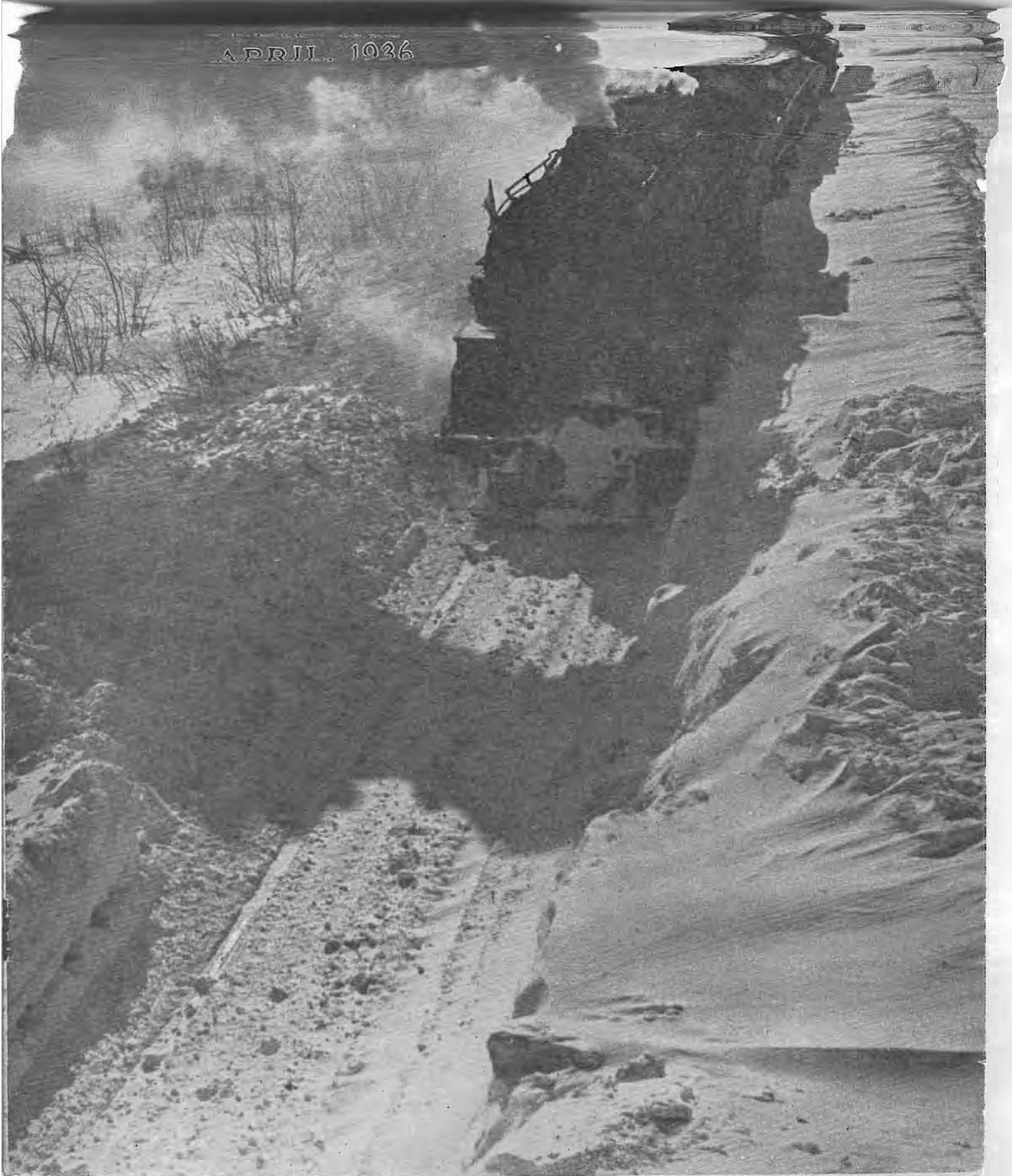


The
MILWAUKEE
MAGAZINE
APRIL, 1936

APRIL 1936



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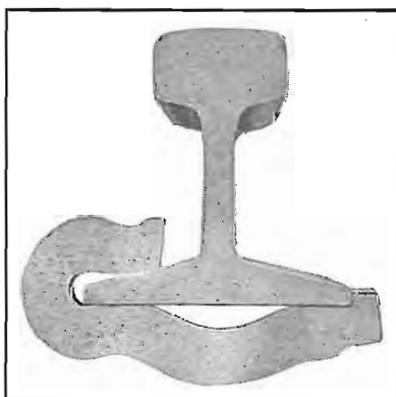
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Fighting the Blizzards: The Milwaukee's Mammoth Job

SOME daring reporter announced in an Iowa newspaper that the storms and cold of the past winter have been the worst in 116 years. Perhaps so. Anyway the oldest inhabitant does not remember anything like it; weather records do not go back that far, but certainly no one now alive will contest the claim that the blizzards of the 1936 winter have been the worst on record throughout the middle west, both in the matter of violent storms and continuous severe cold.

Day after day, week in and week out, the hard, bitter cold continued, the snow blew in blinding clouds, on the wings of strong northwest winds, piling up drifts and rendering traffic or any outdoor activities hazardous, even practically impossible at times. But through it all the men of the railroads toiled, out in the biting winds doing their utmost to keep the lines open and serve the communities, which as the severity of the cold and the storms continued unabated, were experiencing food and fuel shortage. Frozen feet, frozen hands, frozen faces were the toll paid by the railroad men, as with steadfast effort and unflinching courage, the engines and plows were manned and the digging crews faced the icy blasts, keeping everlastingly at it, opening up the avenues of transportation. Then, when success would seem to crown their efforts, back at it again to do the work all over again as new blizzards swept in.

Iowa, Minnesota, the Dakotas and Wisconsin bore the brunt of the fierce and continuous storms, and once, practically the entire state of Iowa was blockaded and traffic at a standstill.

In spite of valiant efforts to keep traffic moving, preceded by snow plows and followed by helper engines, trains made slow progress, and some were annulled for short periods, some passenger trains that had stalled in the huge drifts were dug out and brought in to nearby stations to await in safety the emergence of the railroad from the mountainous drifts, and efforts were concentrated on opening up the railroad.

Fuel grew scarce in many towns, schools were closed and both food and fuel were rationed in some places, awaiting the time when struggling locomotives belching smoke and whirling snow tossed high in the air proclaimed the approach of a rotary plow and behind it CARS OF COAL. As fast as was humanly and mechanically possible, the railroad brought in the coal.

There was, of course much anxiety in the beleaguered towns, but thanks to the almost superhuman toil of the railroad men and their long days and nights of pounding against the packed and icy drifts, there was little actual suffering.

A partial log of the exigencies in railroad operation occasioned by the unprecedented weather, may help to give an idea of what The Milwaukee Road, in

common with all other transportation agencies was up against during six weeks of blizzards:

Up to January 18th, there was cold and some snow, but not more than the usual winter emergency operation, over the best part of Lines East and little trouble to report from Lines West. On that day, however, heavy snow was reported in parts of Iowa and Minnesota, with drifting and sub-zero temperatures. In Wisconsin, high winds, drifting, and "hard wheeling" occasioned delays to train service. Very cold.

On January 20th, the I. & S. M., parts of the I. & D. and Iowa Divisions reported new snow, intensely cold weather and high winds. Conditions, also, growing worse on the Superior Division, with some trains annulled until the road could be opened.

January 22nd, severe blizzards developed with heavy gales and intense cold, drifting the snow badly and packing it in hard. Plows were operating in the worst of the affected territory. Temperatures slid down hour by hour, adding to difficulties of the situation. Rotary plows were brought into action, clearing lines and opening the railroad to traffic as fast as possible.

On February 1st, the Milwaukee Division experienced heavy handling and Milwaukee Terminals was under one of the worst blockades in its history. Assistant General Manager Ryan, who remained at Milwaukee aiding and directing the toilsome job of releasing marooned traffic, reported "everyone cooperating, working intelligently and hard."

On February 3rd, just as division officials were sending in reports of lines cleared, another blizzard struck Iowa and the Dakotas, moving eastward rapidly. With the already accumulated snow mountainous drifts, and bitter cold, the snow fighters found increasing difficulties in their work. Trains had to be abandoned and efforts concentrated on plows, rotaries and man-power to dig out when machinery was unable

to dislodge the hard-packed snow. Weather growing steadily colder,—30, 40 and in far northwest, more than 50 degrees below zero. But the work of clearing went steadily on.

On February 4th, Superintendent Vandyke reported a slight rift on the I. & S. M., the weather cleared and conditions were hopeful for a time, but the wind rose, drifting began once more and the di-

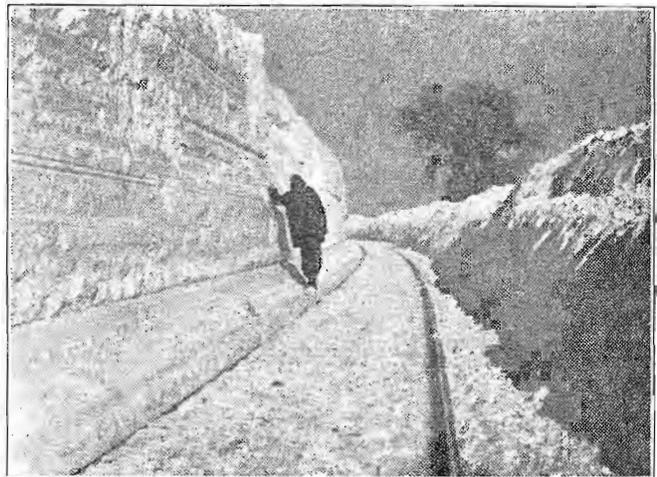
vision closed down again. Similar conditions prevailed on other divisions. On the Superior Division, trains were stalled and a new, sudden and very severe blizzard swept in. By February 6th, matters in Iowa cleared up a little. Wisconsin was still digging out, struggling with drifts five to ten feet in depth.

Reports were that "with no more snow, operations would soon be normal." Then the "worst blizzard of the winter" settled down on the country and the troubles began again. From everywhere the news was of heavy snow, high wind, intense cold, and everyone out working to open up the line again against almost impossible odds. Trains behind plows stalled and all the hazards of the past few weeks were repeated. Then again, as things began to be more hopeful, it started snowing again and the cold grew more severe. It was the same story repeated again and again throughout the month of February with each additional storm creating worse conditions as the snow banked higher and higher. * * * * *

As fast as the lines were opened, officials concentrated on getting coal to the towns where the need was greatest, and many a community owes its comfort and freedom from extreme hardship to the sleepless nights and toilsome days of the devoted officers and men of The Milwaukee Road, to whom all honor for their loyal and indefatigable labors to keep traffic moving.

On a railroad, just as with the people of the stage,—"the show must go on"—the trains must move and railroad men may not spare themselves when the welfare of the communities they serve is in jeopardy.

The accompanying eye-witness account of the blizzard troubles on the I. & D. Division, written by Mr. Albin Groth, secretary to Superintendent Ingraham probably mirrors the difficulties and hardships met and overcome everywhere throughout the territory visited by the unprecedented weather of the past two months:



The Highest in Iowa: The 25-Foot Lawler Drift.

The Winter on the I&D Division

Albin Groth

OUR bad weather period on the Iowa & Dakota Division started, you might say, on Christmas Eve. Up to that time there had been very little snow and there was practically no snow on the ground. Snow came, and by January 1st there was approximately five inches on the ground.

From January 1st on we had bitter cold weather, but the railroads were able to produce a fair operation in spite of this. Temperatures during January and up to February 22, remained below zero practically the entire time, ranging as low as 25 and 30 degrees below and seldom getting above 10 below. The first bad storm did not strike the Iowa & Dakota Division until February 3rd. On this day, following a heavy snowfall, the wind blew a gale from the northwest and temperature dropped to 20 below zero. At Mason City everything was tied up and a snow plow was started west from Mason City ahead of No. 11 early Tuesday morning, Feb. 4th. The blizzard was still raging and the branch line trains in South Dakota were annulled, although main line trains were operated with snow plows ahead. By this time we had a total of about twenty inches of snow on the ground, still sub-zero weather and cuts getting full of snow.

By continually operating snow plows and flangers we were able to have a semblance of train operation on February 6th and 7th, but on the night of the 7th another severe blizzard struck, continuing for 48 hours, with heavy snow, strong wind and temperature 18 below zero. Highways were blocked and traffic was at a standstill. Reports were coming in continually of autos buried in the deep drifts, livestock freezing to death and it was not uncommon to see people with frozen hands and faces. We worked in the offices with our overshoes on to keep our feet warm. No train was operated on February 8th or 9th, not a wheel turning on the entire division. By this time the snow was close to thirty inches deep and all cuts were full.

On Feb. 8th the worst storm thus far experienced struck the division and the snow was piled in great drifts. Three miles west of Lawler the Milwaukee had to break through one of the highest drifts in the vicinity, and perhaps in the state of Iowa, being about 25 feet in depth and 1,000 feet long. On the morning of Feb. 10th, superintendent Ingraham sent trainmaster Sizer east out of Mason City with snow plow and two L-2 engines, one of the engines to be used as a drag-out. Snow shovelers were also taken along to assist in cleaning off the track. In breaking through the drift at Lawler the snowplow was unable to go into the drift more than thirty to forty feet at one time and then it was necessary to pull the engine attached to the plow out of the drift, then clear the track in order to get to the snow plow and pull it out. This perform-

ance was repeated until the drift was finally opened and the traffic was again able to move. As result of accomplishing the seemingly impossible task of clearing the tracks through a drift 25 feet deep and 1,000 feet in length with only a wedge plow, trainmaster Sizer has the reputation of being a "snow bucker" and he certainly did do a good job.

The tracks had no more than been cleared off when on February 13th another blizzard passed over the division again, filling in all the cuts. This time snowplow with engine and caboose left Mason City ahead of train No. 22. This plow was almost through the cut at Lawler when it stalled and it was again necessary to open the drift. This was a difficult task due to the snow plow engine and

the progress being made in opening up the cut, which information was transmitted to Superintendent Ingraham at Mason City. Mrs. Griffin's reports were a wonderful help.

Assistant superintendent Doud was also encountering heavy snow and severe cold on the Second District with drifts near Scotland over a quarter mile long and 12 to 14 feet deep, while on the Springfield-Marion Junction Line drifts were encountered 2000 feet in length and 18 feet deep, which they were unable to open with wedge plow and on the 20th the rotary plow was used to open the cut near Marion Junction. The snow was packed so hard it was a difficult job for the rotary and it took nineteen hours to go from Marion Junction to Scotland with the rotary working all the time, a distance of 31 miles.

Calls were coming from all towns on the railroad for coal and every possible effort was being made to get coal to them.

On Feb. 22nd all branch lines in South Dakota were open and we were again able to deliver badly needed coal to various branch line towns. Coal was moved preference in all cases.

In one of the towns in South Dakota the residents were forced to cut down shade trees in their yards to use for fuel and everyone knows how valuable a shade tree is in the state of South Dakota.

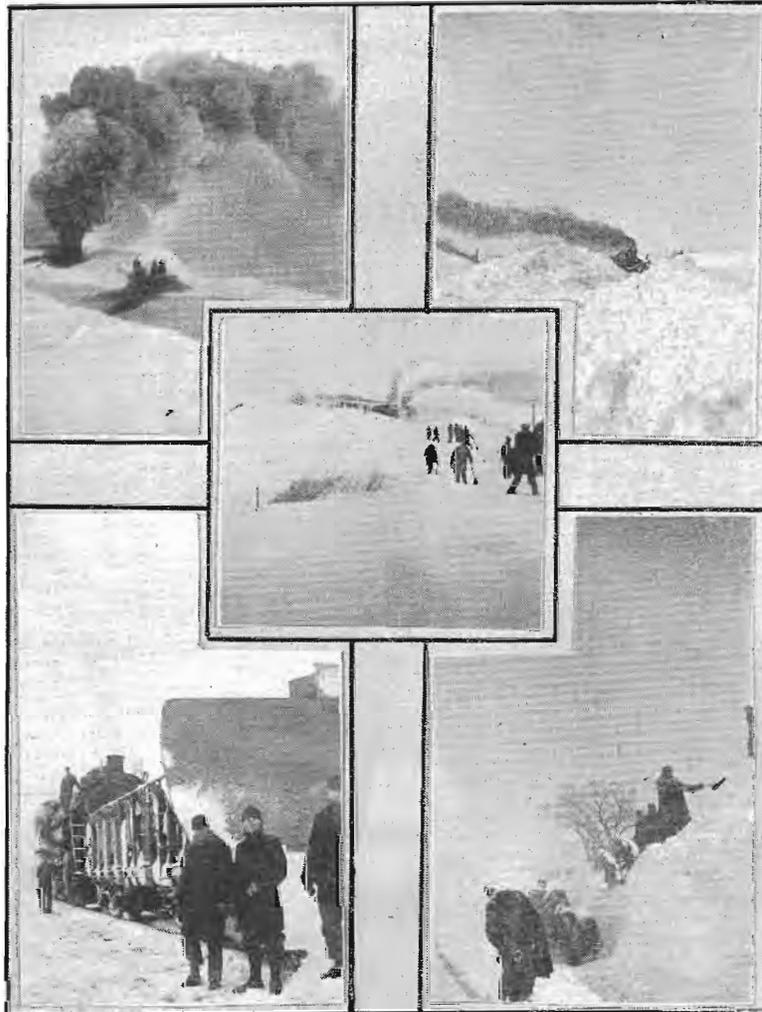
On the 26th another bad blizzard struck the division, coming in from the west, the snowfall being heavy on the west end of the division but the temperature not so low.

During all this time large numbers of snow shovelers, men who were not familiar with railroad work, were employed and it was necessary to keep a very close check on them to avoid possible injury. There were no derailments and no accidents, and only a few minor injuries, although there were quite a number of frozen fingers and faces.

The size of the drift at Lawler can be visualized by the fact that when an L-2 engine passes through the cut in the drift, the only thing that can be seen is the smoke coming out of the smoke stack. There were many other large drifts on the division which almost equalled the Lawler drift in size.

The blizzards which swept Iowa during the past two months are said, by the old-time residents, to be the worst blizzards they have any recollection of during their residence in Iowa.

During the blizzards the visibility was so bad and the weather so severe it was necessary to make an individual check of each man to know where he was and to know that he was into clear before attempting to make a move with a train. In many of the towns no one was allowed to walk out in the storm alone but had to be accompanied by another party. On the main highways in Iowa, state policemen were stationed at the outskirts of towns stopping traffic to prevent autos from getting out in the badly drifted highways and becoming snowbound, probably saving a great many lives which would



1. The Rotary at Lawler Drift. 2. Breaking Through at Lawler. 3. Rotary Moving West 100 Feet Before the Big Drift. 4. Engineer, Plow and Crew Ready to Start Out on I. & D. 5. Digging H. B. Larson, Crew and Engine Out of the Snow Cut at Lawler.

caboose being stalled in the cut.

Very excellent work was performed by the crew, which was stalled in the snow, keeping the engine in condition and was able to continue on after being released from the drift at Lawler, to Marquette. All the employes of both train and engine service, and section laborers performed fine service and cooperated to the fullest extent with trainmaster Sizer in opening the Lawler cut.

During the progress of opening the drift at Lawler, Mrs. Patrick Griffin, who resides on a farm one-half mile from Lawler, telephoned the office at Lawler and New Hampton, giving information as to

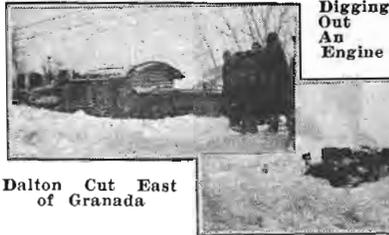
otherwise have been lost in the severe cold.

Account fuel shortage everything possible was done to get coal and fuel oil to towns. Coal in all towns was portioned out in small pound-lots to each family and schools, churches and business houses were closed to save fuel.

On one occasion train No. 3 coming into Mason City from the east picked up a bus driver and his entire load of passengers, bringing them to Mason City, the bus being unable to continue its run due to the blocked roads. This is one of the times that the bus lines had to call on the railroads for help.

On Monday morning, February 10th, the Morrell Packing Company at Soo Falls, which had loaded 25 cars of Eastern meat on the previous Friday, instead of dividing the shipments of meat between all lines out of Soo Falls as is usually done, offered to give it to the first line which was open and on Monday morning a crew of snow shovelers was sent with a switch engine and several flat cars to clear the tracks leading to the packing plant. They were instructed to cooperate to the fullest extent with the packing company, to speed up the handling of these cars with the result that our line obtained the 25 cars of meat and we had them going via the Milwaukee Road at 4:25 p. m. when the other lines were still thinking of ways and means to get their stalled trains out of the drifts. Our work of cleaning tracks for the packing company was very much appreciated as well as our delivery of 17 empty meat cars, and early the next day the packing company was able to start work again, their operations being suspended account of the storm and lack of cars.

Three trains of meat were given to us by the Decker-Armour people at Mason City to hande to Chicago. We got them be-



Dalton Cut East of Granada

cause we were the only ones able to handle.

On the morning of Feb. 26th six inches of new snow fell over the entire division and with a wind of 50 to 60 miles per hour in the afternoon, traffic was completely stopped again. Other railroads operating in this territory again had freight and passenger trains stalled in drifts and passengers were subjected to the ordeal of spending the night in stalled trains. As result of good judgment of those in charge of the Milwaukee Road all our trains were tied up at terminals, which prevented having passenger trains stalled in drifts.

After this storm, the Milwaukee Road was again the first line to have their tracks open.

The advertising our road received in newspapers and over the radio and the fact that our trains, the Arrow operating via Soo City, and the Sioux operating via Mason City, have been the first trains into Soo Falls after the passing of storms, no doubt will result in increased business for our road in the future.

All employes have been very much interested and have been extremely anxious to open the roads and get the trains moving and we feel that a pleased public and prospects for a better crop in South Dakota will amply pay us for any temporary sacrifices on our part.

supplies to them. * * * At Des Moines, Iowa, where fuel supplies were exhausted whole families carried their bedding to the court house and remained there until coal arrived by train.

Throughout the blizzards the railroads sought rather than avoided ways in which they could aid communities, volunteering their services publicly. Railroad coal was offered when supplies were exhausted and cars of coal were spotted at points most convenient to communities. Several railroads placed coal trains on express schedules to relieve or prevent shortages. Urgent requests of shippers whose supplies of fuel and material were nearly exhausted were heeded by the railroads which made special efforts to deliver shipments.

