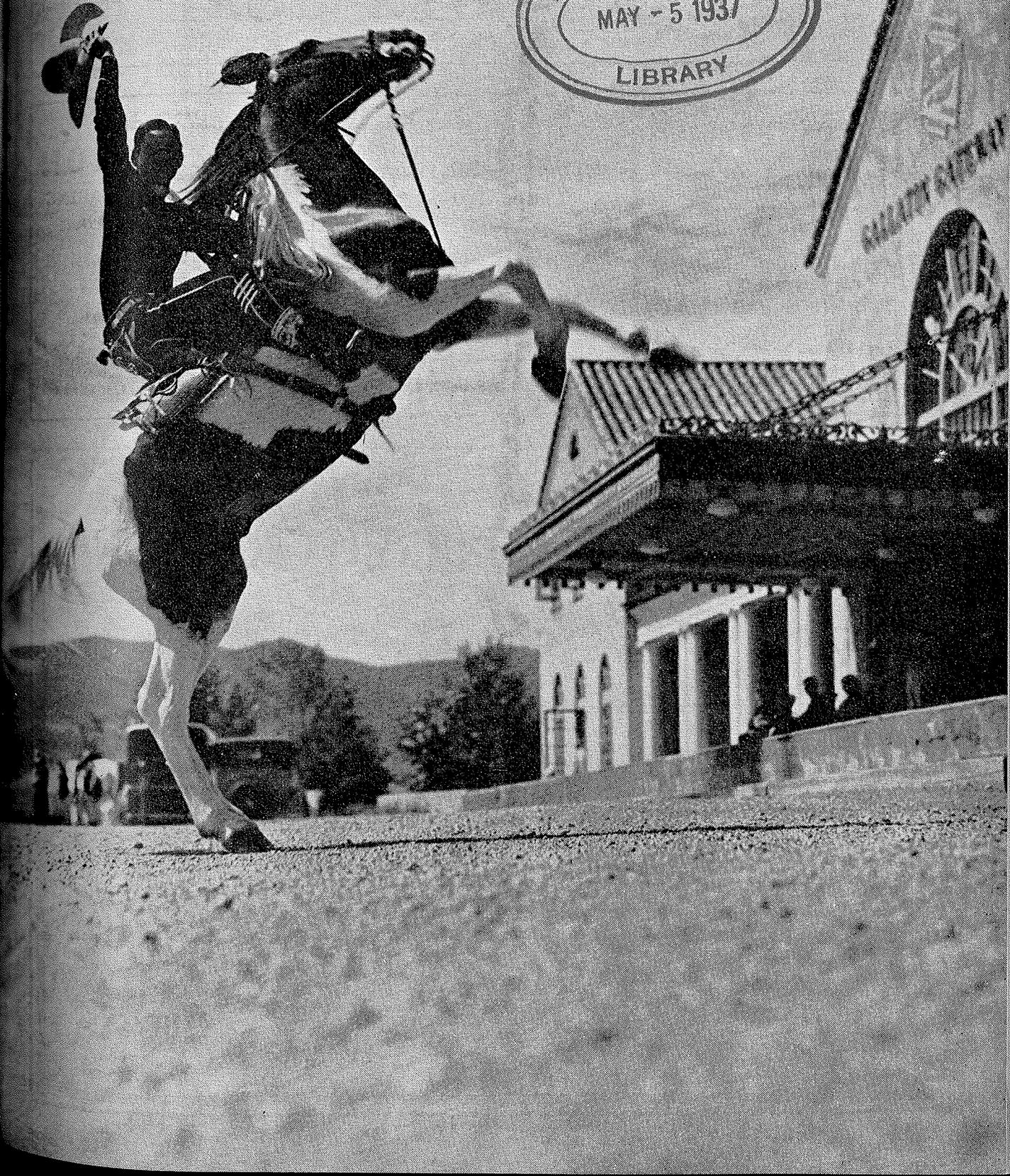


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**MILWAUKEE
MAGAZINE**

MAY, 1937

THE JOHN CRERAR
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 Jackson Hill, 5th Vein, Ind.
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 Minnehaha, 6th Vein, Ind.
 Little Betty, 4th Vein, Ind.
 Patoka, Pike County, Ind.
 Monarch Brazil Block
 Dorthel, Fulton Co., Ill.
 Springfield, Illinois
 Delta, Saline Co. Seam, Ill.
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NEW YORK

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CHICAGO

"A Reconnaissance of the Golden Northwest"

An Advertising Booklet That Has Attained a Place in the Sun

LIKE a proud ship wrecked and abandoned in mid-ocean—left a derelict on the open sea, a once noted booklet of this railroad's early advertising campaigns has returned to home port to find a permanent haven in the archives of the company's interesting relic museum.

