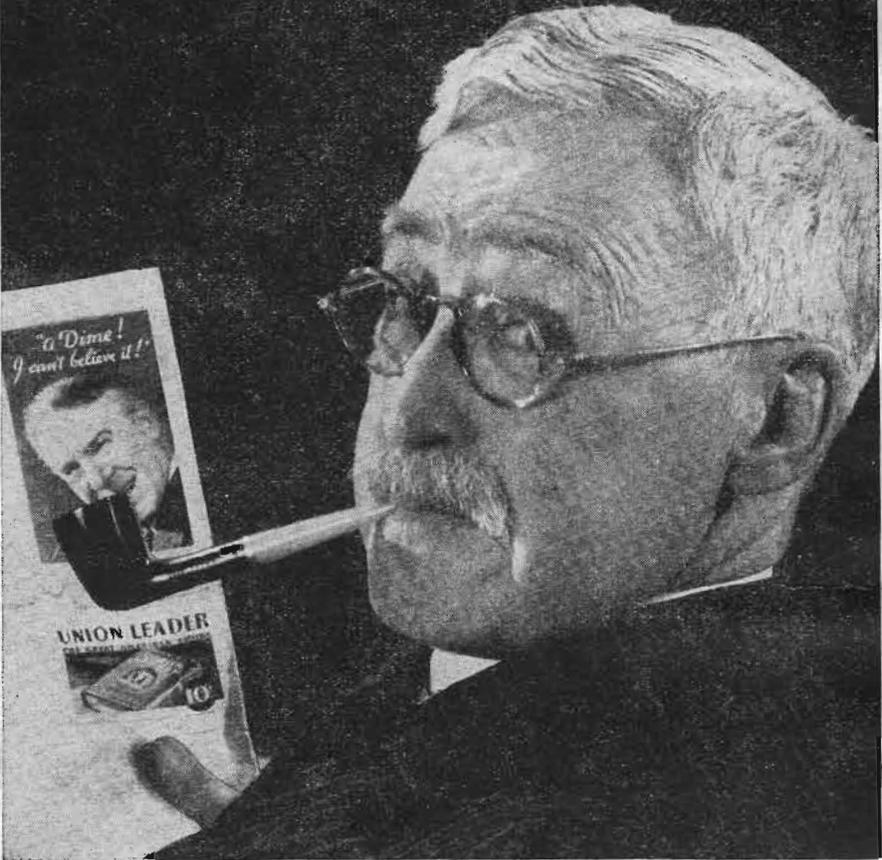
We had the pleasure recently of presenting to Conductor Charles R. Cornelius a 55-year button from the Milwaukee Veteran Employees Association, sent by Mrs. Grant Williams, the Secretary-Treasurer, from Chicago. Conductor Cornelius is active on trains 3 and 4 running between Marion and Omaha, and has made a long and enviable record. We join with many friends in extending hearty congratulations.

R. C. Merrill, 72, passed away at the Masonic Sanitarium, Bettendorf, Iowa, at 2:20 a. m., Monday, January 21st. Mr. Merrill served for one year on the Wisconsin Central R. R. and about 4 years as trainmaster on the Western Indiana Ry., Chicago. With these exceptions, he had served the Milwaukee Road for 53 years as operator, dispatcher and trainmaster at Marion, Chicago and Perry. He retired from the service in 1931 on account of ill health and, with his family, moved to Viola, Iowa. He expressed a desire last autumn to go to the Masonic Sanitarium for the winter, where he was taken. He was a member of the Congregational Church, the Masonic Lodge and the O.E.S. of Marion, and the Milwaukee Veteran Employees Association. He is survived by his widow and six children. The funeral services were held Wednesday, January 24th, at Marion, Marion Lodge No. 6, AF&AM, with Rev. C. J. Biddle as Chaplain in charge. The pallbearers were Milwaukee employes: C. T. Rowe, Benj. Bulkley, Ralph J. Kendall, Earle E. Edwards, Willis Jordan and the writer. Burial was in Marion.

Mr. Merrill served the Milwaukee Road for a long period of time loyally and industrially, and many friends, especially in the railroad circles, deeply regret his death and join the Milwaukee Employes Magazine in expressing their deepest sympathy to the surviving members of the family in their bereavement.