Public Appreciative

That the public was not unappreciative of the efforts of the railroads to combat the blizzards is indicated by many editorials and stories appearing in the daily press.

From the Chicago Daily Drovers Journal, February 18.—“During the past month of unprecedented storm and cold, a good many people have had their eyes opened to their dependence on the railroads, and have not failed to observe and appreciate the heroic efforts made by railroad men to clear the tracks and move necessities. Men have worked for hours in sub-zero temperatures, facing winds that cut to the bone, in the almost hopeless task of shoveling “sugar” snow that is powdery and shifty and refuses to stay put. The people of the town that received a car of coal just as the local supply was exhausted do not need to be reminded of what they owe to the railroad men who, realizing their need, refused to quit when the wind threw the snow back in their faces and the frost bit deep. Passenger trains carried crews of shovelers. Even snowplows had to be dug out of the drifts by hard hand labor, and in some cases it was necessary to pass the snow from hand to hand up the sides of cuts. But the people must have coal; food must be moved to prevent starvation; animals en route must be given any protection possible so that they will not freeze to death; and finally the trains must move, for it is the tradition of the rails.”

From the Chicago American, February 21.—“In the past few years the railroads have demonstrated that they can compete with automobiles, trucks and airplanes by adopting new ideas; streamline trains, door-to-door freight deliveries, etc.

“In the past six weeks—the toughest six weeks of winter weather in the history of the middle west—the railroads have demonstrated that they can compete successfully in another way—by being their sturdy, old-fashioned selves. Cross-country automobile and truck movements have been crippled most of the time since the cold spell began; now and then they have been halted altogether. Blizzards at times have grounded the airplanes. But the trains have kept shoveling along, bucking the drifts, feeling their way through blinding storms, sometimes losing time, but getting there. They have carried thousands of passengers who ordinarily would have traveled by automobile. They have carried some who would have gone by air, when storms made it impossible for planes to leave the ground. But the truly great achievement of the railroads in the cold spell has been keeping the population fed and warm. Movements of foodstuffs, milk and fuel have been shifted almost entirely to the freight trains as

What Press and Public Say of the Railroads During The Blizzard Weeks of January and February

FAVORABLE and complimentary has been the comment of the press and of the patrons of the railroads for their unremitting labors to keep the lines open and give service. Where service was delayed, the cause was, of course, understood, and patrons waited with all possible patience for movement of passenger and freight trains as fast as plows and men could open the roads.

Blizzard Battle Wins Acclaim

From the Railway Age of March 7th;

THE performance of the railroads during these record-breaking blizzards is a testimonial to their value to the country, for with other forms of transportation crippled the task of moving the nation's commerce was thrown solely upon them and they did not fail. Not only did the railways carry their own traffic and that of other forms of transportation, but to this tonnage was added even more created by food and fuel shortage, which necessitated expedited service. Not only was traffic handled promptly under conditions which proved the acid test for railroad transportation, but outstanding gains were reported in the amount of business handled.

Probably the most dramatic feature of the relation of the railroads to the country during these blizzards was the special service rendered by the railroads to relieve suffering and protect the comfort of persons in communities served by them. In many cities and towns where merchants had previously depended upon trucks for transportation and consequently did not carry stocks of any size, and where prices, particularly coal prices were skyrocketed, great suffering and inconvenience were prevented by the railroads which rush



An Emergency Protection Against the Biting Wind.

boats became ice-bound and choked highways brought truck transport almost to a stop. Under the most difficult conditions imaginable, the railroads have taken up the added burden and borne it admirably."

Mr. C. E. Broughton, editor of the Sheboygan (Wisconsin) Press, heads an editorial of March 3rd:

Railway Heroism

With the decline of winter and a return to normal conditions, people will soon forget the heroism of those who plowed the highways and the crews on the steam and electric roads who encountered hardships in order that traffic might be kept moving.

We often hear people talk about the snow storm in February, 1881, but that was of short duration compared to the ones of this year, which are fresh in our memory because of the evidence still with us.

We owe a debt of gratitude to the engineers, the firemen and the other members of crews on the steam roads who plowed through huge drifts of snow in order that the mail service might be kept uninterrupted and travel lanes open. What was true of the steam roads was likewise true of the electric lines.

However, an engineer and his firemen have the greatest problem. They must fire in intensely cold weather and look out of the open cab windows, and the contrast between the heat of the cab and the frigid outside air is a constant menace. As one sees some of these iron steeds covered with snow and ice he wonders how they are able to operate, let alone carry their cargoes safely to the journey's end.

It took heroism such as has not been called upon in any former year. When the busses were out of commission, automobiles laid up and traffic paralyzed, the crew went forth in the bitter cold, plowing through drifts, not knowing what might be encountered. These trainmen took life in their hands every time the throttle was pulled, and now that the winter is over we are all too likely to forget.

It is well for us to pause for a moment and consider what this service cost and what it meant to the people as a whole. In many instances communities would have been cut off from the outside world if it had not been for the steam and electric roads and those who manned the trains. The busses could not operate and there were just two ways that you could travel, on the steam roads and on electric lines, where the latter are available. Huge plows were operated at terrific expense with just one thing in mind, meeting an emergency and keeping the trains running.

Let us take our hats off to the American railway system and to the men who pull the throttle and feed the coal and plunge through snow and ice to meet an emergency—the most severe winter in fifty years or more.

Spectator Watches Crews at Work on The Milwaukee

By A. Winter of the Mason City Globe-Gazette

"Will the trains be through today?"
"The trains must get through!"

That was the answer of W. F. Ingraham, division superintendent of the Milwaukee railroad. "A rotary plow is coming through at 2:15 o'clock and the tracks will be opened."

On schedule time the large rotary plow, with two fresh engines, a car and two cabooses behind, all manned by a fresh crew, started out of Mason City westward Thursday afternoon with plenty of puffing and steaming as it rolled out of the Milwaukee yards.

Ed Walters, with one hand on the throttle of the plow, cleared snow, with a tiny porthole for vision ahead and shouted "Up! . . . Down! . . . Up! . . . Down!" continuously to C. H. Tusler, division engineer. The "ups and downs" were for Tusler to raise and lower the mechanism that cleans between the rails, as the plow passes crossings and other obstructions.

Then It Slowed Up

Rapid progress was made by the plow until it struck a well filled cut about a mile west of Ventura. Walters blew three short blasts on the whistle of the plow when he sighted the drift and W. T. Blackmarr, engineer of the first pushing locomotive, and George Wendt, engineer of the second locomotive, both answered with the same signal. Already the plow was slowing down for it must go through deep snow very slowly so the rotary blades have time to throw the snow clear of the plow.

Now and then one short blast of the whistle by Walters stops the crew. He was answered by blasts from the two locomotives. Then with much puffing, steam and noise the snow is whirled from the tracks over the fence line. Two more blasts of the whistle and the plow moves full speed ahead through perpendicular banks of snow as high as the cars. The cut is clean.

They Were Firing

A peek behind the boiler on the rotary showed John Balfanz, fireman, his face streaming with perspiration in spite of the weather as he kept ahead of 200 pounds of steam while he fed the monster coal. W. D. Bellesfield and Mike Lewis were firing the two engines.

Walter's face was dripping from water from snow that blew in his face as he manipulated the controls, his teeth tight on a pipe that went out almost as soon as he started watching the drifts ahead. The cab was darkened as snow covered it and steam filled it. Everything was wet and the metal was hot but Walter never took his eyes from the drifts.

Take on Water

Water was taken on at Britt and Algona and the crew got its "groceries" there later. The Whittemore hills proved the worst place between Mason City and Spencer. It had grown dark when the crew reached the drifts and the locomotives were spitting fire as they pushed and pulled, tugged and ground away at a quiet, moonlit, snow-covered Iowa prairie.

While the huge fan of the rotary was cleaned with hot water, the crew visited

the business car, where a Negro chef had a meal of "puffies" waiting, piping hot. Then the men on the plow changed with the men in the caboose and Alex Meurs ran the plow and Harry Larson helped Walters fire.

All along the line spectators came out to see the "rotary." At Ruthven the plow met the passenger train that had reached that far from the west. The train was loaded to capacity with boys en route to the basketball tourney.

The Railroads Needed

It takes emergencies of one sort and another to call to our attention the dependence we place upon the railroads.

Just now when there has been con-

siderable apprehension concerning fuel supplies, it has been brought to mind that we look to the railroads to haul our coal to us. And it should be mentioned in passing that blockades through which we have been passing always cost the railroads large sums of money. In the case of the North Western along with other items of large expense, several locomotives were badly damaged in the fight against snow-filled cuts and cold. Loss of traffic, added labor costs, heavily increased fuel bills and other items go to make up a staggering amount of money.

And the roads are putting forth every effort to move coal. Special freight trains, hauling nothing but coal, have been and are being run daily and there is every reason to believe the situation which has threatened many communities will be relieved within a very short time.

(From The Huron (N. D.) Huronite:)

The Railroads and the Elements

There is an old saying in transportation circles that the operating departments of the railroads seldom get a favorable publicity break. People think largely in terms of service expected, tonnage, earnings, cost of shipping or traveling, and other things without dramatic coloring. In the background is a great army that makes the railroads go.

When communities enjoy uninterrupted service, things needed come in normally and shipments go out promptly, time tables click and passengers find connecting schedules dependable. There is little thought to how it is done. But when something goes wrong in a big way, an operating department finds the fierce light of criticism beating upon it.

Contrasting with normality, the plight of the marooned community, the disappointed shipper, the fretting traveler tied up for hours in some remote place makes a bad showing. Putting what the roads have done to maintain operation, against weather that has made new Northwest history for severity and continuance, and the picture is one of heroic effort to carry on against the elements. There has been much suffering and privation, but one hesitates to think what might have been, had not the roads, except where it was beyond human possibility, kept open their services.

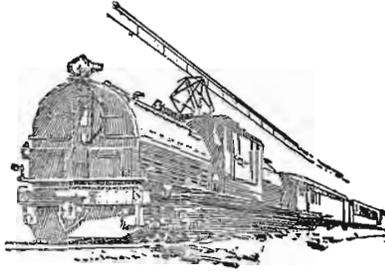
If proof were needed that we could not get along without the railroads, the unprecedented weather of January and February, 1936, has afforded it.

(From The Minneapolis Journal, February 24th:)



Rotary Clearing Snow on the C. & M. Division.

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



Courtesy

Personal contacts with the traveling and shipping public by representatives of the railroad are most important.

Much time and money are spent to inform the public about Milwaukee Road service: advertisements are carried in various publications; time tables are issued frequently; booklets about improved service, scenery, faster schedules, etc., are published from time to time, and much personal solicitation is done,--all to get people to patronize our railroad.

To transport a person or his property from one destination to another is just service, but Milwaukee Road employes, from the ticket seller or agent all along the line, can give that added touch of regard or courtesy,--the smiling "thank you for the business," the pleasant "good bye" when leaving, and friendly contacts at other times--which will impress the recipient of such courtesies, develop good will and insure further patronage.

Advertising, solicitation and service bring patronage--courtesy and a pleasing personality will hold it.

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

Vice-President

(Contributed by Wm. T. Ahern, Chief Clerk, Office of Executive Assistant.)





THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

Vol. XXIV

APRIL, 1936

No. 1



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

CARPENTER KENDALL, *Editor*

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

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The Great Winter

THE winter of 1935-36, which happily is now past, will in all likelihood go down in history as "the great winter." Certainly no one of today remembers anything to equal it in length, bitter cold, deep snow and biting blizzards. The Magazine, therefore, gives this April number to a looking backward over the affected districts and telling something of the hardships and heroic work of Milwaukee Road employes who battled the blizzards through weeks of the worst weather ever known. The storms of 1881 and 1888 which have been the boast of the elders around the switch shanty stoves for these many years will now pale into insignificance in the light of this nearer perspective; and when in the years to come, the stories of 1936 are told, there will be pictures in The Magazine to back up the tall tales of a yester year which is now only just gone by. The 1881 and 1888-ers did not have a Magazine, so their stories had to be taken as told or rejected in toto.

Honored on His Birthday

A. W. Harris

MR. JOHN REINEHR, Superintendent of Tomah Shops, was honored guest at a surprise dinner on March 8th. The occasion was Mr. Reinehr's seventieth birthday and also marked the completion of fifty years of continuous service on the Milwaukee Railroad. Covers were laid for sixty guests.

Guests included a brother, A. J. Reinehr and wife, Savanna, Illinois, Mr. and Mrs. R. L. Whitney, Chicago, Mr. and Mrs. John Kress, Sparta, Mrs. Wm. Hovey, president of the local Railroad Women's Club, I. R. Tyler, Savanna. Mr. E. H. Soderstrom, district manager of the Wisconsin Light and Power Company, acted as toastmaster. Mr. Reinehr was presented with a birthday cake bearing 70 candles and a floral display by the Rotary Club.

Numerous tributes were paid to Mr. Reinehr by the speakers both as to his service with the railroad and his sterling qualities as a citizen.

Mr. Reinehr says that he is grateful beyond expression for the expressions of good will by the officers of the railroad and the people of the community in which he resides on the occasion of his 70th birthday and his 50th anniversary on the railroad.

John Reinehr was born March 8th, 1866. Entered service with the Milwaukee Railroad, March 8th, 1886, as a laborer in the rail reclamation plant at



John Reinehr

Watertown. Was promoted to assistant foreman October 1st, 1887, and promoted to Rail Mill Foreman at Savanna, Illinois, May 9th, 1891, continuing there until November 17th, 1917, when he was promoted to Superintendent of Frog Shop at Tomah, Wisconsin, and served as such until September 1st, 1920, when the entire plant at Tomah was put under his jurisdiction. In 1924, in addition to his duties at Tomah, he was assigned general jurisdiction of the rail mill at Savanna, and since then he has had general charge of both institutions.

Notwithstanding his strenuous duties as a railroad officer, Mr. Reinehr has found time to be active in community affairs. He has served five years as president of the Tomah Advancement Association. He also serves as president of the Farmers' & Merchants' Bank; is director of the Tomah Home Building & Loan Association, which had its inception with Mr. Reinehr 16 years ago. He is also an active Rotarian. He was chosen as Tomah's most valuable citizen in 1931.

Veteran Employes Association

THAT there will be a convention this year, of the Veteran Employes Association, is quite definitely decided; and date and place will be announced as soon as the Executive Committee of the Association meets to make a decision.

Further announcements will be published in a later issue of The Magazine. In this connection, the secretary, Mrs. Grant Williams desires that all veterans who have changed addresses since the last meeting, shall notify her of such change in order that the regular announcements and arrangements for the meeting which are always sent through the mails, shall be sure to reach all members.

Notes of Interest

IT IS worthy of note that the increased cost of coal in recent weeks is in no sense due to increased freight rates charged by the railroads, as is frequently being stated by retailers, as an excuse for increased prices to consumers. It is true that it has cost the railroads much more to handle their coal traffic in recent weeks than it does in times of normal weather conditions, but in no instance has this extra cost been passed on to shippers. There has been no increase in rates on coal for months. This is merely another of those incidents when the railroads are blamed for something with which they had nothing whatever to do.

The Chicago Drovers Journal says editorially: the railroads are the most dependable and economical method of transportation for live stock, and never has this been demonstrated so convincingly as in the last two weeks of severe weather. The railroads will keep moving in almost any kind of weather when all other forms of transportation have been stalled.

The value of air-conditioning has been proven during the recent cold weather. With the outside temperature below zero those who traveled in air-conditioned trains were kept warm and comfortable. Interstate Commerce Commission says: "It is manifestly so costly as to deserve no serious consideration. Of the policy that we have thus far adopted with respect to it, I say that it is unintelligent and unfair to the point of dishonesty. We have spent hundreds of millions in subsidizing some of our citizens at the cost of all of our citizens and we have deliberately fostered government competition with its own citizens, and that of an almost piratical kind. There should be an end to this."

In an effort to protect their highways several far-western states have taken action to limit loads permitted on trucks. On some of her highways the state of Oregon has cut the legal tonnage of trucks 50 per cent, while Washington is moving in the same direction. The use of our highways by commercial trucks when heavily loaded makes maintenance cost very high, especially on those roads builded years ago, when little thought was given to heavy traffic. The building cost of highways, when intended for use by trucks, is several thousand dollars per mile higher than is necessary when the road is not intended for commercial trucking.

Milwaukee Employees Pension Association

Annual Report for the Year 1935

Chicago, Illinois.

March 16, 1936.

To the Board of Directors and Members of the Milwaukee Employees Pension Association.

The Annual Report of the Milwaukee Employees Pension Association, as prepared by the Secretary-Treasurer, is herewith transmitted and as the report is complete, it is not necessary for me to make further comments on same.

I wish to take this opportunity to express to Mr. J. T. Gillick, the appreciation of the Board of Directors and the membership for having served so many years as a member of the Board of Directors, and assure him of our regret that he could not see his way clear to continue as a Director after the expiration of his present term.

Inasmuch as the Association is in liquidation, the General Meeting of the members, by resolution of the Board of Directors, was deferred in order to save the expense of holding such meeting at this time.

Respectfully submitted,

L. C. BOYLE,

President.

Secretary-Treasurer's Report

Herewith Balance Sheet showing the financial condition of the Milwaukee Employees Pension Association, as at December 31, 1935, as prepared from the books and records of account by Messrs. Frazer and Torbet, Certified Public Accountants. The Balance Sheet may be summarized and compared with the Balance Sheet as at December 31, 1934, as follows:

ASSETS	December 31, 1935	December 31, 1934	Increase Decrease*
Cash	\$ 226,858.73	\$ 47,390.29	\$179,468.44
Accrued Interest Receivable, including Interest Accrued on Defaulted Securities...	102,056.41	148,113.08	46,056.67*
Investments at Cost as Shown on the Books of the Association, including Securities in Default	2,251,845.29	2,369,127.87	117,282.58*
Other Assets and Deferred Charges.....	9,609.53	32,895.88	23,286.35*
	<u>\$2,590,369.96</u>	<u>\$2,597,527.12</u>	<u>\$ 7,157.16*</u>
LIABILITIES			
Refund Certificates Payable.....	\$ 101,661.40	\$ 102,932.90	\$ 1,271.50*
Sundry Liabilities		76.81	76.81*
Deferred Credits	192.17		192.17
Mortgage Payable		58,000.00	58,000.00*
Net Worth—			
Pension Fund	\$1,438,594.12	\$1,470,109.67	\$ 31,515.55*
General Fund	44,112.04	59,913.96	15,801.92*
Income	1,005,810.23	906,493.78	99,316.45
Total Net Worth	<u>\$2,488,516.39</u>	<u>\$2,436,517.41</u>	<u>\$ 51,998.98</u>
	<u>\$2,590,369.96</u>	<u>\$2,597,527.12</u>	<u>\$ 7,157.16*</u>

The Cash Account represents amount of \$226,356.54 on deposit in Bank, subject to checks, and undeposited receipts of \$502.19, making a total of \$226,858.73, cash on hand. Cash has been accumulated in this Account to enable the Association to make a distribution to members as soon as possible.

Accrued Interest Receivable, \$102,056.41. This Account represents interest accrued monthly, and also includes uncollected interest past due, principally, interest due on mortgages in foreclosure and other securities. This Account shows a decrease of \$46,056.67 from the previous year, the decrease being due principally to discontinuance of accruing interest on properties foreclosed and which have been acquired by the Association and now carried in Real Estate Holdings Account.

The Investment Account shows a decrease of \$117,282.58. This decrease reflects the net change in Investment Account from the previous year by reason of disposing of some of the assets of the Association, as follows:

Decrease in Bond and Mortgage Investments.....		\$656,449.20
Less: Increase in Real Estate Holdings.....	\$485,402.69	
Furniture and fixtures purchased for properties acquired.	1,526.02	
Increase in Master's Certificates (representing foreclosures on which the period of redemption has not expired)....	52,237.91	539,166.62
		<u>\$117,282.58</u>

Other Assets and Deferred Charges Item of \$9,609.53, is made up of office equipment, \$1,851.81, advance foreclosure costs and suspense \$3,976.71 and prepaid insurance of \$3,781.01. The decrease in this item of \$23,286.35 is accounted for by transferring a like amount included in this item in the previous year to Real Estate Holdings Account.

The decrease of \$1,271.50 in Refund Certificates Payable Account, represents certificates in like amount redeemed during the year.

Sundry Liabilities Account: The decrease of \$76.81 in Sundry Liabilities Account represents \$61.07 paid off during the year, and the balance of \$15.74 carried to Deferred Credits Account.

The Deferred Credits Account of \$192.17, is made up by \$15.74 transferred from Sundry Liabilities Account, \$176.43 interest collected in 1935, but not due until January 1936.

The decrease of \$58,000.00 in Mortgage Payable Account represents a like amount paid off during the year.

The decrease of \$31,515.55 in the Pension Fund represents refunds to beneficiaries of deceased members to the amount of \$29,797.70, and refunds to members who left the service prior to August 1, 1934, to the amount of \$1,717.85.

The decrease of \$15,801.92 in the General Fund represents the total operating expenses for the year.

The increase of \$99,316.45 in the Income Account, represents income from bonds and mortgage notes to the amount of \$80,118.76, operating profit on real estate holdings \$19,057.16, and net gain on sale of investments to the total amount of \$6,381.46, less reserve of \$6,240.93 provided for possible loss on doubtful accounts.

It was not possible to make a partial distribution to members during the year 1935; however, during that year, and especially in the latter part, sufficient cash was accumulated to do this, but on account of the great amount of work involved to make such a distribution, it was not made until the month of February 1936. The work involved in making this distribution will readily be appreciated when it is realized that a distribution of 8% of the amount contributed to the Pension Fund was made to 19,759 members, requiring a total cash amount of \$179,100.21.

The Executive Committee canvassed the votes cast in the March 1936 election for two members of the Board of Directors and their report filed in this office shows that Messrs. R. J. Walker and John Johnson were elected as members of the Board of Directors.

Respectfully submitted,

M. J. LARSON,

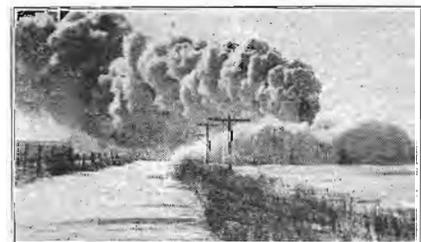
Secretary-Treasurer.