The book, titled "A Reconnaissance of the Golden Northwest," for book it really is, with its 104 pages and profuse illustration, found its way through whose or how many hands, one may never know, into the possession of "Goodspeed's Book Shop" in Boston, and by that concern, published in a "Catalogue of Rare Americana." From that source it was rescued, pages yellowed by time, the glory of its original golden covers much torn and tarnished with use and age, but still rating a place among "rare Americana."

Issued in 1883, published by Matthews Northrup Company of Buffalo, the publishers announce on the title page that "Previous to accepting the manuscript of this volume, the publishers submitted the same for correction of any possible errors therein, to the General Passenger Agent of the Chicago, Milwaukee & St. Paul Railway who, upon approving it, ordered the purchase of the entire edition for circulation. The reading public will, we believe, fully appreciate the enterprising spirit thereby manifested."

The "Reconnaissance" recites in high-town mid-Victorian phrase, the attractions, allurements, the scenic beauties and natural wonders of the land traversed; and praises without stint the luxury and comfort of travel on "this Giant 4,500 Mile Railway." Every single detail of the ease and elegance of the train service, of the scenes from the car window, and so on, is noted with meticulous care and pictured on the pages in the highest style of the commercial art of that day.

The historian accompanied by his staff including the

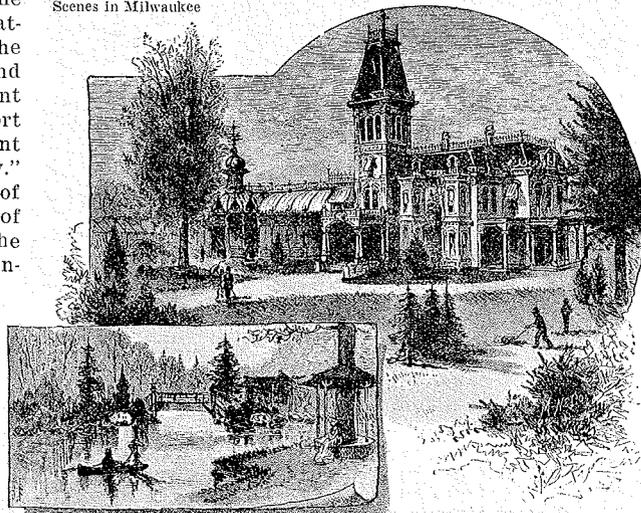
staff artist started on tour from "that superb model of railway architecture, the capacious and commodious new UNION PASSENGER STATION on Canal Street between Madison and Adams Street. . . . Arriving there and having time to take a look, we discovered more royally magnificent coaches, sleeping, parlor and dining cars with the legend, 'CHICAGO MILWAUKEE & ST. PAUL' emblazoned in letters of gold on their sides than we had ever dreamed of belonging to one company." The chronicle of getting under way proceeds through several pages of conversation, narrative and compliments.



DINING CAR.

"Item Second" (the chapters are designated, "Items") proceeds with routes, and cars, parlor cars in particular, as topics, until after the passing of two hours and forty minutes (a break-neck speed for that period apparently) the eighty-five miles to Milwaukee was ac-

Scenes in Milwaukee



complished and "Twenty-five Minutes for Dinner" announced. The depot eating house at the old Reed Street "Union depot" at Milwaukee and its dignified Boniface, Colonel Johnson, not to mention the superlative quality of the meal and the reasonableness of the price received a page or two more before Item Third took up the story of Milwaukee, which did not by any means neglect to mention visits to the homes of the brew that "made Milwaukee famous" and in recapitulation, the narrative presented twenty-four reasons why Milwaukee was "the best town in America," one of them being that it was "the headquarters and immediate business center of the greatest railway corporation on earth—the Chicago, Milwaukee & St. Paul operating nearly 5,000 miles of road."

Taking up the "Reconnaissance," the narrative continues telling of the glories of the Waukesha County summer resorts and all the "splendid" hotels thereabouts. Waukesha and its mineral springs is "the paragon watering place" and "fast becoming the leading Spa of the whole country"—the "Twin of Saratoga," etc. There, says the historian, "Society is pleasant, facilities for enjoyment unlimited and for church-going, ample accommodations, and creeds sufficiently represented to suit the most exacting."

Oconomowoc and its surrounding "resorts" are given lengthy notice, for now, where the lakes and hills are given over to palatial summer homes, then there were resorts and resort life. Alas this changing world.