Early in November, when R. C. Merrill went to the Masonic Sanitarium at Bettendorf, there were five or six other telegraph operators located there. Superintendent Treat thought it would be interesting to have a wire with instruments put in each of these men's rooms so that these old-timers could talk to each other over the wire, so a telegraph station was established in each room. One was Marion, R. C. Merrill, dispatcher; Gordon Grove, J. K. Waters, dispatcher; Washington, F. T. Neal, operator; Boone, T. E. Beck, operator; Oskaloosa, N. A. Baldwin, operator. Superintendent of Telegraph E. A. Patterson of Milwaukee furnished five instruments and Mr. Coleman of the Postal Telegraph Co. furnished one, and our chief clerk at Davenport, R. E. Tathwell, superintended the construction of the line. Dispatcher Waters cannot see to read, so he gets the latest news over the wires. He misses Mr. Merrill greatly as RCM was very active in getting the daily news to him and RCM was a fine sender.

*"When 10¢ buys the best
THAT'S NEWS!"*



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A TOBACCO that won't bite any man's tongue. **THAT'S NEWS!** But that's only the half of it. The mellowest Kentucky Burley you ever tasted. Matured and aged to the peak of smoking perfection. And a man's sized tin of it

for only a dime. Is *that* news? Of course, Union Leader quality isn't news to the millions now enjoying it. But to the smoker who has never tried it... the first pipeload is like a front page sensation. (Fine for cigarettes, too.)

UNION LEADER

THE GREAT AMERICAN SMOKE



Twin City Terminals—Mechanical and Stores Dept.

N. A. H.

MR. JAMES DAWSON, after 52 years' service with the Milwaukee Railroad, returned from active service.

Wm. Spafford, Jr., machinist, South Minneapolis roundhouse, is very active in the community in which he resides, he having been elected vice-president of the Bloomington Township Commercial Club for 1934.

Among the visitors at South Minneapolis recently was Supt. H. M. Gillick from Aberdeen. Also, Wm. Brossard, former engineer on the I&M Division but now retired, was a caller at South Minneapolis roundhouse of which his son, J. L. Brossard, is foreman.

We wish to extend to John Powers, machinist, South Minneapolis roundhouse, our sympathy in the loss of his sister after a lingering illness.

John Garrity was called to Watertown, Wis., on account of his mother passing away. We extend to Mr. Garrity our sympathy in the loss of his mother.

Cleon Leach, who has been acting in the capacity of hostler, was very unfortunate in breaking his wrist while cranking his car.

Machinist Arthur Brooks, has returned to work after having been off for a considerable length of time due to ill health.

Engineer Jas. Cunningham almost caused a delay off the dock due to refusing to leave until he could locate his glasses. He burned up nearly a box of matches looking into all dark corners of his cab, when his attention was called to the fact that he was wearing them on his forehead.

Dubuque, Ill., Division, 2nd Dist.

E. L. S.

WE ARE pleased to report that a number of the employes in this district have recovered from recent operations or illness. Section Foreman Matt Duehr, Dubuque shops, has been on the job for a number of weeks after recuperating from an operation. Conductor J. E. Kohler is also working again after an illness. Conductor P. J. Handley has almost completely recovered and will probably soon be on the job again as the weather becomes warmer.

Conductor J. J. Wittman is on the sick list, also Engineer M. J. Brophy, and we hope for a speedy recovery.

Al Bensch, formerly employed in the machine shop, is acting as a safety inspector and instructor for the local CWA, and we wish him success in his work.

We have an actor in the dispatcher's office, who is none other than E. W. Olson, train dispatcher. We understand he did very well in the part he played in the recent play, "Pirate Gold," sponsored by the local Elks' Club at the senior high school, Dubuque, Jan. 31 and Feb. 1.

Quite a number of our employes attended the President's ball at Dubuque. One of the switchmen was unfortunate enough to have his black derby stolen, however, at one of the dance halls.

Warner Construction Co., contractors, have started preliminary work on Government Dam No. 11 in the vicinity of Eagle Point, adjacent to our tracks.