To Survey Rapid Valley

The Bureau of Reclamation has announced that R. E. Kennedy, former State Engineer, has been assigned the responsibility of making a detailed survey of the Rapid Valley in South Dakota and has established his headquarters in Rapid City.

The survey will determine the feasibility of irrigating this Valley. It is almost entirely served throughout its length by our road and we have offered our full cooperation. We shall watch with interest the progress of the survey and especially the detailed reports which will determine whether or not the farmers can profitably use the system.

If Rapid Valley can be fully and adequately irrigated, it will provide opportunities for many new settlers as well as enlarge those of farmers and ranchmen now living in the Valley. General crops can be grown on these irrigated lands and it is believed that there will be many acres of special crops produced.



Fighting Snow Near Scotland, S. D.

BALANCE SHEET AS AT DECEMBER 31, 1935
ASSETS.

Cash on Hand and in Bank.....		\$ 226,858.73
Accrued Interest Receivable—		
Accrued Interest on Securities in Default as to Interest and/or Principal	\$ 92,958.79	
Other	9,097.62	
Total Accrued Interest Receivable		102,056.41
Investments—		
Investments in Bonds at Cost:		
County and Municipal Bonds.....	\$ 20,341.40	
Railroad Bonds	148,196.25	
Miscellaneous	96,212.50	
Real Estate Bonds	338,945.00	
Total Bonds	\$ 603,695.15	
Investments in Real Estate Mortgages at Cost.....	602,255.45	
.....	\$1,205,950.60	
Add: Amortization of Premiums and Discounts—Net	939.21	
.....	\$1,206,889.81	
Masters' Certificates on Real Estate.....	52,237.91	
Investments in Real Estate Holdings.....	988,346.62	
Furniture and Fixtures in Buildings.....	4,370.95	
Total Investments		2,251,845.29
Other Assets and Deferred Charges—		
Office Equipment	\$ 1,851.81	
Advance, Foreclosure Costs and Suspense—Net	3,976.71	
Prepaid Insurance	3,781.01	
Total Other Assets and Deferred Charges.....		9,609.53
.....		\$2,590,369.96

LIABILITIES AND NET WORTH

Refund Certificates Payable		\$ 101,661.40
Deferred Credits—		
Interest Collected but Not Earned	\$ 176.43	
Sundry	15.74	
Total Deferred Credits		192.17
Net Worth—		
Pension Fund:		
Balance—December 31, 1934	\$1,470,109.67	
Less:		
Payments to Beneficiaries of Members.....	\$29,797.70	
Refunds to Members who left Service of Railroad prior to August 1, 1934	1,717.85	31,515.55
Balance—December 31, 1935		\$1,438,594.12
General Fund:		
Balance—December 31, 1934	\$ 59,913.96	
Less: Operating Expenses	15,801.92	
Balance—December 31, 1935		44,112.04
Income:		
Balance—December 31, 1934	\$ 906,493.78	
Income from Bonds and Mortgage Notes	80,118.76	
Operating Profit on Real Estate Holdings.....	19,057.16	
Gain on Sale of Investments—Net	6,381.46	
.....	\$1,012,051.16	
Less: Provision for Loss on Suspense Accounts.....	6,240.93	
Balance—December 31, 1935		1,005,810.23
Total Net Worth		\$2,488,516.39
.....		\$2,590,369.96

By order of the Board of Directors, the Association has been in the process of orderly liquidation subsequent to July 31, 1934.
Messrs., The Board of Directors,
Milwaukee Employees' Pension Association,
Chicago, Illinois.
Gentlemen:

The above balance sheet, as taken from our complete audit report dated March 10, 1936, is in agreement with the books and records of account maintained for the Association. As explained in our audit report, our examination was limited to the confirmation and/or verification of the assets of the Association, as reflected on its books of account, without appraisal by us, either as to the value of such assets or their collectibility. Our examination did not include the determination of liabilities, if any, not reflected on the books of the Association, nor did we verify the computation of liability for refund certificates payable, pension fund, general fund and income or net worth.

FRAZER AND TORBET,

Certified Public Accountants.

Chicago, Illinois, March 16, 1936.

Ten

ONE ROUND FOR THE
RAILROADS

They've Knocked Out Old Man
Winter

IN the past few years the railroads have demonstrated that they can compete with automobiles, trucks and airplanes by adopting new ideas: streamline trains, door-to-door freight deliveries, etc.

In the past six weeks—the toughest six weeks of Winter weather in the history of the Middle West—the railroads have demonstrated that they can compete successfully in ANOTHER way—by being their sturdy, old-fashioned selves.

Cross-country automobile and truck movements have been crippled most of the time since the cold spell began; now and then they have been halted altogether.

Blizzards at times have grounded the airplanes.

But the trains have kept shoving along, bucking the drifts, feeling their way through blinding storms, sometimes losing time, but GETTING THERE.

They have carried thousands of passengers who ordinarily would have traveled by automobile. They have carried some who would have gone by air, although the airlines have done a heavy passenger business also, except when storms made it impossible for planes to leave the ground.

But the truly great achievement of the railroads in the cold spell has been keeping the population fed and warm. Movements of foodstuffs, milk and fuel have been shifted almost entirely to the freight trains as boats became icebound and choked highways brought truck transport almost to a stop.

Under the most difficult conditions imaginable, the railroads have taken up the added burden and borne it admirably.

Incidentally they have made a good deal of money out of increased freight and passenger revenues.

Good. They've EARNED it.—Chicago Evening American.

Fire Record—Superior Division

L. J. Benson, General Supt. Police

IN THE fire prevention activities on this railroad the Superior Division seems to stand out so distinctly that attention is called to its record:

In the year of 1933 this division had no fires; in 1934 it had four fires costing \$345; in 1935 it again got by without a single fire and has had no fires to date in 1936. The fact that there were plenty of fires on the Superior Division during all years preceding 1933 proves that superintendent Buechler has not attained this position ahead of all other divisions in cost of fires for three successive years without full co-operation of his entire organization, a lot of hard work in eliminating recognized fire hazards and through the application of many fire prevention measures.

Superintendent Buechler has shown what can be accomplished in the way of reducing fire losses and, observing that his inspection work and attention to simple fire hazards is being continued, he will undoubtedly hold his position at the top of the list for some time.

The Final Question

Bobbie asked so many questions that finally he wore out his mother's patience and was packed off to bed.

Later, his mother relented. She tiptoed upstairs, knelt beside his bed, and told him she was sorry.

"Now, dear," she said, "if you want to ask one more question before you go to sleep, ask it now, and I'll try to answer."

Bobbie thought for a moment, then said: "Mother, how far can a cat spit?"

Green—"You must be keen on the talkies, old boy, to go twice a week."

Howarth—"It's not that exactly. You see, if I don't go regularly I can't understand what my children are saying."

The Agricultural and Colonization Department

Many Want Land

THERE are lots of people who have faith in farming as an occupation and want to back up that faith by actual farm ownership. With the return of better agricultural and industrial conditions, the interest in land purchases has kept pace with the general improvement.

Evidence of the increasing desire to own farm lands is shown in the numbers of inquiries received by this department. During the first two months of 1936 more than twice as many people sought information as to where they might purchase farm homes as were received during any two months in 1935; and almost three times the number of any two months in 1934.

With the increased number there has come also a noticeable increase in the apparent responsibility of the families who hope soon to own a home of their own. Here is a letter picked from our files from which we quote: "My wife and I have decided to sell our home and store and have pictured in our minds a little place, 5 to 10 acres, somewhere between Everett and Tacoma, Washington, where we can raise our eats.

"We want a place with family fruits. Don't figure so much on the house as we can build that. Want the land tillable as at my age don't care so much about pioneering. We have comfortable furniture and should have \$2,500.00 to invest. Expect to buy in 90 days."

This letter is from one who knows what he wants, where it must be located and is financially able to make the purchase. There are a goodly number of such inquiries crossing our desks, and reports state that farms are selling in greater numbers to responsible persons in all sections of the country.

To Grow Sugar Beets

Lincoln County, Wisconsin farmers in the vicinity of Merrill, expect to start growing sugar beets this year. They are going to try out the crop in a limited way though on a scale sufficiently large to permit the use of special beet production machinery and to give each grower an opportunity to thoroughly test his soil and labor facilities.

The County Agent, State Extension Service and Sugar Company representatives recently met with farmers at several points in the county where the production and marketing of the

crop was thoroughly discussed and acreage contracts accepted.

It is believed that portions of Lincoln County may become important sugar beet producing areas in the future. If so, the crop may become a leading source of cash income to the contract growers.

Greater South Dakota Association

South Dakota now has a new statewide organization, which according to its by-laws will "Promote cooperation between agricultural, industrial, commercial, trade, civic and other like organizations of the state; provide a medium through which business men and other progressive citizens may act collectively in matters of vital and general importance to all; endeavor in every way to advance the economic, commercial, agricultural and social interests of South Dakota."

The new association is patterned after the Greater North Dakota Association. Like its sister state, South Dakota too will call its organization The Greater South Dakota Association. The permanent organization took place after six weeks of temporary activity. B. F. Patton, Huron, will be president for the ensuing year with Geo. A. Starring, also of Huron, acting as secretary-manager.

New Farm Homes

Opportunities to make homes will be provided for 162 families this spring by the Bureau of Reclamation, which will open for entry a total of 9,679 acres of public land on three Federal projects in Montana and Oregon.

The first group of these new farm units was opened recently on the Greenfields Division of the Sun River Project in Montana. There 28 public land farm units ranging in area from 50 to 148 acres making a total of 1960 acres were made available. All were filed upon the first day.



E. E. Isaac, State Horticultural Specialist, Showing Settlers on the Sun River Project, Fairfield, Montana, How They Should Prepare Their Potatoes and Vegetables for Exhibit or Sale.

Dead Man's Basin

The Dead Man's Basin water storage project will now be completed. Allocation of \$150,906.00 of federal funds and a supplemental contribution of \$34,600.00 by its sponsors will assure the residents of the Musselshell Valley that this project will be completed as soon as the work can be done.

A camp to house 150 men will be built at the site of the project. This camp will be headquarters for the men who do the work. As much of the work as is possible will be done by the unemployed of Musselshell, Golden Valley and Wheatland Counties.

The project takes advantage of a natural depression which will be converted into a reservoir capable of storing 80,000 acre feet of water. This water will be released as it is needed to supply the irrigation projects, below the reservoir, with a uniform and dependable source of irrigation water.

It is planned to have everything ready to resume work as soon as spring weather will permit. When completed it will serve areas in exclusive Milwaukee territory.

Soy Beans

An attempt will be made to push the soy bean production area a step further north this growing season. Through the assistance and cooperation of a soy bean processing plant, Wisconsin farmers will have an opportunity to try out growing soy beans that will be threshed and marketed as grain.

The processing plant has arranged a two way choice for the growers; they may sell the beans they grow or exchange them for soy bean meal. This appeals to many of the Wisconsin dairymen and they are going to try out growing the crop. If the crop should prove to be a satisfactory yielding one, then both the farmers and the processing plant expect to enlarge on their cooperative arrangement.

New Montana Folder

A new folder describing farm and ranch opportunities in areas served by our Road in the state of Montana has just come from the press and is ready for distribution.

It was written by men who now live in Montana and the preface comes from the pen of Alfred Atkinson, President of Montana State College.

Railroad Retirement Board

Washington

To All Employees of Carriers as Defined in Section 1 of the Railroad Retirement Act of 1935, Who Will Be 65 Years of Age Over June 30, 1936.

The Railroad Retirement Board desires to record all persons who were born on or before June 30, 1871, in order

1. To place an annuity application form in the hands of each employee who wishes to retire before July 1, 1936.
2. To furnish an appropriation form to employees who will on or before June 30, 1936, be 65 years of age and under 70, who wish to continue in service under agreement with the carrier.

Meaning of the Law

(a) The Railroad Retirement Act of 1935 requires a reduction in the annuity of one-fifteenth (1/15) for each year an employee remains in service after 70 years of age (unless he is an employee representative or holds an official position), and similar reduction for each year an employee continues in service after age 65 unless he files with the Board an agreement in writing with his carrier continuing him in service. Such reductions do not apply to annuities effective June 1, 1936.

(b) To protect subsequent annuities against the reduction each employee who is 65 and under 70 years of age on May 31, 1936, and who continues in service should file with the Board, on or before that date, an agreement in writing with his carrier covering his continuation in service from March 1, 1936, for a period not to exceed one year, but not beyond the end of the month in which his seventieth birthday occurs.

Each employee who attains the age of 65 after May 31, 1936, and continues in service should file with the Board, on or before the end of the month in which his sixty-fifth birthday occurs, an agreement with his carrier to continue his service for a period not to exceed one year.

(c) For each calendar month of service after June 1, 1936, beyond the age of 70, or beyond the age of 65 not covered by an agreement filed with the Board, as specified above, the annuity will be reduced by a proportionate amount of the 1/15 reduction.

(d) No reduction will be made for continuance in service to the end of the month in which the birthday anniversary occurs. It is desired that each employee, whether in active service or having an employment relation status, file his or her name with the Board promptly and state whether he desires to be furnished with an annuity application form, or the continued service agreement, if the latter is applicable.

Note: Please confine your statement to name and address, date of birth, sex, and whether you wish to retire or to continue in the service. Detailed statements may be inserted on the first which will thereafter be sent you.

RAILROAD RETIREMENT BOARD,
Murray W. Latimer,
Chairman.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

New Lisbon Chapter

Mrs. G. Oakes, Historian

ON February 26th, the ninth regular meeting of New Lisbon Chapter was held at the home of Mrs. R. Zeilsdorf. Seventeen members responded to the reading of our club motto.

The auditing committee appointed by the president for ensuing year, consists of: Mmes. R. Zeilsdorf, Wm. Wilcox and A. Hurd.

Each member present gave a brief item about some important person born in the month of February. In this way we learned some very interesting new facts about prominent people.

Forty-five cents was collected for sunshine money. A general discussion was held in regard to giving flowers at the time of death.

After adjournment a delicious lunch was served by Mmes. R. Oakes, Wm. Wilcox, G. Cade, F. Hodge and G. Oakes.

Mason City Chapter

Mrs. W. L. Gaffney, Historian

OUR February meeting was presided over by the president, Mrs. W. F. Ingraham. Community singing was led by Mrs. John Nelson, accompanied by Mrs. Pack at the piano. This was followed by the club motto in concert.

Mrs. Ed. Dougherty, welfare chairman, reported \$35.67 expended for coal during the month of February. Also \$11.22 for child's glasses; \$8.92 for groceries, making a total of \$44.91.

Mrs. R. I. MacGregor, sunshine chairman, reported eight personal calls, twelve telephone calls and three cards sent.

Mrs. O. Larson, ways and means chairman, reported \$10.50 collected from sale of our book, "Entertaining." One dollar received as a prize. Total, \$11.50.

Mrs. Eston Hendrickson, corresponding secretary, reported one letter written.

Mrs. J. Glotz, treasurer, reported \$19.75 receipts; \$37.73 disbursements, leaving a balance February first of \$265.87.

The auditing committee composed of Mesdames Roy Harmon, Ervin Patton and Ruby Potter reported books audited and found correct.

Mrs. Herman Frazee and Mrs. E. J. Kelly reported ill.

Mrs. V. Hanson received the door prize. This door prize is being given to increase attendance.

Our program chairman, Mrs. S. German, introduced Mrs. Helene Brums, who has recently returned from a trip to Germany. She told us many interesting things about her trip and about the country. At the conclusion of program Mrs. I. C. Tuslar's committee served doughnuts and coffee.

Fullerton Avenue Chapter

Ruth L. Nixon, Historian

FULLERTON Ave. Chapter held its regular monthly meeting Tuesday, February 11th, in the club rooms, Mrs. A. J. Frandsen, our president, presiding, and 110 members being present. Dinner was served at 5 o'clock. After dinner a business meeting was held.

Miss Ruth Thompson gave a recitation and Miss Grace Tully sang several vocal selections. The remainder of the evening was spent playing Beano.

Our president, Mrs. Frandsen, has made

extensive plans for a most entertaining as well as a constructive year. A Gle Club has been organized and great plans are in progress for a concert. Date to be announced later. A knitting class will be well on the way when this reaches the magazine.

All members who attended the February meeting want to express their pleasure in spending a most enjoyable evening.

Council Bluffs Chapter

Mrs. Hugh McLean, Historian

GIVING a brief synopsis of what we have been doing during the last few winter months: During December to help raise money to fill the Christmas boxes we gave a "kid party" at the home of Mrs. Earl Hannum, with Mrs. Etta McDer mott in charge. This is an annual affair we enjoyed ourselves thoroughly and cleared \$5.75. The other project was a Penny Carnival given at the Railroad Y. It was a bad night and only a small crowd attended, but those that came frolicked in a carnival atmosphere of balloons, confetti, lunch counters and side shows. Games of skill were popular. Barbara and Jo Ann Brugenhemkie entertained us with a few tap dances.

The latter part of the evening was spent in dancing. The music was furnished by a three-piece orchestra.

Mrs. Jay Hollingsworth, Mrs. Hugh McLean, and Mrs. Harold De Vol, sponsored the affair. We cleared a little over eleven dollars.

Our annual Christmas party was a huge success. A long program filled the evening. It consisted of acrobatic and tap dances, recitations, readings, songs, a violin and piano number. Three radio artists entertained us with guitars, singing and animal impersonations. Dorothy Morgan, a dancing teacher, whose father is a Milwaukee employe, presented some of her pupils in a variety of dances.

Jolly old Santa Claus gave out sacks of

candy and an apple to everyone present. Mrs. De Vol was in charge of the program.

February 1, a small benefit card party was given by Mrs. E. Hannum and Mrs. Carmen Underwood at the home of Mrs. Hannum. They cleared \$2.37, which was good, considering the extremely cold weather.

No immediate plans have been made. We are pretty well snowed in at present.

Grandma Rooney, our oldest club member, who has been ill for several months, is able to be up and we hope she will be able to attend our meetings before long.

Miles City Chapter

Mrs. N. A. Helm, Historian

MILES CITY Chapter held its monthly meeting at the club house on March 2, at 8 p. m., with president, Mrs. Moss, presiding. About 45 members were present.

After repeating the club motto reports from various chairmen were read.

Mrs. Nimbar, welfare chairman, reported \$29.15 expended during month, 6 families helped and 25 telephone calls made.

Mrs. Wm. James, sunshine chairman reported 216 telephone calls, 492 personal calls, totaling 708, 37 messages of good cheer were sent, and 53 families reached.

Mrs. Custer Greer reported 31 new members added to the list.

Mrs. Frank Spear, housing chairman, reports \$33.50 rental taken in during the month. It was decided to add more cups and dish towels as our supply is getting low.

Mrs. Gilmore, ways and means chairman, reported on "Pot Luck Dinner" and "Leap Year Dance," which were very well attended and all reported a nice time.

Eleanor Grothe favored us with two selections on piano, which were greatly enjoyed by all.

Mesdames Nimbar, Mays and Moss served a delicious lunch at conclusion of meeting, after which cards were played. Mrs. Arlie Wickersham received the prize.

March 18th a dessert card party was held and March 28th a dance in clubhouse.

Avery Chapter

Marian Hann, Historian

LIKE all the rest of the country we are having our share of winter and then some more winter. In fact, so much more than we are used to having that it seems rather severe. At that, though, we have had a mild time compared to some parts of the country.

After the due course of business was transacted at our January meeting our new officers and chairmen took charge for the year 1936. Considering the weather we had quite a large crowd at both the January and February meetings. In January we voted to change our meeting date from the last Wednesday to the first Wednesday of each month, as the chairmen cannot give a complete report of the month before the last day.

Our ways and means committee are certainly doing well and if their plans for the future mature we will have a nice little sum in the treasury. As a matter of fact we closed the year with the treasury well stocked for emergencies.

Our membership chairman has done remarkably well for so early in the year. To date our membership is over one hundred and that means not so many more to get to cover last year's membership.

Here's hoping when we write again Spring will be "Just around the corner."

Three Forks Chapter

Inez Wade, Historian

THREE FORKS Chapter held its January meeting on the 14th of the month at the club rooms. At that time our new officers took their chairs, as follows: President, Mrs. A. E. Barnes; 1st vice-president, Mrs. A. Torgrinson; 2nd vice-president, Mrs. M. Voss; recording secretary, Mrs. D. A. Robinson; corresponding secretary, Mrs. R. Davis; treasurer, Mrs. T. Burros; historian, Mrs. H. Wade.

The president appointed the following committees for the year 1936: constitution and by-laws, Mrs. Gosnell and Mrs. Dixon; relief, Mrs. Markel and Mrs. Decco; sunshine, Mrs. Shaddock; membership, Mrs. Organ, Mrs. Lane and Mrs. Wade; ways and means, Mmes. Coffin, Buton, Campbell and Burros; house and purchasing, Mrs. Robinson; program, Mmes. Smeltzer and LeJean; auditing, Mrs. Chollari; social, Mrs. Torgrinson and Mrs. Burrell; safety, May Lieb.

After the meeting cards were enjoyed and a delicious lunch was served.



Mmes. Cheney, Hart and Gunn of Green Bay Chapter.

Green Bay Chapter

OUR January meeting was a business session held in the club room at 8:00 p. m. At this time the president, Mrs. Gunn named the new chairmen for the coming year: ways and means, Mrs. Wm. Hart; sunshine, Mrs. O. Keyes; welfare, Mrs. C. Cheany and Mrs. Chas. Heyrman; telephone, Mrs. H. Bernet; publicity, Mrs. A. Jansen; membership, Mrs. E. Crum; house and purchasing, Mrs. Etta Stickler; program, Mrs. H. Barnem; social, Mrs. O. Hendricksen; constitution and by-laws, Mrs. A. Maloney; auditing, Mrs. J. McLean; musician, Mrs. Chas. Allen.

A card party was suggested to be held some time during the month and January 18th was named. Other prizes being donated, a floor lamp was given as a door prize. The money earned at the card party to be used to buy a keno game.

Due to the severe cold our February meeting was not largely attended and not much business was transacted. Our usual social afternoon was well attended, and our social chairman, Sophie Hendricksen and program chairman, Mary Baenen had a real surprise in the form of a valentine party.

Our membership drive has started and we are hoping to increase our membership having until the last Tuesday in March to complete it, as that is the day the Board meets, and the eleven losers must entertain the eleven winners.

Spokane Chapter

Mrs. W. H. Hunter, Historian

THIS chapter met January 27th in the club rooms; the president, Mrs. G. H. Hill, presiding. Routine business was taken care of. Mrs. A. Lillwitz gave a very favorable relief report. Mrs. H. Falscheer gave the treasurer's report. Annual reports of all chairmen were also presented.