To Portage and the famous suppers at the "old Fox House" the historian gives ample attention, and of the trip thither: "Of course we enjoyed the trip over such a magnificent road, track as smooth as a parlor floor, and coach as comfortable as human ingenuity can devise. At Portage, 'twenty-five minutes for supper' is an announcement always hailed with pleasure. And such a supper. No king, prince or potentate or epicure ever enjoyed a banquet as we did our supper there."

The Dells also give this historian a chance to display a colorful descriptive ability as he laments that "the reality so surpassed our wildest imagination that we could never have given an intelligible translation to our profuse and enthusiastic notes."

The story-teller has at the outset conveyed the information to his readers that he has "traveled some," has "made many a reconnaissance," is "no chicken," etc., and he closes his encomiums of The Dells thus: "This is the most ex-



WATKINS SPRINGS.



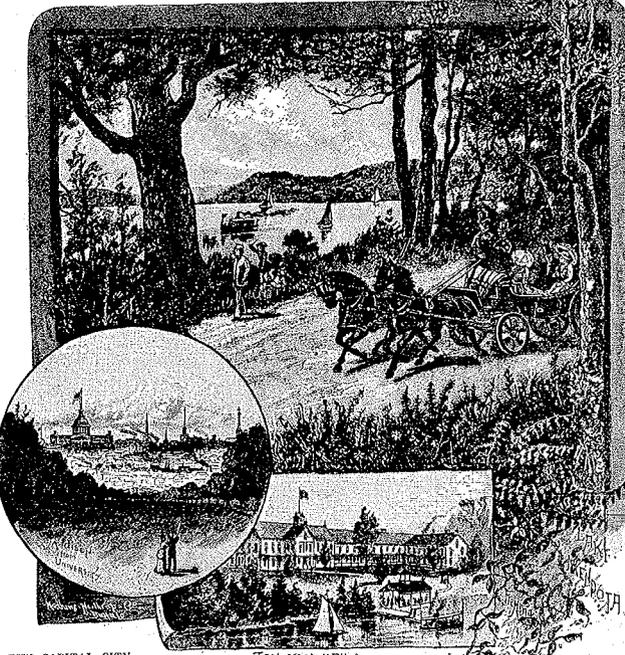
hilarating reconnaissance in which we were ever engaged or have a record of."

Having done Wisconsin and the La Crosse Division pretty thoroughly in many pages and several "Items," as per the following: "Leaving the Badger State with *uberrima fides* in its supremacy as a glorious land, we move on with buoyant life." This buoyancy takes the party with unabated enthusiasm into Minnesota and over the River Division. Jerome Kern and "Old Man River" being then unknown, the Mississippi remains in this writer's vocabulary, "Father of Waters" and the travelers pause to enjoy a "daylight ride over one of the grandest stretches of this peculiarly grand thoroughfare skirting the western shores to Lake Pepin"; and then he rises to sublime heights of florid diction as he essays description of the River Division's scenic beauties.

The attraction of the Twin Cities inspire him to further soarings and he abjures "you 'down-easters' who think Indian war-whoops and wolf serenades the principal music of these 'country places out west'—these Metropolitan cities—had better 'hang your harps on willow trees' and come out here and 'see what you will see'."

There is quite a chapter full of statistics and figures concerning the St.

passioned oration addressed to "Our Dakota Sweethearts, Wives, Mothers-in-Law, Grandmothers and Cousin



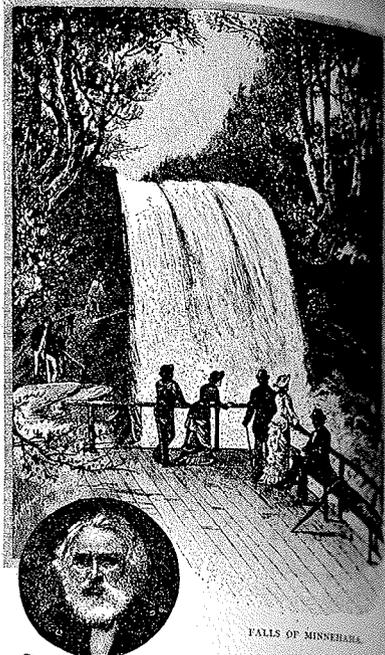
THE CAPITAL CITY.

Mariannes" by Colonel Pat Donan, a local celebrity of that day.

The Reconnaissancers retrace their

Paul and Minneapolis of that era and in a final burst, respects are paid to the Falls of Minnehaha in the following: "The cascade is neither broad nor high. A rapid and sparkling little stream runs dancing down through the meadows, and coming suddenly upon its plunge, spreads its aqueous skirts to their fullest width, and glides over the tip of the smooth and crescent-like rock with a grace most beautiful and rare." Skirts have narrowed considerably since that tribute was written, but it would be just too bad if they had shrunken to the attenuation of the present "Cascade," which has except in periods of highest water disappeared almost entirely from view.