Engineer Wm. Luther of the West Union line is again sojourning in Florida this winter. Engineer Louis Gross is relieving him.

Sympathy is extended to L. E. Webb, operator, Marquette, whose father passed away at West Union latter part of January.

At this writing our division has gone 605 days without a reportable or lost-time injury. May we continue for 605 more days and then some!

On Jan. 18 the "Kate Smith Special" was handled over our division between La Crosse and Green Island, but "the song bird of the South" was asleep while en-route to Davenport over our road. Crew handling this special was Conductor W. L. Wiedner, Engineers H. Dersch and F. Widman.

Notice Book of Fashions 1934

Send 15c in coin or money order for our new and fascinating Pattern Book, showing the way to a complete wardrobe of new things, simple and inexpensive to make, also Hints to the Home Dressmaker.

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

8117. Stylish Ensemble.

Designed in 6 sizes: 14, 16, 18, 20 (with corresponding bust measure 32, 34, 36 and 38) and 40 and 42. Size 18 requires 3 yards of 54-inch material for skirt and jacket, and 2 yards of 36-inch material for blouse and cuffs. To line jacket 1 1/4 yards of 36-inch material. Price 15c.

7689. Ladies' Morning Frock.

Designed in sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. Size 46, if made as in the large view, requires 3 1/2 yards of 35-inch material. With long sleeves 3 3/4 yards. Price 15c.

8120. For Protection.

Designed in one size—medium 38 to 40 bust. It requires 2 1/2 yards of 32-inch with ruffle. Without ruffle, 2 yards. Ten yards bias binding. Price 15c.

8112. Simple Frock.

Designed in sizes: 34, 36, 38, 40 and 42 inches bust measure. Size 38 requires 4 1/4 yards of 39-inch material. Bow trimming of ribbon requires 1 yard. Price 15c.

8133. Daytime Blouse.

Designed in sizes: 34, 36, 38, 40, 42 and 44. Size 38 requires 2 1/2 yards of 39-inch material if made with the large collar. Without the collar 2 1/2 yards. Price 15c.

7967. Smart Coat.

Designed in sizes: 11, 13, 15, 17 and 19, with corresponding bust measure 29, 31, 33, 35 and 37. Size 13 requires 3 3/4 yards of 54-inch material if made with the cape. Without the cape 2 1/2 yards. To line coat and cape requires 4 1/4 yards of 35-inch material. Price 15c.

8056. Bunny Toy.

Designed in one size: 15 inches body length. It requires 1/2 yard of plain material and 1/2 yard of figured material 35 inches wide. Bow requires 1/4 yard of ribbon. Price 15c.

8130. School Frock.

Designed in sizes: 2, 3, 4 and 5. Size 4 requires 1 1/2 yards of 35-inch material. Without collars 1 1/2 yards. Price 15c.

8002. Girl's Dress.

Designed in sizes: 6, 8, 10 and 12 years. Size 10 requires 2 1/2 yards of 35-inch material, together with 5/8 yard of contrasting material. Price 15c.



West End T. M. Division

R. K. B.

THE month of January appears to have been a good business month all over the country, and the T. M. Division contributed its part by showing a fine increase over the preceding year, the coal business being particularly good in spite of the Banana-Belt weather. The market for well-broke horses back east must be good, as have noticed several cars of these horses passing through town every day these past few weeks destined to eastern points.

Passenger Conductor W. H. Earling has just returned to work after a two months' vacation in California. During his lay-off Condr. W. H. Kelly relieved him on the "Scoot."

Another California vacationer at this writing is E. E. Kemp, agent at Terry. He is being relieved by I. J. Blazek.

We were saddened to learn of the death of the mother of Traveling Engineer R. G. Webb in Spokane on February 4th after a short and serious illness.

Conductor John Casey secured the assignment to the work train unloading rip-rap rock east of here, and has spent the last week or so putting the Yellowstone River where it belongs.

A few days extra typing work in the offices on engineering reports gave Edith Petterson a chance to get her name back on the payroll.

We were pleased to hear of the appointment of extra-dispatcher, D. J. Hagerty to the position of C. W. A. Supervisor in charge of fourteen counties in this end of the state. Dave has just finished attendance at the session of the State Legislature in Helena, where he is State Representative for Custer County.