Members sent in their votes on a radio contest in which Patsy Ann Larkin, niece of Mr. and Mrs. John Stilz took part. She won second prize. Patsy Ann was an outstanding entertainer at tap dancing at our Christmas party. Patsy is a singer, also.

Our chapter has been given an opportunity for greater service through joining the City Federation of Women's Clubs of Spokane.

At the Federation meeting, February 6th, we had a table of 24 members availing themselves of the opportunity of hearing a good program following the luncheon.

A card party was voted to be held next meeting day.

The February meeting was held on the 25th. After the usual routine business, with reports, etc., a plan was brought up to help sustain the interest: each member present was to put in five cents, each donor writing her name on a slip of paper

and placed in the same box. A drawing then being made and the one getting the lucky number secures the money as a prize.

Several out-of-town members were present at this meeting, and after the business was taken care of cards were enjoyed. At pinochle, Mrs. Foscheer scored high and Mrs. Joe Lawrence was low. In bridge, Mrs. Geo. Hill won first honors and Mrs. Collingwood low.

Mrs. Webster, whose husband has come to Spokane to take the office of the late W. P. Warner, was present on this occasion. A large number were present and enjoyed the program and games, after which refreshments were served.

Our hearts have been saddened three times since we last met by the passing of Mr. William Sisson, Mr. Leo Graham and Mr. Charles Rouch.

Malden Chapter

ANOTHER year has rolled around and we sincerely hope we are off to another successful season. 1935 was not only successful with us, but also gave us very many pleasant social gatherings.

We started out the new year with installation of officers. Our 1935 officers were so efficient and pleasing to all the members that we carried over all we could for a second term.

After installation we had a pot luck dinner with our husbands as guests—sixty-two happy people partook of a bountiful supper.

In the evening cards were enjoyed, the ladies walking off with both prizes. Mrs. Burns won the pinochle prize and Mrs. Carver the bridge.

The affair was such a success and the evening so pleasantly spent that all wished we might have many more of the same sort.

In February we held a cooked food sale, and as it was zero weather the ladies in charge sold coffee and doughnuts, also. A nice sum was realized from this enterprise.

At our February meeting we had nineteen members present, which shows how loyal we members are. After the meeting several games of bridge were played while the president and secretary prepared lunch.

Our sick and visiting committee reported that Mrs. Roy Murphy, who has been seriously ill for several weeks, was much improved. They also reported that Mrs. Maine, who is eighty-two years old, and our oldest member, was well and wished the club every success possible.

Kansas City Chapter

Mrs. Larson, Historian

THE February meeting was held on Thursday, the 6th, at the N. E. YMCA building. Regular business was transacted, reports made, accepted, etc. Mrs. Henry Banta was elected to the office of recording secretary to fill the vacancy made by the resignation of Mrs. Carlson, who has left Kansas City to make her home in Chicago, where Mr. Carlson has been appointed captain of police. We congratulate Mr. Carlson on the promotion but are very sorry to lose Mrs. Carlson as a member of this chapter. We wish for them every happiness in their new home and surroundings.

Welfare chairman reported two families helped, 4 personal calls and 12 telephone calls made. Total expenditure, \$21.77. The Sunshine chairman reported 4 personal calls and 12 telephone calls made.

Mrs. Affeldt and Mrs. Johns offered their homes for benefit card parties to be held the following week. Meeting adjourned. Tea was served by Mesdames Woodward, Carlson and Parker. Mrs. Carlson was presented a shower of handkerchiefs as a token of our love and friendship.

Mrs. Affeldt's party was held on Monday, the 10th, and cleared \$15. Mrs. Johns' party was held on Wednesday, the 12th, which happened to be a very "slick" day, being one of the most hazardous driving days we experienced all winter, but in spite of that handicap a good number were out and cleared \$10. A most en-

joyable afternoon was reported by all who attended these parties and thanks are due to Mrs. Afieldt and Mrs. Johns for their hospitality.

The March meeting was held at the Hotel President, the business meeting being preceded by a luncheon in honor of our guests, Mrs. Kendall and Miss Lindskog. The members of this chapter look forward with pleasure each year to the visit of these ladies and their presence and inspirational talks stimulate our interests anew, and we wish their visits need not be so far apart.

Welfare chairman reported 3 families aided during February, \$29.60 being spent for food and coal, 6 personal calls and 24 telephone calls.

Iron Mountain Chapter

Mrs. Frank Hill, Historian

IRON MOUNTAIN'S Chapter held its February meeting at the home of Mrs. Silas England. Mrs. Bert Shields, our president, was in charge.

Plans were made to hold a card party on March 11 at the K. of C. Hall. It was also decided to have a dance at the Kingsford Community Hall on April 18th. The committee in charge of the dance are: Mesdames A. Ambrosio, R. Baldrice, B. Shields and F. Hill.

After the business formalities we enjoyed a pleasant social hour. Cards were played and lunch was served by the hostesses with the assistance of Mrs. A. Floon.

Mr. and Mrs. R. Schwalenberg are the parents of a baby girl, born Feb. 29th at the Deaconess hospital, Milwaukee. Congratulations.

We are happy to say that Natalie Baldrice, daughter of Mr. and Mrs. R. Baldrice, is now able to walk again after a long siege of illness.

The next meeting will be held March 17th and will be arranged in observance of St. Patrick's Day, at the home of Mrs. S. George.

Aberdeen Chapter

Mrs. A. H. Adams, Historian

THE February meeting scheduled for the 17th was postponed because of a regular blizzard and extremely cold weather, but a week later, February 24, 85 members came out in spite of a 25 deg. below temperature. Mrs. Gillick, our president, presided. Routine business was taken up. The ways and means chairman reported that they had earned \$54.55 during January, and that our relief expenditures were \$326.16. Dr. Owen King, our company surgeon, gave a talk on his travels.

Plans for two bridge parties were made at this meeting. The first, an afternoon party for the ladies, was March 5. The second, for ladies and gentlemen, was held the evening of March 6. We sold every available table, and turned away many. The two parties netted \$54.50. The club rooms were beautifully decorated, and the favors at all tables were a pleasant surprise made by Mrs. James Hartley.

The chapter has sold over 300 books on entertaining in our advertising campaign.

Ottumwa Chapter

K. M. Gohmann, Historian

THE Charity Ball on February 11 was a success socially and financially. Everyone who attended reported having had a "grand time" and the net proceeds amounted to \$300.50. The record breaking ticket sellers were Mrs. J. H. Stewart, who sold 95, and Mrs. Tom Kemp, whose sales numbered 86; Mrs. W. C. Givens, L. H. Rabun and E. N. Dornsife deserve special mention for their sale of tickets. Music by Red Perkins and his Dixie Ramblers, an NBC broadcasting orchestra from Omaha, Neb. We received the co-operation of the city officials, the Ottumwa Courier and the Free Press; also appreciated the assistance given by the following employees: C. H. Baker, who was the "head man"; J. H. Stewart, E. J. Kervin, F. M. Barnoske, P. J. Weiland, Tom Kemp, C. Dornsife, Herbert Cogswell, Harry Vaughn, J. W. Nelson,

Fourteen

Wheeler Gage and Norman Givens, son of superintendent. Mrs. J. H. Stewart was chairman of the dance committee, her first assistant being Mrs. W. C. Givens. A donation of \$5 from Agent E. D. Kennedy, Ottumwa, for the charity fund was gladly accepted and greatly appreciated.

Mrs. Mike Reynolds entertained in her home at an evening benefit bridge party on March 3. Donations of canned goods were contributed by the guests for distribution to the needy. Prizes were awarded to the winners at each table and everyone had a very pleasant evening.

Co-operative luncheon will precede the meeting on Friday, March 13, at 1:00 o'clock in the club house. Fifty new members have been secured since January 1 of this year.

Due to the sub-zero weather the January meetings were cancelled.

Marion Chapter

Mrs. W. H. Harry, Historian

MEMBERS of Marion Chapter and their families enjoyed a picnic supper March 12th in Memorial hall, supper being served to 65 persons under the supervision of a committee which included Mesdames George Fullerton, Ed Ainley, Jack Monahan and Margaret Leming. Mrs. J. J. Reardon, chairman of the ways and means committee, announced plans for a benefit card party to be given on April 13th, with the following committees: Mrs. Guy Miller and Mrs. O. Fohey, table appointments and arrangements; Mesdames F. J. Hardenbrook, Ed Ainley and Ed Forbes; refreshments; Mesdames A. J. Elder, Margaret Leming, L. S. Dove, Joseph Boyle, John Cone, J. F. Coakley, James Pringle and Thomas Costello, table reservations. The payers will pivot and prizes will be given. After the business meeting the evening was spent playing bridge, Mrs. R. J. Worthington of Cedar Rapids winning first prize and Miss Mary Forbes receiving special prize.

Sioux Falls Chapter

Mrs. Tom Cavanaugh, Historian

NEWLY elected officers of Sioux Falls Chapter are: Mrs. Leslie Sweeney, president; Mrs. Henry Kruck, first vice president; Mrs. Garrett Hartenhoff, second vice president; Mrs. A. D. Johnson, secretary, and Mrs. John Bell, treasurer; Mrs. Tom Cavanaugh, historian.

The Xmas party for the children of the Milwaukee families was held at the passenger depot as usual, and Mr. Olaf Anderson, who so kindly acts as Santa Claus, arrived upon a special train beautifully decorated with fuses, through the kindness of the switch crew who donated their time. A lighted Xmas tree in the depot welcomed Santa when he distributed sacks of goodies to the children.

The annual dance held by the club members will take place at the Arkota ballroom as usual, with music furnished by the DeLong orchestra. Prizes of merchandise will be given away. Mrs. Christine



Some Snow at Duluth Terminals.

Larson is chairman, and tickets have been put out among the members for advance sale to insure success and net a neat sum to enable the members to carry on the work of aiding families.

The sunshine and relief committees have been rather busy during the winter months sending provisions and messages of cheer to the needy Milwaukee families and sick members. Meetings have been held each month in the clubhouse with a good attendance.

Deer Lodge Chapter

Mrs. Philip Richardson, Historian

A REGULAR meeting was held in club rooms on January 13th at 8:00 p. m. The following officers were installed for the coming year: Mrs. Wm. J. Greeton, president; Mrs. Swank, first vice-president; Mrs. Brown, second vice-president; Mrs. P. C. Harnick, secretary; Mrs. Warn, treasurer; Mrs. Philip Richardson, historian.

Our new president appointed chairmen to serve on the several committees as follows: Mrs. Wallace Richardson, membership; Mrs. Warn, social; Mrs. McCabe, ways and means; Mrs. Brown, sickness.

Refreshments and a social hour followed the installation, a good time being had by all.

Regular meeting in club rooms on March 9th at 2:00 p. m.

A delicious lunch was served, followed by a business session. We were very sorry when the sick committee reported the serious illness of Mrs. Swank, who has been moved to St. Joseph's Hospital and sincerely hope for her speedy recovery.

After the transaction of business bridge was enjoyed.

Mrs. Wallace Richardson and Mrs. Wm. Arthur were hostesses.

Des Moines Chapter

Thelma Newell, Historian

OUR March meeting was held at the home of Mrs. H. M. Bellman, when a delicious potluck luncheon was enjoyed after which the business of the chapter was transacted. After all the business was taken care of, the rest of the afternoon was spent in playing bridge. Our hostess gave two prizes for high scores.

A former member of Des Moines Chapter was a guest at our meeting, Mrs. Leo McGovern, now of Savanna Chapter. We were all very happy to see her, and have her with us again.

Plans were made and committees appointed to take charge of a potluck luncheon on Friday evening, March 20th, at the club rooms. The evening will be spent playing cards and a good crowd is expected.

Decoration for this belated St. Patrick's Day party will be in charge of Mrs. Cora Hamilton and Eve Feazier; kitchen committee, Mesdames Carl Jansen, Geo. W. Moore and Elliott; entertainment, Mrs. Harry Carland and Mrs. Frank Price.

Our chapter has started a membership drive and all members of Des Moines Chapter and all members on the division are asked to come to the support of the Women's Club, by renewing their memberships and mailing them in to Cora Hamilton, 3720 University avenue, Des Moines. It is this support which makes our relief work possible. It is YOUR club and we are sure you will continue to support it.

Othello Chapter

Mrs. Kate Showalter, Historian

THE Othello Chapter held a board meeting January 20. At that time we voted to have a board meeting the last Tuesday of each month.

Then February 4 we had a special meeting for the purpose of voting to change our regular meeting date to the first Tuesday of each month.

Our regular meeting for February was held on the 18th and the board meeting the 25th.

Our regular March meeting was held on the 3rd. A St. Patrick's card party March 17 at the Masonic Hall was very successful and much enjoyed.

ACCIDENT SAFETY PREVENTION

Education for Safety

By L. G. Bentley, Chairman, Committee on Education, Safety Section, A.A.R.

(Concluded from March Magazine)

Let's apply this lesson to another serious and frequent cause of injury to trainmen, "Falling from Engines or Cars," and it appears that impulse may be trained so that men will act just as carefully where danger is not known to exist as where the danger is great.

Within the last month I had occasion to watch a brakeman descend from the side of a box car which was standing on a high trestle.

He first removed his gloves, glanced at his clothing, placed his feet carefully on each rung of the ladder at an angle of 45 degrees, kept his body fairly close to the car, and grasping each grab iron firmly with his hands, he unhurriedly dismounted from the car.

He went down with perfect safety, because he knew that if he made just one slip, death awaited him 90 feet below.

I have watched others, perhaps this same man, descend from box cars that were standing still on level ground and oh! what a difference; they were guided by an impulse to get down quickly, and with practically no care, because they felt no danger of falling.

These are not isolated cases. If you doubt it, examine your own records of injuries to men falling from engines or cars and you will find that a high per cent fell from cars that were standing still, and with no unusual distance to the ground.

I believe Education for Safety means knowing how to get on or off cars safely under all conditions, and that such education is not effective until the impulses of men are so regulated that they do it naturally.

Impulses, either good or bad, are great builders of habit, and it is of habit that I wish to speak here, as the widest, most fertile breeding ground for accidents, or as that field which by cultivation can be brought under the positive influence of Safety Education.

"HABIT" is described as "That condition of mind and body by which a man acts naturally with the greatest precision, ease, comfort efficiency.

Practice brings an involuntary tendency to continue with an ease and reliability of performance."

Since Safety depends upon strength of habit, we must select and enforce those methods that tend toward the greatest habit building and strengthening processes for Safety.

Absolute control of the accident situation will come to that man or group

of men most strongly fortified by safe habits. This is Education for Safety.

Inertia

There is another element of vital importance to which we must give vigorous attention in our use of "Education for Safety." This element is "Inertia."

"Inertia" is "That property of matter by which it tends when at rest to remain so, or when in motion to continue in motion and in the same straight line or direction unless acted upon by some external force."—Webster.

A large fly wheel continues to spin after the power is shut off. This is inertia, in that the wheel itself is unable to overcome the momentum and an external brake is necessary.

A long passenger train, moving rapidly through the country, is dominated by this same inertia after the throttle is closed and the pressure of steam withdrawn. The brakes are applied to stop the train.

So it is with those officers and employes of our railways who have not cultivated the desire for Safety Education, therefore have not acquired it.

If you are in this class, you have a fight on your hands. It is not sufficient that instructions or rules be issued, regulating for safety the performances of men. Their inert attitude toward those instructions or rules will render them impotent to overcome the momentum generated by long habit and they will unconsciously continue to follow unsafe and forbidden methods until the brake of enforcement, repeatedly applied, checks their movement toward trouble.

Your brake of discipline in such cases must be shod with perseverance, kindness, fairness and patience for quite a time, but eventually when necessary to recline, you will be able to shoe your brake with steel, as you find that resistance—opposition to enforcement—

has grown steadily less, as your personnel learns that Education for Safety means not only knowing the job, but doing it right, thereby preserving Life and Happiness, God's richest gifts to mankind.

My paper has had much to say in defining the terms used, the elementary principles of Safety Education, as I see them. I want to give you just one more word with its definition, a word and definition which in its influence, transcends all other principles which I have mentioned.

Character

You are familiar with that section of the definition of Character which distinguishes it from "Reputation."

"Reputation," you know, is that which you are thought to be.

"Character" is that which you are. "Character" is "That force which impels a man to carry out a good purpose after the impulse which gave birth to that purpose is dead."

You will have impulses here in Louisville, today and tomorrow, set in motion by the lessons this Congress is trying to teach.

In your present frame of mind, you have impulses to take these lessons back home with you and put them to active uses as of great help in promoting and maintaining your Safety Programs.

These impulses, now very alert and actively disposed, will lose some of their strength as the days succeeding this conference come and go.

The only justification for this conference, for the work that has been done in its preparation and consummation, lies in the strength of your Safety Character and the extent to which that Character impels you to carry out your good safety purposes, after the impulses which gave birth to those purposes have died.

"THE OLD RELIABLE"

As snow banks surround us
Amidst wintry blasts,
We scrutinize daily
The weather forecasts
For a sign of relief
From "Jack Frost" and his crew.
In merciless fashion,
They pillaged and slew.
While snow plows are struggling
To clear highway trails
The railroads, determinedly,
Keep open their rails.
Though crippled and frozen,
Its nerves badly worn,
The "iron horse" fights on
And weathers the storm.
While many other vehicles
Are stalled in the road,
The faithful old "loco"
Is carrying the load.

Tomorrow may bring
Some relief from the plight,
But never-the-less .

We should not lose sight
That the rails are the mainstay
In fair weather, and bad,
And bring us necessities
We might not have had.
An honest appraisal
Seems in line for today
To prove to ourselves
That the railroads must stay.
Besides steady service
And many other facts,
We should not forget
That they pay lots of tax.
So when fair weather comes
Once again to us all,
When we travel or ship
Give the railroads our haul.

—JOHN MAHALEK,
H. & D. Division.

SPECIAL COMMENDATION

Name and Division	Citation and Date	Cited by
E. A. Noland, engineer, Coast Division.....	Reported broken rail near Setters Station, Dec. 11....	F. E. Devlin, superintendent
A. Gair, conductor, Coast Division.....	Discovered defective rail and angle bars at bridge F.	F. E. Devlin, superintendent
F. J. Wang, brakeman, D. & I. Division....	FF-290, Dec. 22.....	
	Discovered defective car in train 64, Dec. 12.....	H. F. Gibson, superintendent
W. W. Walrath, brakeman, Iowa Division...	Discovered broken rail, east of Haverhill, Dec. 12....	A. J. Elder, superintendent
L. W. Clark, brakeman, T. M. Division....	Discovered broken arch bar on train 264, Dec. 9.....	P. H. Nee, superintendent
J. A. Rawlings, brakeman, T. M. Division...	Discovered defective equipment, train 264, Nov. 22...	P. H. Nee, superintendent
M. D. Fish, section foreman, Iowa Division..	Found transverse fissure in rail before it had broken off, Dec. 20.....	A. J. Elder, superintendent
A. J. Scamaus, brakeman, D. & I. Division..	Discovered broken rail and made immediate report, Dec. 30	A. J. Elder, superintendent
E. P. King, operator, Chehalis, Wash.....	Discovered defective equipment on passing N. P. train and promptly reported same.....	F. E. Devlin, superintendent
L. W. Schiefelbein, brakeman, T. M. Div...	Discovered broken arch bar on car in train 263, Dec. 30	P. H. Nee, superintendent
Thomas Milligan, conductor, T. M. Division.	Discovered defective equipment in train 264, Jan. 1....	P. H. Nee, superintendent
	Discovered and reported broken rail, near Orinoco, Nov. 29	P. H. Nee, superintendent
George Bennett, engineer, T. M. Division....	Discovered defective equipment in train, Jan. 3.....	F. E. Devlin, superintendent
A. L. Meeks, conductor, T. M. Division....	Discovered defective equipment in train No. 70, Nov. 22	W. C. Given, superintendent
R. A. Thomas, K. C. Division.....	Discovered defective equipment in train No. 86, Nov. 17	W. C. Given, superintendent
A. Mahoney, engineer, Superior Division....	Discovered and reported broken rail, January 23th....	F. T. Buechler, superintendent
O. Christenson, engineer, Coast Division....	Reported defective trolley connection, January 23rd, while train was passing over.....	F. E. Devlin, superintendent
E. P. Stien, brakeman, Superior Division....	Discovered and reported broken rail, January 21st....	F. T. Buechler, superintendent
J. C. Breckenridge, conductor, Coast Division.	Reported error in billing of freight on his train.....	F. E. Devlin, superintendent
E. Dulk, fireman, Coast Division.....	Discovered and reported broken rail while passing over, January 21st	F. E. Devlin, superintendent
A. A. Melville, conductor, Superior Division..	Discovered and reported broken rail while passing over, January 8th.....	F. T. Buechler, superintendent
I. E. Connors, brakeman, Iowa Division....	Discovered defective equipment in train, January 14th..	A. J. Elder, superintendent
John Hardesty, section man, Joliet, Ill....	Discovered and reported broken wheel in passing train..	C. E. Elliott, superintendent
Harry Donlin, operator, Bellevue, Iowa	Found dragging brake beam in train, January 29th....	H. F. Gibson, superintendent
Clan Timberman, section foreman, Thurlow, Mont.	Observed defective equipment in passing train and signalled train crew	P. H. Nee, superintendent
J. F. Kemp, conductor, K. C. Division....	Found defective equipment in train, January 4th....	W. C. Givens, superintendent
A. L. West, agent, Manhattan, Illinois.....	Commended by superintendent Wabash Ry. for find- ing and reporting sliding wheels in Wabash train, January 14th	C. E. Elliott, superintendent

Our Business Getters

The following named employes have interested themselves in securing passenger business:

Frank King	Engineer—Superior Divn.....	Green Bay
John H. Miller.....	LCL Tracing Dept., Union Street.....	Chicago
Frank Frederick	Section Foreman	Merrill, Wis.
E. L. Athon.....	Conductor	Sioux City
Bruce Kibble	% J. F. Bahl, AGPA.....	Seattle
C. E. Morgan.....	Supt. of Work Equipment and Welding.....	Chicago
John Whitney	Engineer—Superior Divn.....	Green Bay
W. H. Woodhouse.....	Baggage man	Mason City
R. I. Colvin.....	Agent	Rapid City
S. W. Davis.....	Switchman	Aberdeen, S. D.
Bert Graham	Station Foreman	Spokane
Henry Daniels	Trustee's Office	Chicago
R. W. Reynolds.....	Commissioner of Agriculture	Chicago
E. J. Crawford.....	Chief Dispatcher	Dubuque
Howard Klima	District Accountant's Office, Milw. Shops.....	Milwaukee
Florence Bies	Freight Auditor's Office.....	Chicago
Gene Hare	Conductor—C&M Divn.....	Milwaukee
Zane D. Jenkins.....	Train Baggage man	Sioux Falls
John P. Collins.....	Agent	Byron, Ill.
W. E. Cummins.....	Passenger Conductor	Spokane
J. E. Gump.....	Passenger Brakeman	Spokane
L. Roller	Water Service Man	Lind, Wash.
Al. Mueller	Checker	Spokane
Lee Carlock	Clerk	St. Maries, Ida.
J. Flynn	Sleeping Car Conductor.....	Chicago
James J. Nolan.....	Car Distributor	Chicago
Margaret Elser	District Accountant's Office, Milwaukee Shops....	Milwaukee
W. B. Lodve.....	Traveling Accountant	Chicago
John Doctor	Conductor—Superior Divn.....	Green Bay
Andrew Dolny	Machinist, Minneapolis Shops.....	Minneapolis
D. R. Spencer	Office of Auditor of Investm't & Joint Facility Accts..	Chicago
Fred Jones	Section Foreman	Beloit

Conductor W. E. Cummins, Spokane, Washington, furnished traffic tip resulting in sale of two round-trip tickets, Spokane to Minneapolis and return.

Lee Carlock, clerk, St. Maries, Ida., furnished traffic tip relative to prospective trip of a party, St. Maries to Chicago.

J. Roller, water service man, Lind, Wash., was instrumental in securing sale of two round-trip tickets, Spokane to Washington D. C., our line to Chicago and return.

W. P. Wood, Centralia, Wash., furnished tip resulting in sale of one-way ticket, Centralia to Winston-Salem, N. C., our line to Chicago.

R. R. Gardner, conductor, Coast Division furnished tip of prospective trip of a lady Tacoma to Jackson, Miss., who will use our line to Chicago.

Al. Mueller, trucker, Spokane freight office, gave traffic tip resulting in securing a passenger, Spokane to Minneapolis.

J. E. Camp, brakeman, Coast Division was instrumental in securing sale of one way ticket, Spokane to Seattle.

Sleeping Car Conductor W. A. Aiken furnished traffic tip which secured sale of round trip ticket, Tacoma to Chicago and return, our line in both directions.

E. J. Crawford, chief dispatcher, Dubuque, Iowa, secured routing via our line on car of paper boxes, Sandusky, Ohio, to Dubuque; and on carload of feed, Omaha to Dubuque, during month of February. He also was instrumental in securing sale of ticket via our line, Dubuque to Kansas City, for passenger enroute to Los Angeles, also routed via our line on return Omaha to Dubuque. Excellent work.

Dick O'Connor	Son—Assistant Purchasing Agent	Chicago
E. M. Young	Operator	Coeur d'Alene
Walter Stephens	Baggageman	Butte
R. P. Jorgensen	Stenographer—Supt's Office	Butte
H. J. DeChant	Operator	Butte
Catherine Browning	Clerk—Supt's Office, Superior Divn.	Green Bay
Ed Bannon Jr.	% Station Master	Milwaukee
Franklin J. Raasch	Station Baggage man	Milwaukee
John Wenger	Switchman	Sioux City
Karl E. Hahn	Chief Clerk to Chief Statistician	Chicago
John I. Laing	Clerk, Division Street Station	Chicago

Miles Storey, yard clerk, Seattle, furnished traffic tip securing passenger, Seattle to Rahway, N. J., our line to Chicago. Mr. Storey also accompanied traveling passenger agent to Renton where party lived. Cecil Deguire, clerk in general foreman's office, Tacoma, furnished tip resulting in sale of ticket, Tacoma to Washington, D. C., our line to Chicago.

Mrs. Ellen Noble, clerk, local freight office, Seattle, furnished traffic tip selling one and one-half tickets, Spokane to McKeesport, Pa. Shipment of household goods also secured for our line.

Burt Graham, section foreman, Spokane, was instrumental in securing sale of one and one-half tickets, Spokane to Oshkosh, Wisc.

W. E. Snyder, warehouseman, Seattle local freight office, furnished traffic tip relative to prospective passenger from New York to Seattle. Party was sold one and one-half fare tickets between those points.

On February 12th, as train No. 136 was approaching Libertyville, Ill., a large milk truck stalled on the crossing. William D.

McCormick of General Freight office, Chicago, and John Nelson of Aud. of Exp. office, Chicago, ran up the track to flag No. 136, Mr. McCormick seizing the agent's red flag before starting. The train was stopped before reaching the crossing and what might have been a very serious accident was averted.

Car Cleaner Finds Passenger's Lost Money; Returns It

Here's a tip to Diogenes, who, with a lantern, went around looking for an honest man. J. A. Stanard, of 920 Eighth avenue SE., was returning home from North English Friday on a Milwaukee passenger train. After arriving here he discovered he had lost his billfold containing more than \$100 in currency. Immediately he notified the local office, thinking that he had lost the money at North English. A short time later he was notified that E. C. Freeman of Marion, a car cleaner in the local Milwaukee yards, had found the billfold with the money intact and had turned it in at the local office.—Cedar Rapids Gazette.

Barley Improvement

Barley improvement meetings are growing in number and interest. Farmers and elevator managers are jointly requesting the services of agricultural specialists from the State Agricultural Colleges, U. S. Department of Agriculture, Maltsters, Northwest Corp Improvement Association and this department.

Meetings recently held in Wisconsin and southern Minnesota were attended by overflow crowds. Samples of seed to be sown were brought to the meetings by a large number of farmers for examination and appraisal. Experts carefully analyzed the seed samples for purity, disease, malting quality, adaptability and other production and market factors.

At each meeting there was intense interest in the statements of the agronomists, plant pathologists, grain inspectors and maltsters. Farmers often stated that they desired to learn all they could about growing premium quality malting barley so that they could continue to furnish the malt houses and brewers with the kind and quality of barley desired.



Conductor Rusty Sandals in the Snow on Faith Line.

The Blizzard on the TM Division

OUR severe cold weather began in December and from that time until about February 20th, we had below zero weather every day, the thermometer falling as low as 39 below, with a great deal of snow, but in spite of all this, train No. 205 on the Faith Line was able to go out every day with the exception of a day or two when it was deemed advisable to hold it here on account of a blizzard raging at the time. At no time was the rotary used on this line, the road being kept open with a wedge plow. On February 19th in 26 below zero weather train No. 205 left here at 9:30 a. m. with a double header and snow plow, engines 2626 and 2627, with Engineers Art Crowley and Herb Halverson, picking up twenty-five snow shovelers at Trail City.

They encountered very little snow between Trail City and La Plant, but ran into plenty from there on, some of the drifts being from four to eight feet high and between 200 feet and 1500 feet long. They encountered even deeper snow between Ridgeview and Eagle Butte, the cuts being level full and run from eight to fifteen feet deep. At this point they cut off the head engine and plow of the train, and ran into the drifts at a speed of fifty miles an hour, but were unable to get through any of the cuts without having to be shoveled out and pulled back by the second engine. Roadmaster Ole Haanes and Conductor Wyman rode the engine

and were in charge of the snow bucking crew and Conductor Ed Sandals had charge of the train following. They left Mossman, S. D., at 4:30 p. m., arriving at Eagle Butte at 11:15 p. m., a distance of sixteen miles. From there on the snow was not so bad into Faith.

All this time snow had to be shoveled into the tenders of both engines on account of the shortage of water. Much credit is due Engineers Crowley and Halverson, as well as the rest of this brave crew for working so faithfully and untiringly through the cold and stormy weather to bring their train safely through to its destination. They all came back smiling and said they had the time of their lives, which shows the right spirit.

Chicago Terminals

Guy E. Sampson

AT this writing March is with us and about one-half gone—thank goodness—and as it is our last month that we can expect our worst weather, we have surely been fortunate this far—knock on wood—for the weather man has handed out some ideal California weather to us who were fighting snowdrifts (?) feet deep a short time ago. Gee, did anyone ever see the snow go as quickly as it did this time? Only a couple of warm days and all the snow one could see was where it had been drifted several feet deep and that was seen to diminish very fast. Well, the terminal was kept open by the unflinching work of officials and employes on the ground night and day. The snow and cold weather cost the railroad a lot of extra cash but we feel that it always pays to advertise, and this company, for one, sure showed the world what a railroad could do in rendering service if given the opportunity, even with adverse weather conditions prevailing. The railroad is the "Old Reliable" when it comes to serving "All the People All the Time." The railroads and their employes built this country and if given the opportunity now, will put it back on its feet again. The money a railroad spends for equipment, supplies, wages, taxes, etc., go a long ways towards paying the expenses of the country.

Engineer Geo. Bayne is still at the Speedway Hospital taking treatments. We said "still" there—when we really meant he is there still and not still there, for George was never still wherever he was,

not even in France. Always saying and doing something. However, we are happy to report that he is improving very fast and so rapidly in fact that the thought of operating is fast losing ground. Well, well, Old Top, we will all be glad to see you back with us. Nic Numer and wife are spending the winter in Florida (lucky folks), and their son Elmer, his wife and daughter also took a run down to the sunny south to visit a few weeks and get away from the extreme cold weather we were having.

Yardmaster Jess Capoot took a week's vacation the first of March and spent it in Excelsior Springs getting rid of that cold feeling the hard winter had left on most of us. Wm. Rands acting in Capoot's place during his absence.

Sadness marked the countenance of every employe recently when the news spread that yardmaster Wm. Voigt of Western Ave. yard had found the body of Harold Guthrie in the heater compartment of a car, having succumbed to the poisonous fumes of the heaters. Just how he was overcome will never be known as he was an expert hand at handling heaters, having had charge of that kind of work for many years and was always known to be extremely careful. At one time he had charge of the P. F. I. work in Moberge, S. D., where he will also be well remembered. His widow and orphan children and parents are not alone in their sorrow and all employes want to express their sincere sympathy to all of them. Funeral services were held at Mont Clare, where he resided with his family, and burial made at Mont Emblem Masonic Cemetery.

Engine foreman H. E. Tanning, former sergeant of the A. E. F., is now carrying his old whistle to attract the attention of his crew. He has four ex-service men helping him on the ground and one in the engine cab, and the way he dishes out orders one would suspect him of being a general. The old bombing sergeant, John T. Joyce, says that Blake will be sewing chevrons on his overall jumper next. But the Sarg can take it as well as hand it out and he is in the harness every day. Keep up, Sarg, for you are doing a good job here just as you did overseas.

Ill. Div. cond. Louie Steffin and wife and engineer Geo. Arney are having the trip of their lives, having autoed south and west most of the winter. We hear they will leave Los Angeles about March 15th.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

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

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

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

D. H. A.

NOW that we are thawed out since the recent arctic weather we will try to send in a few news items from this neck of the woods. With the thermometer registering 45 above zero, it seems like living again and our huge snow drifts are disappearing fast.

Miss Jean Byington, secretary at the Moberidge Clinic left for Friant, California, where she will visit her brother Dick and friends. Her position is being filled by Miss Evelyn Schneider.

We are sorry to hear of the illness of Mr. J. J. Foley at Miles City and hope by this time that he is much improved.

Mr. Norman Anderson of Miles City spent a week here visiting at the home of his parents, Mr. and Mrs. Cornelius Anderson.

Mrs. Maude Burton has returned to her home at Hollywood, Calif., after spending several months here with friends and relatives. She also made a trip East, stopping at Chicago and at Holland, Mich., where she visited Mr. and Mrs. Fred Pfanstheil, former Moberidge residents.

The whole community was shocked on Sunday morning, February 2nd, to hear of the sudden passing of coal dock foreman Ray Lease, whose death occurred during the early morning hours from a heart attack. Ray had been at his work on Saturday and seemed apparently well, but was taken sick during the night and passed away in a few hours. He had been an employe of the Milwaukee since 1920 and was hard working and conscientious, and very well liked by all his fellow employes. He leaves to mourn his loss a wife and one daughter, Trudix, and three sons, Robert, Rolland and Randall. Trudix, Robert and Randall are attending school at Los Angeles, Calif. All came home for the funeral which was held February 9th. He was laid to rest in Greenwood cemetery.

Section foreman Chris Tarpo of New England, N. D., who recently underwent an operation at the Miles City hospital, is now much improved and back at work again.

Mr. A. F. Manley has returned from Walker, where he supervised the work being done by the Rotary and cut widener in that vicinity.

Conductor Carl Schneider spent ten days at Washington, D. C., with his son Kirk, who has a government position there. He also visited the former Moberidge residents who are now being employed there. On a trip to Baltimore, Md., he saw Miss Mary Mosher, who is a student nurse at the Johns Hopkins hospital. He reports that these young people are coming along fine.

Mrs. Laura Cook of Crescent City, Calif., arrived here last week and will make an extended visit at the home of her sister, Mrs. H. A. Mosher.

Conductor and Mrs. J. J. Long have returned home after spending the winter at San Diego, Calif.

Mrs. Herman Wahl and daughter Emma made a trip to Rochester, Minn., for medical treatment. On their return trip they also visited relatives at St. Paul.

Mrs. Norman Hopp, who has been on the sick list for the past week, left for her parental home at Dubuque, Iowa, where she will receive medical attention.

Mr. and Mrs. Thomas Magner of Lemmon spent a day in Moberidge visiting friends.

Mrs. Frank Schneider went to Miles City to attend the wedding of her nephew Jack Hooson, who was married to Miss Ione Nelson on Sunday, February 16th. While there she also saw many former Moberidge friends.

Mrs. Belle Jackson returned home last night from Sparta, Wis., where she has spent the past two months.

Mr. W. F. Hogan was relieving at the relay office during the illness of Mr. C. H. Cartmell.

Agent Roy Van Dyne at Brisbane, N. D., has been pretty badly snowed in but he says he will be home with the robins.

Emil Grunow of Ridgeview, S. D., is a patient at the Moberidge hospital.

Kansas City Terminals

S. M. C.

FOLLOWING a directors' meeting of the Kansas City Terminal March 10th, Mr. J. T. Gillick visited the offices and yards here.

Mrs. Kendall and Miss Lindskog were in Kansas City recently, being honor guests of the Kansas City Women's Club. Mrs. Boland of Chillicothe, wife of roadmaster Boland also attended the luncheon.

Mrs. R. C. Dodds, who had an attack of flu the first part of March, has recovered. Very few of our employes or their families escaped being sick during the last flu epidemic here.

We are glad to report that engineer Cash Hartman, who underwent an operation in February, is getting along nicely and we hope to have him with us again soon.

Mr. Ben W. Goggins, formerly of Miles City, Mont., has been appointed night roundhouse foreman at Kansas City.

We understand that during the cold weather Red Fehler, yard clerk, was in the market for a bicycle or a pony to use in Coburg yard so as to avoid delay to trains.

Claim Adjuster Geo. Anderson was back on his territory the first part of March after being absent for several months. Everyone was very glad to see him out again.

Earl Smart, switchman, who has been off about three months, part of which time was spent in a hospital at Excelsior Springs, has reported for work. Glad you are back, Earl.

Emmett Ketchum of the Car Department has a new automobile. Don't know

what make it is, but Mr. Ketchum says it is the best on the road.

Carman Gus Westman and his wife were recent visitors in Joplin, Mo.

John Heator of the Car Department is again back at work after having been off about two months on account of having pneumonia.

H. Peavler, an employe of the Store Department here, while waiting for a Mo Pac transfer to pull by him, noticed a dead animal in a car of stock they were delivering and reported it to the yardmaster, with the result that the Milwaukee will not have to participate in that claim. Good work, Hank.

Happy Loshe may not look like he is built for speed but he belies his looks. The other day he left Coburg yard at noon—had to go home—eat his dinner—dress and get to Booneville, Mo., 100 miles away, by 2:00 p. m., and he says he got there with 5 minutes to spare. Anyway, Hap, we are glad you are still with us.

Wm. E. Johnson, car clerk at the local office, was taken to St. Marys hospital March 9th for an operation. We all hope Mr. Johnson will have a speedy recovery.

Miss Jennie Andrews—switch board operator, is again back on the job after recovering from the flu.

Well, the golf bug has finally hit the local office. Messrs Larson, Talbot, Beem, Schutte and Derr have had their first chase after the little white pill and they all said, "Oh, around a 100" when asked their score. Use your own judgment about how far above they were.

Midge Reeder is taking care of Mr. Johnson's work and if Midge can't do the job, it can't be done.

Bus Beem, car record clerk, says he never did see so many box cars come into Kansas City on the Milwaukee. Of course, we hate to see you snowed under, Bus (evidently that is what happened to some of these cars), but as long as they are loads that are moving we hope you never will see the back of your neck.

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

A. T. B.

WE are very sorry about not being able to reproduce a photograph of the new baby. What, you haven't heard about it? Well everyone around here has and for the rest of the readers here are the facts:

Born February 27th, 1936
 Miss Marlita Joy Filut
 8 pounds and 1 ounce

and the proud parents are Mr. and Mrs. Steve C. Filut. Mrs. Filut is the former Miss M. Havel, who worked in the Accounting Department at Milwaukee Shops several years ago.

Steve, in connection with the above item understand the telephone operators at the depot would like to see you. Better get some more candy before you go down.

Well, Steve is not the only one who has cause to be proud and ritzy around here. You should see the way the various occupants of the offices which were remodeled

and painted feel, especially F. H. Campbell and Harry Sjogren.

We are pleased to welcome back to the office two former employes, Miss Lucille Deppe and Miss Ethel Carpenter.

The various alarm clocks owned by the office force must be in good working condition. When the change was recently made to start work at 7:30 a. m. every one was right on time—even the folks from the country getting here on time—Velma and W. B. C. W. Will wonders ever cease?

Dick now has a new garage for his car while down at work, more room and sunshine. Well, two dollars a month is two dollars in any man's money.

Bernice has been away recently account sinus trouble. Hope she will not be bothered very long.

Blizzard Notes from the Superior Division

"NOTICE OF SALE"

OWING to the delivery of an unexpected amount of beautiful white snow, which has caused our firm a lot of worry trying to find storage room for, we are offering the public wonderful bargains at our spring clearance sale of Snow and Ice—Watch for the date.

F. T. BUECHLER, Superintendent.
A. F. CARLSON, Roadmaster.

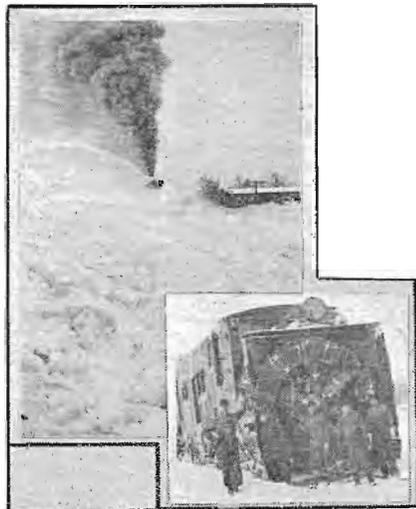
The above would be a swell way of disposing of a menace that has gripped the Superior Division for the past six weeks, disrupting schedules and in numerous cases cancelling and stalling trains.

The Superior Division was lucky that there were no trains snowbound where the passengers could not be taken care of and in all cases everything that could be done to appease our customers for the tie-up was done. On February 14th our No. 27 left Milwaukee at 10:00 a. m. with about 50 passengers ticketed to go places between Milwaukee and Green Bay. They got as far as Saukville, Wis., and there navigation ceased because the snow plow that was running ahead of them stuck in the snow between Saukville and Fredonia. An "L" engine that was doubleheading No. 27 was sent out to try and rescue the snow plow crew, but they also floundered. After all hopes of getting No. 27 through went glimmering they were sidetracked at Saukville and the passengers proceeded to make the best of it until the rotary snowplow could come to the rescue.

Everybody on the train got acquainted and the time was spent in visiting and recalling incidents that had happened way back (when) in 1881 we had a hard winter. Of course, not many of them could recall it, but a few old timers in the crowd described the snowdrifts and suffering of that winter. Oh! for an old-fashioned winter.

Some of the gentlemen passengers organized an exploring party and proceeded to explore. After wandering waist deep through a series of snow drifts they discovered an oasis and the captain of the expedition issued orders to camp for the night. Probably it is just as well that no record was kept of the exploring party of that night; suffice it to say that when daylight came it found the captain going strong but the rest of the crew all doubled up, suffering with an acute attack of hilarity.

Shortly after daybreak a locomotive whistle was heard coming from the East and soon the rotary plow stood panting at the water plug. To many of the passengers the rotary was not only a welcome sight but also an interesting study, for they had never before seen a monster that eats up snow and spits it over into the farmer's field. They only had time to give it the once over before it was on its way westward to rescue the two stalled crews, and believe it or not, Ringling Bros.' parade had nothing on the parade that steamed into Saukville after the rotary did its stuff. There was conductor Ed. Smith and engineer Derouin with the Rotary; conductor John Rowley and engineer Vin-



Rotary and Its Crew on Superior Division.

cent with "L" engine that went to the rescue the plow and conductor Whipple with engineer Dick Isaacson on the stalled plow. No. 27's crew consisted of conductor W. S. Robbins, brakeman Fred Monahan, baggageman Otto Falk, engineer Whitney and fireman Wm. Londo.

We could just go on for pages trying to tell you all the things we had to combat during the past six weeks but will just try and cite a few of them.

The most interesting thing about this snow blockade was the rotary plow, something that has never been on this division before. Conductor Ed Smith and engineer Derouin were the first men to take the plow out on the division and believe they could tell us many interesting things about it. Brakeman Chas. Patterson took a number of pictures of the plow in action.

Conductor Giesler with brakemen Tracy and Richards, engineer Vincent, fireman Daniels, were called for snowplow service February 17th ahead of No. 3. When they arrived at North Milwaukee they were notified to go to Cedarburg and pull conductor Jeffers West out of the snow and after about four hours work they finally got them moving. They then proceeded to Grafton with the plow, going through snow drifts from ten to twelve feet high and pulled out extras 8294 and 8225. This was about a 7-hour job and had about 60 men shoveling out the trains. The snow was blowing and the nice thing about this all is that the thermometer was only 24 below zero and did not seem to be able to get about 20 below. After getting those two engines out of the snow they then had to go to Saukville and pull conductor Waldron's train into clear. After being in the snow service for about 22 hours you can imagine that these men were glad to get their rest, which was not much over their required time as the shortage of men made it necessary for the men to work long hours and then jump right back into the banks again.