The many friends of Mrs. F. L. Reynolds, wife of Machinist Fred Reynolds, were sorry to hear of her illness necessitating her confinement to the hospital, but are glad to know at this writing that she is reported resting much easier.

At a largely attended meeting at Miles City on January 26th, Milwaukee employes and businessmen of Miles City were addressed by Mr. S. B. Winn of Deer Lodge, delegate of the Western Conference Committee of Railroad Brotherhoods, and voted to form an organization in Miles City for the purpose of addressing Congress for repeal of Section Four of the Interstate Commerce Act, which in effect prohibits railroads at the present time from making rates competitive with the steamship lines. Officers elected were C. R. Vandervort, President; T. J. Shore, businessman at Miles City as Vice-President, and H. J. McMahon as Secretary.

Peter Gust, for many years Coal Dock Foreman at Marmarth, passed away at his home at Marmarth on January 27th.

Those who have undergone major operations at the Miles City Hospital during the past month are Mrs. J. P. Leahy, wife of our Night Roundhouse Foreman, and Herman Lindow, Store Helper.

Store Helper Sam Leo and wife were called to Grand Rapids, Mich., on February 13th on account of the serious illness of Mr. Leo's brother.

Mrs. E. A. Farr has just returned to Miles City from Charles City, Iowa, where Earl is employed at the present time as Operator.

Road Foreman of Engines Bodenberger has been working on the division the past few weeks conducting tests on the front ends of locomotives.

A strict course of diet, combined with some mild exercises has worked wonders with Wire Chief W. J. Doherty, who put on a few pounds during his last visit to Chicago, previously chronicled. The exercises consist of graceful bendings to the left, front and right, and go by the name of "Grecian Bends."

Wisconsin Valley Division Notes

Lillian

MR. HENRY WAGNER, switchman in the Wausau yards had the misfortune to slip on the ice fracturing his right

GOOD WELDING MADE EASY



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Note: On January 1st, 1934, the Air Reduction Company, Inc., exercised its option on the balance of the capital stock of the Wilson Welder and Metals Company of North Bergen, New Jersey. Air Reduction thus becomes the first of the oxyacetylene welding companies to own a 100% interest in an electric welding organization.

hand at the wrist. He was compelled to be off duty for about three weeks.

Richard R. Akey of Merrill who was injured in an automobile accident while returning to his home at the close of his duties terminating at Wausau is steadily improving, but it will be sometime before he will be able to attend to his regular duties.

Switchman Wm. McEwen has been laid up at his home on account of illness for the past three weeks.

Mr. M. M. Harrington spent a day at Madison recently visiting a relative who is confined at a local hospital in that city.

Mr. and Mrs. Charles Lattimer spent a few days of this week visiting relatives and friends in Milwaukee.

As Mr. Groundhog saw his shadow on February 2nd which according to the old story informs us that we are to have six weeks more of winter weather. At this writing it helps some to know that this period is lessened by thirteen days.

Mr. and Mrs. A. H. Rantz were visitors in Wausau over the week end of February 11th.

Mr. and Mrs. Fred R. Wright of Tomah, Wis. left February 1st for their annual trip to Hot Springs, Ark. They expect to be gone about six weeks.

Mrs. Dewey Whitmore and daughters, Shirley, Phillis and Patricia, motored to Rhinelander recently to spend a few days with relatives.

On account of the CCC camp at Star Lake the agency is going to remain open. F. J. Love being appointed as agent relieving R. J. Schultz who returned to his regular position as agent at Brokaw. L. E. Kroll will take the agency at Mather and Frank Gilson to Dancy.

A. L. Ische was in Wausau looking after some business and stopped in the freight office—and did he get service? At any rate we have not heard of a damaged

royal so we assume the service was first class.

WOULD YOU BELIEVE THAT IT WAS 4 DEGREES ABOVE ZERO AT NEW LISBON, AND 36 DEGREES BELOW AT STAR LAKE, WITH NO SNOW AT NEW LISBON AND FOUR FEET AT STAR LAKE?

The drought condition last summer and the reduction in rates is bringing in an unusual heavy movement of hay and feed to this division, the receipts being heaviest at Merrill.