We have tried to get conductor Ed. Smith to tell us some of his experiences along the line with the rotary but Ed is a little bashful and we have not been able to get much out of him. He was with the rotary on nearly every trip, except one when conductor Wm. H. Miller and engineer Vincent took it on February 7th and after battling snow for 16 hours was tied up. He had a little bad luck with the machine as the fans were plugged with snow on account of it being so heavy and hard to handle.

Have been trying to get in touch with Chas. Doherty to tell us about being laid on the radiator in the station at Kiel in order to get his clothes thawed out after working for hours getting No. 27's train out of the snow. All we know is that he got thawed out and does not look any worse for wear.

George Buntin has been given the crown of "Snow King." In spite of bucking the

snow for long periods he would always come up smiling and the cigar was still in the corner of his mouth.

Northern District—Car Dept.

O. M. S.

WE are still enjoying winter weather, although the temperature has moderated considerably.

A. A. R. checker, H. Belond, inspected repair card records during his recent check at Minneapolis Shops.

Carman Ed Berg of the heavy repair car shop, slipped on ice on his way to work March 10th and sustained a fractured hip.

Carmen John Bjorneraas, John P. Olson and Andrew Lindquist have been home due to sickness; however, Mr. Lindquist is now back to work.

Howard Tegland and Alfred Tangen, laborers at S. Minneapolis, are sporting a new Ford V-8 and Plymouth De Luxe cars.

Mrs. Walter G. Johnson, wife of our chief clerk, is recovering from a very severe cold, and we hope for lots of sunshine and warm weather.

Mrs. F. J. Tschchl, wife of car foreman. St. Paul freight yard, is planning a trip to Albuquerque, N. M., to visit her son and daughter-in-law.

Mrs. Charles Hagemen is visiting relatives at Melrose, Minn.

Carmen Ole Hanson and Dennis Sullivan have been home due to sickness.

The many friends of Miss Audrey Benter, clerk at St. Paul Coach Yard, who is in hospital, will be glad to know she is gaining nicely and looking forward to the day she may go home.

I. & D. Items

E. C. A.

V. M. HANSEN, chief carpenter, with headquarters formerly at Mason City, was transferred, effective March 23rd, to La Crosse, as chief carpenter on the La-Crosse & River Division. Mr. A. M. Glander, from the H&D Division, was appointed to chief carpenter's position on the I&D Division, vice Mr. Hansen. Best of luck, Vic, and a big welcome, Mr. Glander.

M. A. Bost, assistant engineer, and Mrs. Bost, of Mason City, left Sunday, March 8th, for a trip to Robstown, Texas.

Supt. W. F. Ingraham and Division Engineer C. H. Tusler, accompanied by division officials, made an inspection trip over a part of the division with motor car, March 14th.

G. A. Kellow, rodman, division engineer's office, Mason City, was transferred, effective March 16th, to report to E. W. Bolmgren, division engineer, at Minneapolis. According to Gay, young Bill was just getting acquainted aroun' the town.

L. J. DeSomery, instrumentman, division engineer's office, Mason City, and family, spent Sunday, March 15th, at Aberdeen.

B&B foreman, J. E. Bergemeyer, and crew recently completed shingling of the superintendent's building at Mason City.

S. V. German, instrumentman, engineering department, Mason City, and wife spent Sunday, March 15th, at Austin, Minn., with relatives.

N. S. Groth is now employed in Division Storekeeper C. C. Smola's office at Mason City.

G. L. Muchow of Sioux Falls reported at Mason City March 17th, to assume duties as rodman in the Engineering Department.

Northern Montana

Max

THE unusual snowfall during the month of February was just what was needed for this country in order to assure a bright outlook for our agricultural and live stock industry. The moisture condition was far from normal, up to that time.

Assistant superintendent N. H. Fuller has returned from a two months' sojourn in Mexico City and San Antonio, Texas. Mr. and Mrs. Fuller spent some time in Patzcuero, Mexico, visiting a cousin of Mrs. Fuller's, who has been a missionary there for about fifteen years. While in the

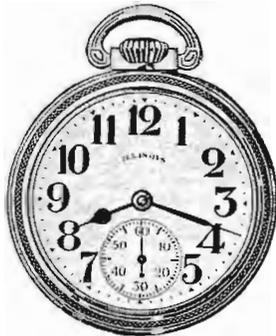
**THIS IS
TIME-INSPECTION
TIME**

It means the scrapping of a lot of watches that petered out on the up-grade of modern railroading.



It means another seal of approval on thousands of Illinois watches that have kept time with railroading and kept railroading on time.

The new Illinois is the *only* railroad watch that combines a 60-hour mainspring with the advantages of an Elinvar* hairspring which resists the damaging influences of extreme temperature changes, moisture, magnetism.



You need that everlastingly accurate Illinois Bunn Special Elinvar. You need it whether you sit in a dispatcher's office, hold a throttle, have charge of a passenger train, or do any of the thousand and one railroad jobs that demand true accuracy and no alibis.

Your time inspector or jeweler has the newly designed 128 Model Illinois. Go around today and have it shown to you. You'll find no better investment. Illinois Watch, Lancaster, Penna.

* Exclusive licensee under U. S. Elinvar Patents No. 1,313,291 dated August 19, 1919, and No. 1,454,473 dated May 3, 1923.

60-hour Bunn Special
ILLINOIS
Elinvar Watches

neighboring country Mr. Fuller attended a number of meetings of Rotary International. He states that the Rotarians in that country take plenty time at their meetings as they take life in much less of a hurry than the people of the United States.

The death of E. B. Cornwell, chief dispatcher, at Miles City, was a shock to his many friends on the Northern Montana, where he was located for about fifteen years. T. J. Hansen, Earl C. Short and A. M. Maxeiner attended the funeral services held at Miles City. Interment was made at his old home at Oconomowoc, Wis. Flowers were sent from all of the various organizations of the railroad of this territory.

Funeral services for William Burr, for many years genial and popular manager of the Continental Telegraph Co., at Lewistown, who died at St. Joseph's hospital February 25th, were held at Lewistown on Friday, February 28th. The deceased was an active member of the Eagles lodge, which was represented by a group attendance at the funeral.

Mrs. William Earl, daughter of Thompson Rust, of Fairfield, Mont., passed away at Lewistown on the 19th day of February. Miss Mabel Tobin left for Washington, D. C., where she has accepted a responsible position with the government.

Mrs. G. F. Baumgartner and two children left for Beaumont, Texas. On their return they will be accompanied by Mrs. Baumgartner's mother.

P. J. Tobin, who was on the sick list for two months, is back on the run between Lewistown and Winnett.

W. E. Douglass was elected Eminist Commander, Calvary Temple of Lewistown Knights Templar.

Laverne Burgland, of Choteau, has returned home from Rochester, Minn., where he has been receiving hospital attention.

Barney Foshag, who has been on the sick list is back on his run.

Mr. and Mrs. D. N. York left for Denver, Colo., where they will remain for several months. Mr. York is now on the retired list.

Miss Florence Robinson, who has been visiting with her grandparents at Duluth, Minn., has returned to Lewistown, where she is employed by the Fergus County Creamery.

W. J. Thompson made a business trip to Anaconda, Mont. Leo Schuee held down the ticket office in Mr. Thompson's absence.

We are glad to have Neil Grogan back on the job at Lewistown after doing relief dispatching at Miles City.

Mr. and Mrs. Herbert C. Reuther have returned from California, where they enjoyed a well-earned two weeks' vacation. They were absent from Lewistown during our very severe weather.

D. & I. Divn.—First District

E. S.

Engr. and Mrs. John F. Dulen celebrated their Golden Wedding anniversary at their home, 4229 West End Ave., Chicago, on Feb. 1, 1936, and renewed their marriage vows at nuptial high mass in St. Mel's church. They were attended by Mrs. Mary Connell of Denver, Colo., who fifty years ago attended them as bridesmaid, and their son Ralph. A wedding breakfast followed the ceremony, and open house throughout the day and evening brought many friends and relatives to visit them. Congratulations and best wishes are extended to Mr. and Mrs. Dulen.

Mrs. A. J. Reinehr, wife of station agent Reinehr, Savanna, who fell on the ice, Feb. 1st and broke her arm, is getting along as well as can be expected.

Sympathy is extended to the following: Engr. Harry Brady account the death of his sister.

Lieut. of Police W. B. Meyers, account of the death of his sister.

To the family of engr. Charles Rosenbach. Engr. Rosenbach died of heart failure at Hanson Park, Ill., Feb. 4, while en route to work. Mr. Rosenbach entered the employ of the Milwaukee Railroad in

December, 1903, and was promoted to an engineer in 1908.

Switchman Julius Swanson died of heart failure at his home in Savanna on Feb. 2 following a short illness. Mr. Swanson has been employed in the Yard Department since October, 1916. Sympathy is extended to the immediate family and other relatives.

Snow, snow everywhere and no relief in sight. We did think the groundhog was frozen in so deep that he couldn't possibly get out and see his shadow—but he must have gotten out somehow—for we certainly are having winter down in this part of the country and the snow plows and flangers are being made use of daily to keep the lines open so we can keep the business on the D. & I. Division moving.

Sympathy is extended to chief clerk and Mrs. L. V. Schwartz, of the store department at Savanna, account the death of Mr. Schwartz's father, which occurred at Dubuque, Iowa, March 7.

Switchman Wm. E. Smith, who has been local chairman of the B. of R. T. Savanna Lodge, since September, 1930, has been elected to the position of secretary of the General Grievance Committee—CMSTP&P Railroad, Lines East, which position he will handle in addition to his local chairmanship. Congratulations, Bill.

R. L. Piper, well-known conductor of the First District, passed away at his home in Elgin, Ill., March 12, following a lengthy illness. Mr. Piper entered the employ of the Milwaukee Railroad as a brakeman on Nov. 20, 1890, was promoted to conductor Oct. 20, 1895, and to passenger conductor on Jan. 10, 1908. Up to the time of his illness, Mr. Piper was conductor in suburban service. Sympathy is extended to the immediate family and other relatives.

Engr. Arthur W. Linsay, who came to our railroad with the taking over of the CM&G Line, died at his home in Joliet on Feb. 24, 1936. He was employed on the CM&G as a fireman on Jan. 13, 1915, and promoted to an engineer on Feb. 12, 1916. Sympathy is extended to the relatives of the deceased.

Dispatcher Buswell has held the position as the latest fond grandparent in the dispatcher's office for some time, but will now have to relinquish that seat of honor to Chief Dispatcher Lanning account of the arrival of a son, Paul, in the home of Mr. and Mrs. Burrell Lanning in Peoria, Ill.

West Coast Notes

A. M. R.

WE REGRET to advise of the passing of the mother of Glenn Russell, at Tacoma. In our last issue, we mentioned she was getting better and her passing was quite unexpected.

Edw. F. Schuyler, former agent at Othello, but who has been out of service for some time, was accidentally killed at his home in Tacoma, while cleaning a revolver.

Elmer N. Pelz, treating engineer at Eagle Harbor, passed away quite suddenly February 7. He had been in the timber treating department for fifteen years. Remains were shipped to Evansville, Ind. for interment.

Conductor W. A. Reimers was taken suddenly ill recently, but is up and working again.

Harry Hatch of the accounting department here, was off sick a few days, but is now back to work. Too bad he couldn't have gotten sick during the cold weather and stayed at home instead of putting in our "cold spell" at the office. The safe office would make a good home for some poor Eskimo tribe, as it's nice and cold and quite close to the water.

B. & B. Foreman Swearer was brought to the Tacoma Hospital from Chahals on the 5th, having become suddenly ill while on the job. Hope it's nothing serious.

Swans are usually a peaceful bird at stay put, but Tacoma has a pair that are sure tough.

They have been kept in a park in tow

that had but a small lake (?) in it and neither liked the place.
 Recently it was decided to move them to Point Defiance Park, where they would have a lot more room. They took a few turns around the lake and then figured it was time to see the world, so with the keeper a poor second, they headed for the Sound, a few blocks away.
 Made it OK, but so did the keeper. After chasing them in a motor boat for two hours, the keeper managed to lasso them and drag them to shore.
 Believe it or not, they are now kept in a "bear pit" until they can be tamed again.

Kansas City Division
K. M. G.

THE Kansas City Division has lost another of its well liked and popular engineers in the death of Frank Harker, who passed away very suddenly on February 21 at his home in Ottumwa. He had been off duty for about two weeks, account of ill health, but his condition was not considered serious. He entered the service of the company in 1892 and was promoted to engineer on August 15, 1900; had been running as engineer on trains No. 3 and No. 8 between Ottumwa and Kansas City for the past five years. He is survived by his son, Frank C. Harker, fireman, and one sister in California, who have the sympathy of all in their bereavement.

Mrs. W. J. Harrington, wife of brakeman, returned to her home from the hospital on February 28, where she had been a patient, having undergone an operation.

Although still confined to her home, Mrs. F. E. Orvis, wife of engineer, Ottumwa, is much improved following an illness of several weeks, due to a severe cold.

A letter from the Milwaukee Hotel, Hot Springs, Ark., conveyed the announcement that engineer Elmer E. Rudolph is a guest there. Couldn't take the 28 to 30 degrees below zero so he left for the balmy breezes of Hot Springs. Understand the races started on February 22 and that "Rudy" placed his money on the "Old Gray Mare."

Announcement of the death of the brother of Mrs. W. H. Vosburg was received in February. He had been in ill health for several weeks previously, Mrs. Vosburg departing from Ottumwa on January 25 for Mauch Chunk, the home of her brother, where she remained for a short period of time.

Engineer George F. Kissinger is now at his home, following a confinement of two months in the St. Joseph hospital, due to having an attack of pneumonia. Mildred Kissinger of Chicago was in Ottumwa the week-end of February 15 to visit her father. News has been received of the recent illness of Mrs. H. B. Evans, Tulsa, Okla., who was seriously ill with pneumonia. She is also a daughter of engineer Kissinger.

Dispatcher R. O. Clapp decided to take a vacation of several days the latter part of February to rest up after the busy time experienced during the severe cold weather and snow blockades on the division.

Mrs. F. M. Barnoske was operated on on February 17 at the Ottumwa hospital and returned to her home on February 24, where she is recuperating. Roadmaster Barnoske left the latter part of February for his old home in Kouts, Ind. It has been many years since he has been there but he is hopeful of seeing many familiar faces, renewing numerous old friendships and reminiscing with some of "the boys." On his return to Ottumwa he decided to spend some time with his son in Hastings, Neb., and left for there on March 7; expects to return to his duties on March 16.

Dispatcher F. D. Moore was off duty for about ten days in the latter part of February, account illness; was relieved by H. C. Barnard.

Due to the weather conditions and heavy business it was necessary to put on an extra dispatcher, which position was held

by M. L. Fromm. The position was abolished as soon as the weather moderated.

James Wooley, engineer, won the cribbage tournament at the club rooms in the Masonic temple, Ottumwa, on March 8, with a score of 1,194, lacking only six points of a perfect score.

The Rail Appliance Show in the Coliseum, Chicago, was attended by Division Engineer R. A. Whiteford, Henry G. Johnson and F. D. Cooper of the engineering department, Roadmasters P. J. Weiland and C. L. Boland.

Mr. and Mrs. M. Reynolds received the news of the death of their nephew, Lester Braden, Utica, Mo., on February 11, and departed the following day to attend the funeral services. His death followed an appendicitis operation.

Twin City Terminals

J. T. H.

MR. HAROLD BARRY of the district adjuster's office knows about everyone in Fairmont, Minnesota now. Harold was snowed in there for three days during February and brought back some snapshots showing sixteen-foot cuts and had one snapshot of two engines coupled together but about all that was visible were the two stacks.

The telephone operators in the Minneapolis depot deserve some commendation for the good job they did during the extremely cold weather when the trains were running irregularly and the offices were deluged with inquiries.

Some of the California visitors from the Milwaukee forces in Minneapolis thought

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 Against Stomach Troubles
 and Rheumatism Acclaimed
 Best by Latest Test**

Since 1799 thousands of people have regained their normal health after years of suffering from stomach troubles of all types, such as constipation, indigestion, gas, and sour stomach which are the basic factors of such maladies as high blood pressure, rheumatism, periodic headaches, pimples on face and body, pains in the back, liver, kidney and bladder disorder, exhaustion, loss of sleep and appetite.

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OF GRAND AROMA



spring had arrived, so they started their homeward trek just in time to get in on the worst weather of the winter. Pat Shinnors of the South Minneapolis yard force, Charley Rogers of the Accounting Department, and R. Norris of the Minneapolis local freight house force, had an "old-home week" and all came back on the same train. While in Los Angeles, Messrs. Rogers and Shinnors called on the J. F. Kenafick family and found Jack holding his own very nicely. While at San Diego Charley Rogers ran true to form and dug up a cousin he had not seen since 1884. Mr. Norris spent some time with a son at Merced, Calif. John Ostrom, chief carpenter, also returned later after a two-month trip. Mr. Ostrom visited with the Jake Rush family at Pomona and found Jake feeling fine and wondering if he had forgotten how to run a pile driver outfit, but Jake says one doesn't need a pile driver to grow oranges. They all seem to agree that the Los Angeles winter weather is not much to brag about, but even though the Minnesota winters are cold and snowy there's a lot of satisfaction in them.

We have been requested to state that there is no truth in the rumor that the yard clerk force at South Minneapolis and the St. Paul New Yard had equipped themselves with snow shoes and hot water bottles to enable them to check cars.

Maybe if you would drop into room 8 in the Minneapolis depot, Mr. W. C. Stackpole would show you the ruler which he has had since 1885, and which before that was in the possession of Chief Dispatcher John Ryan.

Duluth Division conductor, Ben Johnson, is back on his feet after a siege of stomach trouble and pneumonia, which caused him to miss the extremity heavy coal run on the Duluth Division. He plans on finishing off the recuperating process with a trip to Los Angeles.

Mr. H. E. Brock is back on the job after a two-week battle with a very painful lip infection. He says he feels pretty good now and hopes the trouble is entirely cleared up.

Have you heard this one: "What do they call the people that ride the stream line trains?"

Miss Ruby LeFevre, who has been doing relief work in the Accounting Department, is at present filling in at the St. Paul Coach Yard office in place of Miss Audrey Benter, who had the misfortune to slip on some ice recently and fall, breaking her leg.

Harry Hoye of the Accounting Department, who injured his back last September, returned to work March 9th looking hale and hearty.

Miss Ivy Crogan's father, who was recently confined to a hospital in Rochester, has been released and is apparently well on the road to recovery.

Mrs. T. M. Hartz, wife of the Accounting Department Bureau head, was recently operated on for appendicitis at St. Andrew's Hospital and is reported doing splendidly.

And the most important news of this month or any other month so far as your correspondent is concerned is that on the 26th he is going to be married. I'd like to tell you about the girl but I'm afraid there just isn't enough space to do that properly. Boy! Oh, boy! Oh, boy!

West I. & D.

Edna Bintliff

"If Winter comes can Spring be far behind?" The poet who wrote this line had probably never experienced a winter like the one we have just lived through. Yet, he was right, for spring is here again and it is easy to forget the hardships just past. We have tried to get stories of various Milwaukee employes in connection with the few past months, but we find that each and every one was so busy that it is difficult to pick out any single individual. For real loyalty and bravery was found among those employed in every department, from the section man and engine watchman to our supervisors.

Mr. S. L. Core, roadmaster on the West I&D, says: "Sorry, I had no time to get any pictures. I agree that there were no men more loyal on the railroad than the section men. There is not a nose or a pair of ears on my territory that has not been frozen this winter." Every other roadmaster would give the same story, but they do not say much about how they themselves rode snow plows, flangers and other snow fighting equipment day after day without rest, in the sub-zero weather.

The Water Department worked night and day due to freeze-ups. Mr. Peter Roller was on the job twenty-four hours each day. It is no joke to keep the water supply from folding up entirely with 20 below temperatures day after day. And after all without water, the trains do not run.

Nor is it any joy to be a train man or an engine man with an old northwester bearing down on one at thirty miles an hour and the mercury hovering down around the congealing point. Just try unloading a bunch of cream cans under these conditions and see if it is anything to look forward to. And at that it is just about as easy to unload cream cans as to keep the general public happy with such a situation. And as for the engineers! Nothing looks as cold or formidable as an engine all covered with ice and snow. It actually seems to exude coldness just on its own accord. And with rails snapping due to the cold, water frozen up so that steam was just a matter of question, well for my part being an engineer would not be anything to be desired either.

The round house men, machinists, hostlers, one and all experienced hardships which would be surprising were they known. The car men, trying to keep the cars in shape had a real job on their hands. We take off our hat to them, one and all.

But the men whom we are likely to feel escape the brunt of difficult weather and hardships are, as far as we are concerned, the ones who have the toughest time. They are the supervisors of all departments. They are the ones who have to be on the job every minute, who have to make quick decisions and who will have to explain anything which may have gone wrong after it is all over. Many of them did not do very much sleeping during the bad weather, but were right on hand at all hours to do everything possible to keep things moving.

But now that spring is here and it is all over, isn't it sort of fun to think about the tough time we had? Something to talk about for years, to perhaps exaggerate even when we are very old. And as said about the 1888 bunch, who among the youngsters of 1960 can argue with us about it?

Mrs. H. B. Peterson, wife of Agent Peterson at Mitchell, spent some time with her daughter in Chicago recently.

Emma Reyner, cashier, Rapid City, spent a few weeks' vacation in California during the month of February. We understand that she had a grand time and literally "threw her money away."

We wish to congratulate Mr. Jim Blodgett on being married to Mrs. Jim, "on account" she won the \$700 money at the Roxy theatre the other night. If we can just keep that money among the Milwaukee people all will be well. P. McMahon's name was called once, but he alas, was not in attendance.

J. J. Elker, agent at Marion Junction, was called to Minot, North Dakota, account the death of his mother. Our sincere sympathy is extended to Mr. Elker in this loss. Mr. Delbert Burke is relieving Mr. Elker in his absence.

We understand that Mr. B. F. Finnegan has bid in New Hampton since his station was closed at Oacoma, S. Dakota.

E. L. Hatheway, operator at Rapid City, has just been vacationing for a few days.

And now since we lost our bet about the water going over the dam we are hoping for those April showers that will give the chair offered by the Home Furn-

ture Company at Mitchell, to someone who was not quite so enthusiastic in picking a date in March. That snow was not so much after all.

Drafts from the Drafting Room

H. J. M.

THE mechanical engineer's office extend their heartfelt sympathy to the bereaved family of "Charlie" Petran. The veteran railroader passed away at the age of 76. He will be sadly missed by his many friends.

Harry A. Sjogren has been promoted to the superintendent of car department. Mr. Sjogren has been our assistant mechanical engineer since 1923 and has gone a long way in car department work. The boys wish him well in his new position.

A. G. Hoppe is our new assistant mechanical engineer. Mr. Hoppe was formerly the engineer of tests. All join in congratulating Al and welcoming him into our midst.

Harry G. Miller will take over the engineer of tests position. Harry was formerly inspector. Best wishes from the gang, Harry.

Sig. O. Berg (daz zal rite) has been appointed foreman of the waste reclamation plant to replace Armin (Handsome) Guschl, who in turn takes over the duties of the late Charles Petran. Wish you well, Sig, old boy. Mr. Guschl is a product of the drafting room, and more power to him for his rapid rise in the railroad world.

Tyrone M. Cannon has received a new title in the drafting room. He is now engineer of design. Glad to hear it, Tye, and we extend best wishes.

Famous Skat sayings: Lentz says—when Monty leads you are always sure to know what he is leading—it's either his long or short suit. By the way—Monty is now high scorer during the noon Skat games.

Our office orchestra is back in fold. Juell is at the piano—Art Schultz with his saxophobia, Lester with his German goiter reducer, and Monty with the drums—if someone will let him use the drums. Horton is our new leader, as he is a great leader among men.

365? What does that number remind you of? Anyone could guess. That's "Parky" Chandler's bowling score the other night. What's the reason for this reversal of form, Hal? You always did manage to get over 400.

Wanted: A vacuum for a 1929 Essex. Also a point sharpener.

The weather the past month has been very bad from a health standpoint. Many of our force were off here and there with head colds, stomach colds, and whatnot. We will be glad to see this winter behind us.

Einar Nelsen has moved his board back to Sig. O. Berg's old desk. Day by day, Einar is getting to look more and more like Berg.

Ever since Harvey Uecker had his bowling ball "doctored," he hasn't been able to get nothing ever. The way he is going now, he has all he can do to beat out Chandler.

The blue print room vault will soon be ready for occupancy. Quite a place.

When it rains, it pours—Bob Borucki has just received notice to serve on the jury. You just can't keep a good man down. Better see Petrie for the inside info.

It won't be long now, and we will go into spring training for our baseball season. We have a good pitcher. Now all we have to do is fill in all the other positions.

Congratulations were extended to Stephen and wife on the arrival of their grand new daughter. All the boys formed a lock step and paraded past Steve's desk. Much to his "dis-embarrassment." Next time he will bring the cigars himself instead of sending Al Barndt around with them. I guess Al got quite a kick out of early receiving all the congrats.



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Because YOUR turn may be next.

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CONTINENTAL CASUALTY COMPANY
(The Railroad Man's Company)
CHICAGO TORONTO
SAN FRANCISCO

La Crosse River Division, Second District

•Ira G. Wallace

HERMAN VOLLMERS, cashier at Lake City, who was confined at a local hospital due to a foot infection, has now recovered and is again back at work. During his absence he was relieved by Frank Anderson.

Miss Minnie Smith, station agent at Zumbro Falls, celebrated her "eighteenth" birthday on February 29th at the village hall, where approximately 60 women had arranged a surprise party in her honor. Miss Smith, who became 72 years old, has been agent at Zumbro Falls since 1884, when she was appointed to that position after having been employed at Hammond for a few years.

John Ostrom, our chief carpenter, has returned from a long vacation in California and takes great delight in telling everyone about its wonderful climate.

On February 11th, the Red Wing Milwaukee Road employes and their friends enjoyed a Valentine party at the Masonic Temple. A 6:30 dinner was served which was followed by cards and dancing. Attendance prizes were won by Mrs. Louis Wohlert, Emil Olson, and Frank Erickson. Mr. and Mrs. Harry Tebbe carried off the honors as prize waltzers of the group. Mrs. Arnold Peters was chairman of the committee.

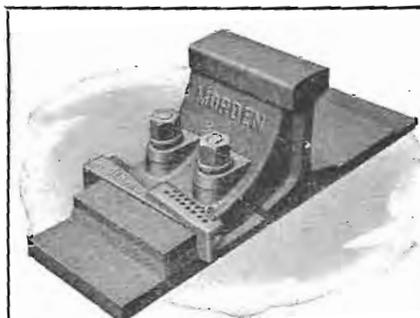
Operator Henry A. Obermoe has been assigned to the agency at Dakota, Minn.

A new shuttle train service has been put into effect between Red Wing and Lock No. 3 to transport passengers to and from the dam now under construction. Three round trips are made daily.

Mr. and Mrs. George Benz are the proud parents of a baby girl which was born in Minneapolis last month. George formerly worked on the River Division at Winona and Eau Claire.

Signal maintainer Reuben Bartles had his tonsils removed at a Red Wing hospital and will soon be able to be back at work. Maintainer Hubley of Hastings is relieving him during his absence.

The past February was the most severe in the history of the La Crosse-River Division, with 24 consecutive days of below



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Standard on The Milwaukee Road.
Designed for super-strength to meet the requirements of modern high-speed traffic.

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They outwear any two ordinary pair. Famous for their superlative quality for 50 years. Triple stitched and bar tacked at points of strain make them rip-proof. Large, roomy, comfortable to work in and good-looking. Made of best quality shrink-proof denim—especially woven for Signals.

See Signals at Your Dealer's . . . If he does not handle them, ask him to get them for you.

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zero weather. Approximately three feet of snow fell during this period. The maintenance of our service during this time is a real credit to our employes, especially the track men, who withstood every hardship to make this record possible.

The sudden death of Tom Conley, veteran conductor on this division, was a shock to his many friends and associates all over the system. Death was caused by complications following an emergency appendix operation at a Minneapolis hospital. He is survived by his wife and one son.

Des Moines News

T. N.

MR. AND MRS. CHAS. PHARES will leave Des Moines about March 21st for a month's vacation in California. They will visit relatives in Sacramento and Los Angeles. After returning from their trip, they will move to Perry, Iowa, where they have recently purchased a home.

Lee Bates, local chairman for the B. of R. T., has been in Minneapolis for the past two weeks, attending the Brotherhood meeting. He is expected home this week. Mrs. Lenna Willis, mother of Mrs. Geo. W. Moore, has been suffering from a badly sprained ankle, which was the result of a fall on the ice. We are glad she is able to get around much better now, and trust she will be entirely recovered soon.

It Was Told to Me

During the February snowstorm, a freight train started out of Des Moines, got as far as Waukee station and there became stuck in a snowdrift. The engine was helpless, and there was nothing to be done but wait until help arrived to get the train out. Whistlin' Bill, the hoghead, climbed onto the cab window onto the drift to look around, and sighted a little bird, sitting very quietly on the snow. Thinking the little bird might be freezing and couldn't move, Bill starts to walk over to it, as it was a little distance from the engine. When Bill tried to pick up the bird, he couldn't move it. Because you see— Instead of a little snowbird in distress, it really proved to be the brass eagle which ornaments the top of the flagpole on the Waukee High School. (Who's next?)

Iowa (East) Division

J. T. Raymond

AGENT A. J. Campbell, Atkins, was off a week in February and Opr. F. E. Sorg, who has been on the second trick at Atkins Yard, was off several days account illness.

Marl J. Marchant is working second trick and J. I. McGuire third trick at "MA" office, Marion.

H. J. Murphy of Marion clerical force was off several weeks in January and February on account of being ill with pneumonia.

Conductors Jack Higgins of Monticello and Jim Pringle of Marion are both off duty for some time on account of illness and at this time (March 14th) are not at all well.

Engr. George Lines of Marion is quite ill in a hospital at Cedar Rapids. Reports as to his condition are not encouraging.

Mrs. W. H. Dahl of Marion went to Savanna March 5th to be a guest in the home of her son, Grant W. Dahl, and family. Mrs. Dahl resides with the A. J. Elder family at Marion.

Switchmen W. H. Ebberts, Ernest Beeson, Harold Adams and I. F. Dawson went to Milwaukee to help out in the snow and cold weather emergency.

Engr. Wm. R. Barber of Marion, who was off duty on account of illness of Mrs. Barber, resumed work March 3rd.

On account of several snow blockades a number of the extra men in the train and engine service were called back in service in January and February.

Ralph Seager of Marion went to Minneapolis Friday, February 28th, to attend a general meeting of the B. of R. T.

Mrs. Geo. Markert of Marion returned home February 26th after visiting her daughter, Mrs. August J. Peters, who was ill in a hospital at Milwaukee.

Miss La Nora Dipple of Marion, a student at Iowa State Teachers' College, visited her parents early in March. Miss Dipple last month attended the Rocky Mountain speech conference at Denver, where she won first honors. She will represent the college in a state conference at Des Moines in April.

Agent J. A. Kelly of Delhi was off for six weeks' vacation, D. Gustafson relieving.

Agent G. H. House of Eldridge went to Arizona for several weeks, T. J. Allen relieving.

Engr. M. J. Curran of Marion, injured by a fall at home the latter part of January, has been in a hospital. He is expected to get out again the latter part of March.

Engr. John Cain of Savanna is back on the job, running daily between Savanna and Clinton.

A lot of work has been done by contractors and company employes on the Mississippi River bridge at Sabula the last few months, which included new abutments and new decking. There is now only one track across this bridge instead of two as formerly.

Engr. G. W. McRae of Marion returned home March 10th after several weeks' visit with his son and family, now located at New Orleans, La.

The remains of Frank Echard were brought from Three Forks, Mont., to Delmar and laid away in cemetery there March 6th. Mr. Echard was a locomotive engineer on the Coast Line for a long time and used to be an engineer on this Division some years ago. His death will be much regretted by many old friends.

Agent H. E. Carter of Olin was absent the fore part of March. F. W. Behrens acted as relief agent.

C. L. McDonald of Marion has improved greatly in health and expects to resume work at the Cedar Rapids round house about the middle of March.

"Mother," said a little boy after coming from a walk, "I've seen a man who makes horses."

"Are you sure?" asked the mother. "Yes," he replied. "He had a horse nearly finished when I saw him; he was just nailing on his back feet."

Father: "Willie, while you were away playing a new sister came."

Willie: "Where did she come from?"

Pa: "Oh, from a land far away."

Willie: "Gawd, another foreigner."

Druggist: "Yes, miss; you'll find that most ladies like this lipstick."

Young Lady: "You couldn'—er—tell me the kind the men like, could you?"

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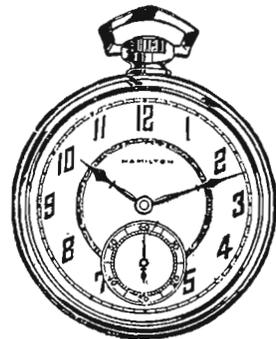
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Dubuque—Illinois Division—
Second District

E. L. S.

BELOW is a scene of perhaps some of the highest snow drifts experienced on this Division during the past winter, which is at West Union, Iowa, the bank on one side being about 22 ft. high. Pictured on the track is V. E. Ames, section foreman, and his two helpers who had just completed a good job of snow fighting



High Snow on D. & I. Division, 2nd District.

A marriage of considerable surprise to all of us was that of the confirmed bachelor of these parts, Mr. Victor W. McCurdy, train dispatcher, and Mrs. Estelle Tschudi of Dubuque, whose nuptials appeared in the daily local paper the latter part of February. The wedding took place almost a year ago, or May 27, 1935, at Chicago.

It is reported that fireman Art E. Lynch is laid up with pneumonia at one of the local hospitals at Dubuque, but we learn that he is recovering nicely. B&B foreman Pete Duehr has just returned to work after recovering from pneumonia.

A. F. Mullane received the agency at Volga City, March 1st, on bulletin.

The snow and ice has almost disappeared from our Division, but at this writing we are holding our breath for fear of some flood waters form our trouble-makers, the Root and Iowa Rivers, around New Albin and LaCrescent. The high water and ice has already damaged Bridge K-1858 on the Isinours Line and rendered the track impassable for several days until the pile driver made repairs.

We succeeded in calling in quite a number of brakemen and firemen from the highways and byways during the recent rush of business of several weeks ago, and now we hope we will be able to keep them employed. Business continues to be good.

H. & D. Notes
W. J. Z.

ON Friday evening, March 6th, the Milwaukee Road Club Room at Aberdeen was the scene of the annual St. Patrick's Day party sponsored by the local chapter of the Women's Club. Twenty-five tables of guests were entertained by contract and auction bridge, prizes being awarded to Mrs. R. W. Schwanke, Mrs. W. J. Kane, Ed. Meyers, Ted Lindemeier and Mrs. Fred Beltz.

Car Foreman Bross is back to work again after being away because of illness. We are glad to see Charley back on the job.

Word reaches us that A. C. Nelson and Mrs. Emma Hart of Minneapolis were married the latter part of January. Congratulations.

Miss Dorothy Westfall, daughter of our train director at Montevideo and a student at the Winona State Teachers' College, has been honored by being elected into the membership of the Gamma Tau Chapter of the Kappa Delta Pi group of the college. Kappa Delta Pi is a national honor society in education and membership is based upon scholastic, professional and personal qualities of a high order and success or promise of success in teaching.

Among those returned from extended trips during the winter months we find the names of Mr. and Mrs. Carl Hanson, Wm. Schmitz, J. F. Larson and Caddy Schmitz. We are glad to see them back on the division.

We are sorry to hear of the death of Sam Warner, brother of Section Foreman T. A. Warner of Montevideo. Funeral services and interment were at Renville, Minn.

Mr. and Mrs. Walter Harris of Linton, N. D., have returned home after vacationing in New Orleans during February. On their return they stopped at the home of Mr. Harris' father in Arkansas for a few days. C. H. Anderson acted as relief agent at Linton while Mr. Harris was away.

Harry A. Moss, brakeman on the Fargo Line branch, passed away Feb. 9th. Funeral services and interment were held at Minneapolis on Feb. 12th. Our sincerest sympathy is extended to the bereaved family.

A note from the Middle Division informs us that Mr. C. B. Summers, agent at Andover, has been elected local chairman of the Telegraphers, succeeding Mr. E. F. Moore of Barnard.

Mr. G. P. Tonner, H&D trainman and for several years local chairman of the B. of R. T. on the Division, has been elected general chairman of that organization to succeed Mr. W. P. Kennedy. Congratulations and best wishes for success in your new undertaking.



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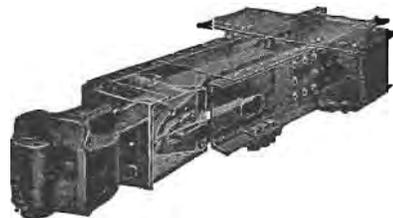
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The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

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Snow Banks at Arlington, Wisconsin.

LaCrosse—River Division—First District

Scoop

LOUIS HAUER, former warehouseman, Mauston, has taken the position of baggageman at La Crosse, vacated by the sudden death of R. Fritz.

Friends of Lester Merrill, formerly with the store department at Portage and La Crosse, will be sorry to learn of his death at Albany, Ore., of pneumonia. He was brought back to Portage for burial.

Nick Weber, general yardmaster, La Crosse, has been off sick, nursing an ulcerated tooth. Kenneth Swartz has been keeping the box cars rolling in his place. Wonder will J. W. Blossingham give us a ride in his new Buick. I'm going to brace him for one, anyway.

Miss Naldrea Hodges, former correspondent L&R Division, and now a resident of Washington, D. C., where she is a valued employe of Uncle Sam, visited La Crosse recently, looking up old friends.

Master Mechanic Miller times his vacation just right, as he was in Florida while we were neck deep in snow drifts.

Conductor Dan Smith of the M&P Line is off for the winter, and Conductor Curtis is spending the winter in Florida. Conductors MacPherson and H. B. Stowers are handling their jobs.

Agent Pete Phillips came back from Florida via New Orleans to see the Mardi Gras. Relief Agent Cleveland worked in his place at Wauwatosa.

Agent Keefe, McCoy, was on the sick list recently. F. J. Sandman relieved him. Sandy is now on second trick Black River Draw place H. J. Bullock.

The big snow sure made business good, as we now have 24-hour service at Milwaukee in the station masters' office. Richard on second and VanWie on third trick. Operator Meyer, an old-timer from the River, who hired out on the La X Division, worked third side table at La-Crosse dispatcher's office. He also relieved T. J. Regan of North Milwaukee, who celebrated Washington's birthday by getting married.

Art Bernie Tomah, first trick, is on the sick list with a case of influenza. Agent White of Oakdale, worked for him until relieved by our long geared friend, Smith of Wyocena, who was at Sun Prairie as extra operator during the snow blockade. MacDonald was at Marshall as extra operator.

Supt. Donald and trainmaster Munson are beginning to get their sleep back again after battling snow storms to keep the line open.

The Hiawatha had its share of delays encountered by hitting big snow drifts. Just ask conductor Carleton about the time he broke in two near Columbus, with the mercury 30 below. By quick action his train, the Hiawatha, was prevented from freezing up and brought to Portage, where repairs were made and the Hiawatha sent on its way.

The sympathy of the division employes is extended to the family of Tom Conley, conductor, who passed away suddenly in Minneapolis of acute appendicitis. Tom

was on the Hiawatha a short while and we will miss his big smile and hearty laugh. He was another old timer whose passing makes another gap in the ranks of men who helped make the Milwaukee Road.

Iowa (Middle and West) Division

Ruby Eckman

EMPLYOES on the Iowa division will remember February, 1936, for many years. The main line did not experience as much difficulty as the second district, formerly the Des Moines division, as there were a good many days during the month when service was limited to snowplow operation. Temperatures ranged as low as 32 below zero, there having been a period of over thirty days when 9 below zero was as high as the thermometer registered, with several days having a reading of 24 to 28 below.

The accompanying picture taken at Milford and Fostoria give some idea of the amount of snow, the drifts in many instances being as high as the depot roofs.

To give a list of the employes on the Iowa division who rendered especially valiant service would be to name just about all who were working as there was not one employe in the Iowa division organization but what was on the job at all times and helped out not only in his own work but where he could be of assistance. The most gratifying feature of the recent unpleasant experience was the fact that the Iowa division went through the entire storm period without an injury of any kind, indicating that even in the stress of working long hours in bitter cold weather, Safety First was uppermost in their minds.

Robert Stoner, son of engineer Jerry Stoner, who is a student at Drake University, was one of forty-three students at the school to be presented with "Numerical Sweaters" earned during the 1935 football season.

Mrs. Annie Stoope, mother of Mason Hildrith's wife, died at the family home in Perry Feb. 23rd. Mrs. Stoope was a direct descendant of Robert Fulton, the steamboat inventor. Mrs. Stoope has made her home with Mr. and Mrs. Hildrith, for a number of years. Mason is employed in the store department.

A wedding of especial interest to two Milwaukee families, occurred in Marion Feb. 22nd, when Irene Shearer, daughter of Engineer John Shearer, of Perry, and Lloyd Hansen, son of Mr. and Mrs. H. P. Hansen, were married. Lloyd is employed in the B and B department for the Milwaukee and they will make their home in Cedar Rapids.

Engineer and Mrs. W. B. Howe, of Perry, celebrated their Golden Wedding anniversary on February 24th. A dinner in their home was given them Sunday, Feb. 23rd, by Mr. and Mrs. Edward Fitzgerald, Mrs. Fitzgerald being a niece. On Monday, the day of the anniversary, another family dinner was given in their honor by Dr. and Mrs. La Verne Utterback, the latter their daughter. There are very few of the Milwaukee family in Perry who have had the pleasure of celebrating their golden wedding anniversary.



Top: South of Fostoria, Iowa, Feb. 27th. Below: Digging Engine Out of Snow Near Milford.

Lewis Brown, carpenter at the Perry round house, was in the Washington Boulevard hospital in Chicago in February for an operation.

Engineer Lon Morgan was in Wisconsin, the middle of February to attend the funeral of his brother-in-law, Wm. Ellis. Mr. Ellis was one of the Veterans of the Milwaukee, having started to work in the engine service in the early seventies. Funeral services took place in Milwaukee and burial at Madison, Wis.

Mrs. William Simonton, whose husband was for many years a conductor on the West Iowa division, died at her home in Perry February 14th. Mr. Simonton died two years ago.

The birth of a daughter to Mr. and Mrs. Frank Moser of Milwaukee makes Engineer Fred Peterson of Perry, a grandpa. The baby is the first in the Moser family and the first granddaughter of the Perry engineer.

Mrs. Frank Hass, mother of Machinist Harold Hass of the Perry shops force, died suddenly at the family home in Marshalltown, Iowa, February 28th. Mr. Hass was for many years in the Special Agent's department of the Milwaukee, but for the last few years has been a deputy sheriff in Marshalltown.

Friends on the Iowa division were sorry to hear of the death of Mrs. Leo Goss, wife of an engineer at Savanna. Leo works into Perry on one of the through passenger runs.

Engineer Charles Phares, who has been making his home in Des Moines for some years, has purchased a home in Perry and expects to locate in the Perry terminal about the first of May. Charles and his wife will take a trip to California in March. He is assigned to one of the Perry-Spirit Lake way freight runs.

William Cummings, father of conductor Francis Cummings, died at a hospital in Des Moines the latter part of February, following a long illness. Mr. Cummings was a switchman on the Perry yard force, for about twenty-five years. A brother, Jerry, also works for the Milwaukee as a switchman.

Mrs. Pearl Nunn, who was a member of the Milwaukee family all her life, died at the home of her sister-in-law, Mrs. Lee Lones, in Perry, the latter part of February, following an illness of several months. Mrs. Nunn's father was F. Doyle, for many years agent for the Milwaukee at Neola. Pearl worked as an operator in the same office until her marriage to Earl Nunn, who was agent at Keystone at the time of his death about six years ago. Two sons, James and Leo, survive.

William Craig, for many years an employe in train and yard service on the Iowa division, passed away suddenly in his home in Alamosa, Colorado, the latter part of February. He was a brother of Conductor F. S. Craig of the East Iowa division and an uncle of Conductor Charles Craig of the West Iowa division, and Conductor Roy Craig of the Rocky Mountain division. The remains were placed in a receiving vault in Denver until summer, when they will be brought to Iowa for interment.