Supt. H. F. Gibson was in Wausau and other stations on the division for several days to make his usual inspections.

Agent J. E. Whaley at Mosinee was successful in securing a potato shipper for his station and he now lists as a paper, live stock, and potato shipping station.

Those of us who do.

Mr. Frank Voeltzke, freighthouse foreman, Wausau, Wis. secured the patronage of Mr. George Beilke, of the Central Plumbing & Heating Company to travel our line Wausau to Milwaukee, to attend the Plumbers' Convention there.

Mr. A. Yates, roundhouse foreman, Wausau, Wis. and Fire Knocker Felix Slomske did some very nice work in switching cars away from the George Silbernagle & Sons Sash & Door plant when their buildings were on fire and completely destroyed on February 1st. There was no switch or road crew available at the time of the fire and considerable amount of equipment was saved by putting a locomotive in service to do some switching.

Still Right, Maybe

With whom was your wife quarreling last night?

"Oh-er-she was scolding the dog."

"Poor beast—I heard her threaten to take the front door key away from him."

Marquette Local News

A. B. Johnson

Conductor James Cassidy spent several days in Chicago the latter part of January. Conductor Dana relieved Jim on runs 4 and 9, Marquette to Dubuque.

Switchman Geo. Peterson, Marquette yard, has taken a leave of absence and left Jan. 15 for New Orleans, Tampa, Fla., and Havana, Cuba.

A large light has been placed on the coal chute at Marquette for the safety of night employes walking and working in the yards.

E. M. ("Jiggs") Donahue and Midgeley Mathews have completed their four years' machinist apprenticeship at Marquette roundhouse.

Brakemen Francis Collins and Glen Bock are now braking on 35 and 38 between Savanna and La Crosse since Feb. 1 when steam power was again used on these trains.

P. L. Mullen and Boiler Foreman Jas. Smith of Savanna were at Marquette Jan. 17 looking after an L-3 engine in the roundhouse for heavy repairs.

Machinist Henry Meyers, Marquette roundhouse, has been confined to his home for the past two months account of sickness.

Roundhouse Foreman Al Rousseff has returned from a trip to his old home at Summersett, England, where he visited his mother, brothers and sisters. This was Al's first trip home since he left there 29 years ago. He sailed on the S. S. Berengaria to Southampton and returned on the S. S. Aquitania.

Twin City Terminals

Leda Mars

E. E. BORROR, Assistant Station Master at the Milwaukee Station, whose voice has been heard by thousands of travelers, called his last train on January 31st. He dropped dead at the station while at work, at the age of 55 years. In the railroad service for nearly 40 years, Mr. Borrer had been Assistant Station Master for the last four years. Prior to that he had been in the dining and sleeping car department and in his early days on the road was a fireman. He had lived in Minneapolis for 18 years and was a member of the Milwaukee Veterans Association. Sympathy is extended to his wife and son by his many friends and co-workers.

Business is definitely on the up-swing as is evidenced by the shopping around of some employes for autos. Among the more prominent prospects are Messrs. R. J. Roberts and F. E. Quirk. Mr. Quirk, it is said, is either going to get a new Ford or modernize his 1918 edition, while the Cadillac and Packard people have been contacting Mr. Roberts.

Ed. Knoke, after submitting to us the article about the turkey contest at South Mpls. Yard Office, has nothing to contribute this month.

Fred Johnsons' alley cat took third prize at the cat show. Considering the number of pedigreed cats at the show, we think it quite an honor for an ordinary cat to win a Yellow ribbon.

Pat Flaherty, of the local freight, is the proud father of a son, and we understand the name is to be Patrick Terrence.

Eleanor Moran is on a 30-day leave resting up in the quiet of Austin.

Emil Rachner has decided to start opening the doors before going through after cutting his hand pushing the glass out.

Famous last words by Elavi Conroy, "Next week I am going on a diet."

Carl Holmgren plans to go in for some steady hunting. On December 13th he purchased a "hound" and plans to break all records for bringing in the Wild Game.

The Milwaukee Division of the R. B. W. A. gave a Bridge and Bunco party in the Traffic Clubrooms in the Nicolet Hotel on January 25th. Door prizes were given, also prizes for the high score and lunch was served in the main dining room.