Operator E. C. Rood of Slater station was off duty in February to go to McCook, Neb., to attend the funeral service of his half brother, L. M. Lewison. Mr. Lewison was for many years a Milwaukee agent and operator, being agent at Huxley, when he enlisted for service during the world war. He was one of the first volunteers from the Milwaukee employes and was assigned to the Sixth Field Signal Battalion and saw extensive service in France. After his return from the war he worked for a number of years in Des Moines, later going to McCook, Neb., to a good position with the Western Union. The Chris Hansen post of the American Legion had charge of the funeral service and he was buried with full military honors.

Three members of the Milwaukee family had to seek lodging elsewhere in March as the homes of Traveling Engineer S. Einerson, Engineer Charles Hunt and Assistant Foreman F. R. Hoes, were all

quarantined for scarlet fever. Mrs. Hoes had the disease and children in the other homes were ill.

Due to washouts on the C&NW, the Iowa division handled eight North Western passenger trains one day the fore part of March.

Agent C. A. Case returned to work at Manning the fore part of March after having been off duty for several weeks on account of a broken leg. He slipped while getting in his auto.

A. E. Fiala, who has been working nights at Council Bluffs yards for a long time, was the oldest applicant for first trick when it was bulletined following the death of William Mouser. L. A. Kell, who has been working days during the time Mr. Mouser was sick, will go on the night job.

Wilbur Goodwin, son of Conductor Ralph Goodwin, is one of the latest of the Milwaukee family to join the navy. Wilbur was sent to Great Lakes Training Camp in February. Fred Aeck, son of Conductor Phil Aeck and William Johnson, son of Ethan Johnson of the roundhouse force, are also at the same training station. Rex Hall, son of Train Dispatcher Marchant's wife, is in the Navy on the west coast.

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

R. R. T.

WE desire to tender our sincere sympathy to Mr. Al Mueller, of the freight-house force at Spokane, on the death of his stepfather, Mr. Ed Mahlke, who passed away on February 19th at the Mayo hospital at Rochester, Minn., at the age of a little over eight years. Unfortunately, this was at the height of the blizzard conditions and train service in the states farther east from here was so badly disrupted that Mr. and Mrs. Mueller were unable to reach the family home in time for the funeral and therefore did not attempt to go. His death is deeply mourned by all the family.

Roundhouse foreman Earl Walters at Avery was away from his post for over a week recently, having been called to Los Angeles, Calif., by the sudden death of his father, who had resided there. We offer our sincere sympathy to the sorrowing family. Illness has been quite prevalent in these parts of late and many Milwaukee folk have been absent because of it. Just consider the following list:

Car inspector Chris Finsand of Spokane has been off duty for nearly two months, due to an ulcerated stomach. After spending several weeks in a local hospital he is now recuperating at home and expects to return to work in a few days. During his absence Car Inspector Emil Erickson of Deer Lodge filled his post.

Roundhouse foreman E. F. Waterstrat at Othello was absent for several weeks, being confined in a hospital at Ellensburg by sickness, but we hear that he is again able to be at work.

Tom Barnes of the Othello roundhouse force is still at his home in Spokane due to illness.

John Stiltz, tall and handsome member of the Spokane switching force, was off duty for two weeks or so due to an attack of pleurisy; everybody was glad to see him back at work again.

Engine maintainer George Dolan of Spirit Lake was off duty for several weeks due to the very serious illness of Mrs. Dolan, who accidentally contracted a bad case of blood poisoning. The lady is now recovering and Mr. Dolan is back on the job.

Engineer Jimmie McBride, of the passenger ring out of Spokane, has been off for a week at this writing, himself and all the children being sick with the prevalent influenza.

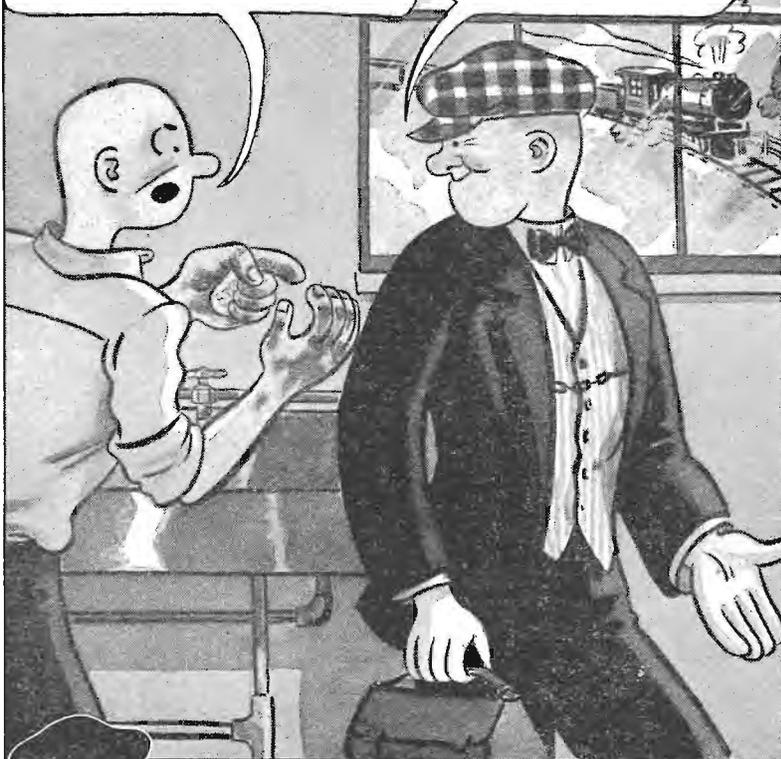
Another victim of the "flu" is engineer Allen Gustafson of the Pen d' Oreille run, who was down with it for ten days, but is able to be back at work again.

Engineer Bill Crossman, at present on the extra board, is off duty at present, recovering from an automobile accident in

JOE AND ALVIN . . . *buy Lava*

GOSH, I'M MISSING THE 5:06 AGAIN TONIGHT. IS MAMIE GONNA BE MAD?—BUT SHE'D BE Madder STILL IF I CALLED ON HER WITH GRIMY HANDS.

I'LL KEEP YOUR DATE FOR YOU, JOE. WHEN YOU WANT TO GET A CLEAN, FAST GETAWAY TRY LAVA SOAP.



ALVIN SAYS: "THOSE ORDINARY SOAPS JUST AREN'T MADE TO GET OUR HANDS CLEAN"

Alvin's right. When you try to get extra-dirty hands clean with ordinary soap, it's like sending a boy on a man's errand. For ordinary soaps aren't made to do *that* job. They're made to get *surface* dirt—that's all. Lava's made by the Ivory Soap people to get *any dirt* . . . the orneriest, stubbornest grime that ever got ground into a knuckle or fingernail. Lava works *fast* . . . even in cold, hard water . . . gets you clean and out of the washroom while the ordinary-soap fellows are still scrubbing away. It's easy on the hands. And gets dirt so quickly that it

doesn't waste away . . . lasts far longer than other soaps. Get 2 or 3 cakes today.

1.  ITS QUICK, THICK LATHER GETS THE SURFACE DIRT
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3.  ITS GLYCERINE AND SOOTHING OILS PROTECT THE SKIN

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- PLEATED OR CIRCLE TOP.** Blue Stripe, Express Stripe, Hickory Stripe, Black, Khaki, White. Each **45c**
- LIGHT WEIGHT SELF STARCH.** White or Blue. Each **50c**
- BASEBALL.** Maroon, Red, Green, Cream, Black, Navy, Royal Blue. Large visor. Each **50c**
- HATS.** White, Blue, Black, Khaki. Each **65c**

When placing your order, be sure to state size.

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W. M. WALKER

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which both he and his oldest son were quite seriously injured. We hope that both may soon recover.

Jess Jones of the Spokane switching force, who was away from duty for two months or so because of having accidentally being seriously scalded, is able to be back at work again. Hope that Jess will be well enough to turn in some of his fishing exploits as soon as the season opens.

We are pleased to see Earl Miller, of the Spokane roundhouse force, back at work again, after having been disabled since November by inflammatory rheumatism. Can it be that the rheumatism was scared out by rumors of roundhouse foreman Bill Smith getting his grease gun ready to lubricate Earl's joints?

Engineer L. J. Dulik, of Nos. 63 and 64, between Spokane and St. Marie's, is back at work again. He had been confined to a local hospital due to an operation on one of his feet; having apparently recovered, he came back and worked a few days, when the trouble recurred and he had to go back for further surgical treatment.

We learn that Engineer William Schultz, of Nos. 15 and 16 out of Spokane, has asked for transportation for himself and wife to Miami, Fla., much to the surprise of all concerned, for we hear that this is the first pass over any other line than ours, for which he has ever asked in his, let us say, fifty years of service (it may not be quite that much). We hope that both may have a very enjoyable trip and a pleasant visit in the Sunny South.

There have been numerous changes in enginemen's assignments around here and we list some below.

Engineer George Ruedi of Spirit Lake has qualified for the gasoline car, Pend d' Orelle passenger run, displacing Engineer Gustafson, who in turn took Nos. 291 and 292 between Spirit Lake and Spokane, displacing Engineer Dick Eske, who goes to firing again.

Engineer C. A. Clark, who was in the ring out of Malden, is back on his old job on the Coeur d'Alene run, displacing engineer Clarence Morton, who went on the Spokane-Marengo run.

Engineer H. H. Hass from the Marengo run has gone on Nos. 7 and 8 between Spokane and Butte, displacing engineer Tom McCall, who went back to running a switch engine at Seattle.

Engineer Ed Maxwell, after taking engineer Hass' place for a few days on Nos. 7 and 8, went to the Malden ring, giving up his switch engine assignment in Spokane yard, much to the relief of the switchmen, who like Ed fine, but always wear several inches off their legs trying to keep up with him when he runs the engine.

Firemen Joe Clark and Wm. Graham have been promoted to be engineers and are now on the Malden extra board. Fireman James Jordan gave up the first trick switch engine at Spokane to take Graham's place as fireman in the Malden ring, while Fireman Jesse Brinton, from the extra board, took Jordan's place on the switch engine.

Fireman Dave Stocking gave up the Warden and Hanford runs to take Clark's place in the passenger ring out of Spokane. Fireman Lee Crowe gave up the second trick switch engine at Spokane and went to the Warden and Hanford lines, while Crowe's place is taken for the time being by Bill Williams.

The freighthouse forces at Spokane are being worked overtime every day just now handling a heavy volume of freight for Montana points, due to the roads in Idaho and Western Montana being barred to heavy trucks. While the business is very welcome it gives us an idea of the enormous volume of traffic lost by the railroads when the trucks do business. When will the country see the unfairness of this competition which lets the railroads do the work at heavy expense for keeping their tracks open during the winter, and then takes the cream of the business on roads maintained at public expense during good weather?

Everybody welcomes spring weather back again. While we had some few troubles of our own, all we had to do was to read in the papers about conditions in the Central States, and then thank our lucky stars for being out here in the Banana Belt.



Wm. Boche, O. J. Olson, G. Garin and J. Mineter

Twin City Terminals and Store Department

N. A. H.

THE accompanying picture is that of roundhouse employes Wm. Boche, O. J. Olson, G. Garin and J. Mineter, who accept the responsibility in getting the "Hiawatha" out on time. These men live at Bloomington and traveled 13 miles to the roundhouse every day during all sub-zero weather and never were snowbound. They have not lost a minute at the roundhouse and take great pride in seeing that the "Hiawatha" gets away on time and never fail as they have a big part in seeing that she goes.

Mr. Wm. Boche now has a full blooded Jersey calf and the old saying applies to Bill, "You can lead a horse to water but you can't make him drink"—only this happens to be a calf instead of a horse.

John Mintz after getting a new Ford V8 finds his garage too small and will have to wait for his bonus before enlarging it.

John Nordale's wife is spending the winter in Florida. During her absence, Fred Jesberg invited him for Sunday dinner, leaving his car parked without lights and someone left him a tag.

Mr. Forest Kelman and wife returned from a trip to Texas. When he arrived in Fort Worth, he found the weather so hot that he wondered why he brought his overcoat. His extra baggage seemed to be his main trouble as when returning he had attached to his luggage a 150 lb. bag of delicious pecans.

We now think we know who is the generous mail man on Valentine Day—no valentines for J. G. and he missed them. We think the mail man on this day happened to be occupying a bed in the Swedish hospital and no doubt was not thinking of valentines.

The bowling team is again going strong after the severe cold weather. Friday nights are red lettered nights for the boys of South Minneapolis roundhouse and shops.

John Alexander Johnson, 74 years of age, a steam shovel engineer for 53 years died January 26th at his home in Minneapolis. He was born in Allenburg, Quebec and came to Pickwick, Winona County, at the age of seven. He was employed by the CM&STP Ry. since 1880, retiring from active service in 1933. He lived 22 years in Minneapolis and was a member of Minnehaha Chapter No. 98, Royal Arch Masons, Pickwick Lodge No. 110, A. F. & A. M., and Minnehaha Chapter, O. E. A. Surviving are his widow and son. Burial was at Sunset Memorial Park.

Peter Muir, retired machinist helper, South Minneapolis Shops, passed away January 20th at the age of 82 years. Louis Muir, son, employed South Minneapolis Store Department.

John A. Hendry, 64, died in the hospital

after undergoing his second operation. Mr. Hendry was engine foreman for the roundhouse at South Minneapolis and had been employed for the past 23 years. Born in Scotland, Mr. Hendry came to the United States 45 years ago. He has been a Minneapolis resident 23 years and was a past master of the Gate City Lodge, A. F. & A. M., of Gary, S. D., and past chief of Clan MacDonald No. 193, O. S. C. He was a member of Minnehaha Lodge, A. F. & A. M., Scottish Rite; Zuhrah Temple; Longfellow Camp, Modern Woodmen of America, and the CM&STP&O Veteran Association. He is survived by his wife and son. Burial at Gary, S. D.

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

Nora B. Decco

THERE may still be plenty of snow drifts and the grass may not be green anywhere and old man Winter just around the corner, so watch your step, but when the robins and blue birds strut here and there looking for light housekeeping rooms or what have you, well spring is just about here, or soon will be. Plenty of signs of the end of winter everywhere so here's hoping, and if it never comes back it will be soon enough for most of us. Goodness, when I think of that 50 below weather and look at all the ashes carried out from all the coal I burned and, that reminds me, I better pay for that last two tons or, else . . .

Miss Mary McCormack, daughter of engineer McCormack, is a patient in the Deer Lodge hospital where she was operated on about the middle of March. Last reports were she was doing very well.

Fireman and Mrs. O'Ragan have gone to Iowa for a few weeks' visit with friends and relatives while Mr. O'Ragan recovers from a broken arm.

Mrs. John Smeltzer, wife of engineer Smeltzer, who has been quite sick the past month, is improving and we hope to soon see her out again.

Mrs. Arthur Deckleman, from Spokane, who has been a guest at the home of her brother-in-law and sister, Mr. and Mrs. Tom Fairhurst of this place, has returned home again. Her mother, Mrs. Smith, who has been on the sick list since the fire in February, which burned the building adjoining her hotel, and which almost burned her building, is much improved and able to be around once more.

Brakeman C. E. Mullins, who has been visiting his family in Seattle the past two months, has returned to work.

The Two Dot sub-station has been out of commission the past two weeks due to the burning of a transformer there first of March. There was a high wind at the time and the sub-station operator's cottage also burned during the fire at the sub-station. This was a great loss to Mr. Muntz, as considerable of his household goods and personal property, including his car, were burned with the cottage. Steam helpers are being used west out of Harlowton as far as Martinsdale and Groveland to help west bound trains over this gap. Understand they expect to have the sub-station operating in a short time now.

Engr. and Mrs. Townsley have returned home from Kalispell where they were snow bound. Talk about snow, ask Mr. Townsley if it was anything like this back in '88.

Fireman Sam Rodda and wife have just celebrated their 25th wedding anniversary, think of it! As to Sam I am not saying, but the Mrs. don't look more than 25 to me . . . so says Sam, too.

Mrs. Lane, wife of brakeman John Lane, is visiting relatives in Spokane. She has been relieving nights for the past month at the telephone office here. Best fone girl in the world, no exceptions, which last remark will cost her a dollar. I just can't put out such compliments for nothing for awhile . . . not till I have the coal bill paid anyway.

Clarence Martin, signal maintainer west of here, has returned from a flying trip to

Seattle on organization business.

Mrs. Dave Burrell, wife of Condr. Dave Burrell, has gone to Glen Ferry, Idaho, for a visit with her daughter and her sister also, who is there from Canada. She will be away about a month.

John Leisner, about 65 years of age, second cook on the diner of No. Sixteen March second, died just as the train reached Three Forks at 4:30 a. m. of that date. He had not appeared ill and had just reached the kitchen to start work when he fell in the pantry and as soon as the train stopped the doctor was called, reaching the station in a few minutes afterward, but the man had passed away when the doctor reached there. The remains were sent on to his family in Chicago the second day following. We offer our deepest sympathy to this family in their loss.

We regret to write of the sudden death of engineer Frank Echard of this division, which occurred March second while he was driving with Mrs. Echard and Mr. and Mrs. Gray to Bozeman. They had just passed through Manhattan and Mr. Echard passed away suddenly without warning while driving. The remains were taken to his old home in Delmar, Iowa, accompanied by Mrs. Echard and Mr. and Mrs. Gray. Mr. Echard was one of the best known and liked engineers working on this division. He was about 66 years of age and is survived by his widow and two sisters, one in Caswell, Kansas, and one in Delmar, Iowa. He came here in 1908 and was one of the old Jaw Bone engineers. Every one will miss his pleasant smile and happy greeting and we extend to this family our most sincere sympathy in this loss.

Another old friend who has gone suddenly is Mr. E. B. Cornwall, chief train despatcher at Miles City, who died in that city the last of February. He was sick only a short time and his death was very unexpected. He is survived by his widow and one daughter, who is teaching in Ohio. Mr. Cornwall was at one time train master on this division, later going to Lewistown, and then to Miles City, where he had been some years. He had worked for the Milwaukee for about 52 years, coming to this division in 1903 or 1909. We offer our deepest sympathy to Mrs. Cornwall and her daughter in this loss.

Am I Proud?

K. F. Narlett, Ashton, S. D.

"OLD MAN WINTER," with his adverse weather conditions, blocked highways and sub-zero temperatures laid an opportune setting for proving the fact that railroads are far from being the obsolete, out-moded forms of transportation that some of the motor, and air-minded citizens claim it to be.

While not attempting to belittle other forms of transportation railroaders can point, with a great deal of pride, to the fine performance the northern railroads maintained throughout the coldest winter on record. With highways blocked and every form of transportation virtually at a standstill many towns and cities were faced with food and fuel shortages. Yet no town or city that boasted a railroad, actually suffered.

Working night and day, battling cold and snow, the railroads got their trains through, supplying food, fuel, and mail to every isolated town in the northwest while other transportation agencies were unable to cope with the elements and were forced to abandon their service for more favorable weather conditions.

Am I proud of this record, and of the railroads that made it? I'll tell the world I am. And every "RAIL" should be too. I've staked my future in the railroad game and to make it more secure I'm going to point with pleasure to the past winter's railroad service. Every prospective shipper or receiver of freight will hear about it from me. In the face of such dependable, sure-fire, up-to-the-minute service could any shipper or receiver in his own best interests use any other form of transportation.

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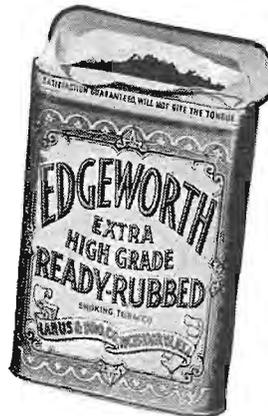
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FOR SALE—A nice little home of six rooms, about 60 miles from Sioux City, Ia. Located on a lot and a half of ground, with fruit trees and a fine cellar. All clear and very low taxes. Will accept \$600.00 cash. J. S. Spurr, L. B. 506, Sanborn, Ia.

FOR SALE—A desirable summer resort lot 37½x138 located on Duck Lake, Ingleside, Ill. reasonable. Geo. T. La-Roy, Box 187, Roselle, Ill.

FOR SALE—New Improved Model Vibroplex Bug, large size with case. Both in new condition; used very little. Will sell for \$14.00. L. W. Staeger, Babcock, Wis.

WILL EXCHANGE—60 different air-mail stamps, or 51 different British North America stamps, or 70 different commemorative stamps, for any U. S. uncirculated commemorative half dollar, except Columbian. Also have single stamps, sets, or packets of stamps to exchange for U. S. coins or currency. Advise description and condition of your coins. Address Gauthier, 3523 N. Marshfield Ave., Chicago, Ill.

FOR RENT—Apartment Completely furnished—3 rooms and bath—garage. 3 blocks from Milwaukee Station. Good suburban service. E. E. Brewer, Roselle, Illinois.

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FOR SALE—Grain Elevator, capacity 20,000 bushels, dwelling house, garage, woodshed and large barn, corn crib, chicken house, hog house, 300 acres land, fifty acres under plow. A good sand mine alongside track. Can be easily loaded from hillside into cars. Sand worth \$1.25 per ton. Can be purchased for \$8,500; \$4,500 down. This is a good stock farm for cattle, horses, hogs, sheep and poultry; also good location for grain and store. Good roads. Located on main line, C. M. St. P. & Pac. Ry., 33 miles from St. Paul; 8 miles from Redwing, Minn. Address: M. T. Nilan, Eggleston, Minn.

FOR SALE—A membership in Hunting Lodge located near Webster, So. Dakota. 6 bedrooms and running water. Good duck and pheasant hunting. Reasonable. Tel. Austin 3022. C. M. Elliott, 4936 Maypole Ave., Chicago, Ill.

FOR SALE—One 100 acre farm under plow near Louisville, Ill. Clay soil. Good drainage.
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Write for further information to Carl J. Struve, 711 Bluff City Blvd., Elgin, Ill.

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

An old lady who was about to die, told her niece to bury her in her black silk dress but to cut the back out and make herself a dress. "Oh, Aunt Mary," said the niece, "I wouldn't want to do that. When you and Uncle Charlie walk up the golden stairs, I don't want people to see you without any back in your dress," to which the old lady replied: "They won't be looking at me. I buried your Uncle Charlie without his pants."

"My grandfather had a terrible time keeping his scalp in a healthy condition."
"Oh, was he troubled with dandruff?"
"No, he was troubled by Indians."

The pastor was examining one of the younger classes, and asked the question, "What are the sins of omission?"
After a little silence, one young lady offered: "Please, sire, they're sins we ought to have committed and haven't."

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