Thirty

CLASSIFIED ADVERTISING

The use of these columns is FREE TO EMPLOYEES of the MILWAUKEE, who have personal property to exchange or sell. Your copy must reach the Editor not later than the 15th of the preceding month. Your name and department for which you work must be sent in on a separate slip.

FOR SALE OR RENT—Eighty acre farm. Immediate possession. Stock and machinery on place. Ten room house, barn, granary, garage, wood shed, corn crib, chicken coop. Thirty acres under cultivation, twenty acres to be broken up; balance in wood. Terms: \$3,000 and assume \$2,500 mortgage. Or, will rent place complete for \$25.00 per month. For further information write Earl W. Taylor, Dakota, Minn.

FOR SALE—Lantern handles of finest selected second growth hickory. Very serviceable. Price 50c. Write: Benj. R. Weber, 2524 W. Lisbon Ave., Milwaukee, Wis.

FOR SALE—Partridge Cochon Cockrels, \$1.50 each, also some Pullets—Send 10c for package of castor beans. Frank Florer, 1408 Locust Street, Valley Junction, Iowa.

FOR SALE—Five-room frame house on 120x150 lot—landscaped with trees and hedges. House is furnished with modern improvements. Located on good gravel road one and one-half miles S. W. of Bensenville. Also—several hundred shade trees—elms, and ash, varying from ten to twenty-five feet in height—on hand. Inquire Anton Smeja, Bensenville, Illinois.

FOR SALE or will exchange Genuine Mahogany Stineway Electrical Reproducing Grand Piano, for cash, car, or what have you? H. P. Baker, 6355 Langley Avenue, Tel. Fairfax 4739.

FOR RENT—Modern apartment—three rooms and bath. Completely furnished—garage—3 blocks from station. Good suburban service. Milwaukee R. R. Very reasonable rent. E. E. Brewer, Telephone 223—P. O. Box 274, Roselle, Ill.

FOR SALE OR EXCHANGE—Six-room house on 50x120 lot, paved street, at 337 N. Ashland Ave., Green Bay, Wis. Will exchange for acreage near Tacoma, Wash. Address Jno. Cathersal, 1702 N. Pine St., Tacoma, Wash.

ROOMS FOR RENT—Two large sleeping rooms, one has twin beds; private home; men or ladies. Mrs. N. J. Van Schoyek, 4717 N. Campbell Ave., Chicago, Ill. Tel. Ravenswood 2129.

FOR SALE—SCOTTISH TERRIERS pedigree eligible for registration; champion bloodline. Paul A. Larson, 356 Vincent Place, Elgin, Ill.

FOR SALE—One Evinrude "Fleetwif" motor. Used twice, guaranteed to be good as new. Price \$70.00. Gerhard K. P. Dorn, 2124 N. 57th Street, Milwaukee, Wis.

TO TRADE—Eastman 3A Kodak, RR lens, with combination back for plates, also regular back, one portrait lens, one copying lens, two plate holders. Want No. 1 plate or film camera, size 2 1/4 x 3 1/4. What have you? Address: L. A. Carter, Agent, Darien, Wis.

FOR SALE—Modern five-room frame bungalow, on 50x187 foot lot. Paved street, beautifully landscaped. Two-car garage. For sale at depression price. Located in Villa Park, Illinois, fifteen miles west of Chicago and three miles south of Bensenville on the "Milwaukee." Write Thomas C. Taylor, 2228 N. Kilpatrick Ave.

FOR SALE—Five acres irrigated orchard mature bearing apple trees, near Otis Orchards or Green Acres, Washington, about thirteen miles from center Spokane toward Coeur d'Alene, Idaho. No buildings; land suitable for country farm or city suburban home; near steam, electric and automobile roads. Write Apartment 1, 112 South East Avenue, Oak Park, Ill.

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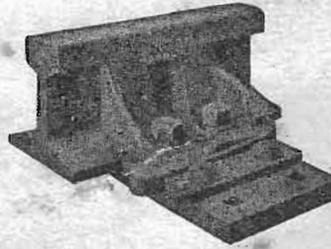
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