The historian and his staff artist, after very thoroughly doing the charms of Minnesota, move on into "Dakota Territory"—they penetrate the Jim River Valley and the story of the "territory" winds up quoting a part of an im-



FALLS OF MINNEHABA.

Longfellow

steps in part and in part diverge in Iowa, even giving Sioux Falls, S. D., once over, as being "another of the places full of prophetic greatness," and wind up the story in a grand finale of words and rhetoric that would bring tears of discouragement to the writer of modern railroad "advertising booklets."

"A Reconnaissance of The Golden Northwest" is certainly a priceless acquisition for the relic shelves of the museum, and is probably the only book of its kind to be numbered among "rare Americana."

Top left: Scenes in The Dells of the Wisconsin River.

The cuts illustrating this article were made from the artist's engravings embellishing the pages of the interesting "Reconnaissance." They are a very high type of illustration of that day and are made from artist's drawings instead of photographs, as is most of the pictorial work of the present day.

Great Stone Monsters to Inhabit Dinosaur Park

Rapid City, South Dakota, W.P.A. Project Attracts National Attention

From the Information Service at Washington, D. C., of the W. P. A., comes the following story of a strange and serious project now under way at Rapid City, S. D. A make believe zoo builded of cement, stone and iron will present realistic reproductions of pre-historic monsters—and judging from the “ten-million” terminology necessary to name and tag the inhabitants of “Dinosaur Park” visitors to Rapid City would better walk with hat in hand for the Hills people are going to be very advanced in “higher learning.” The story of “Dinosaur Park” and its purpose follows:

TURNING back the calendar 40,000,000 years, scientists employed by the Works Progress Administration and the State of South Dakota are establishing what soon will be nationally famous as the Dinosaur Park of Rapid City, South Dakota. Life-sized replicas of the great prehistoric monsters which once roamed through the Rapid City region of the Dakotas are being constructed. Noted authorities in the field of natural history are lending their assistance to assure authenticity of the reproductions.

Gigantic figures, placed in a setting as nearly like the habitat of their blood and flesh prototypes, already have been completed as part of the project. The figures are exact reproductions of the ancient monsters as far as it is scientifically possible to make them so. Their measurements and lines are based upon fossiliferous remains found in the Dakota hill country. Over a period of years, archaeologists have uncovered fossils of mammoth, prehistoric animals and reptiles and these have been carefully preserved. Models are being built from these fossils.

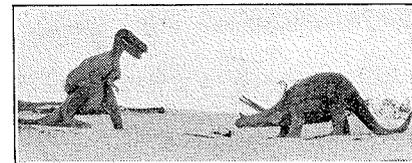
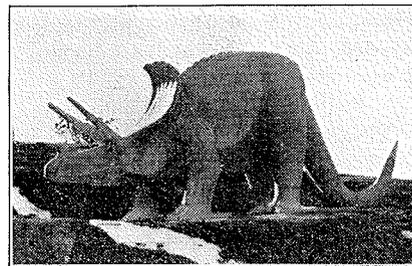
E. A. Sullivan is the designer and chief sculptor of the project, and Dr. Barnum Brown of the American Museum of Natural History has served as the consultant.

Five reptilian figures will be completed when the park is opened about June 1, 1937.

The figures to be constructed include one Triceratops; one Tyrannosaurus Rex; one Brontosaurus; one Stegosaurus; and one Trachodon.

The Triceratops resembles somewhat the present day rhinoceros. This reptile lived during the Upper Cretaceous era and achieved a length of about 27 feet. He was, according to the scientists, some 11 feet tall and equipped with horns about 40 inches long. The horns, according to the experts, had an ivory finish.

Tyrannosaurus Rex was a carnivorous, swiftly moving reptile, the traditional enemy of the Triceratops. The reproduction will portray this mammoth creature in combat with this enemy. The Tyrannosaurus Rex was about 35 feet long and 16 feet tall. His head was



Prehistorics in Stone: Advance Guards in Dinosaur Park

about 41 inches in length, and his teeth, numbering from 64 to 70, were sometimes six inches long. The reproduction will show the huge teeth in silhouette.

A figure 80 feet long and 28 feet tall will represent the giant Brontosaurus, which roamed the South Dakota badlands millions of years ago. This huge reproduction is being built exactly according to the fossils of his remains which have been found in the northwest. This prehistoric monster was an amphibian. It weighed about 15 tons, but its giant body was directed by a minute brain weighing only two ounces. Upon completion, the figure may be seen from a distance of 35 miles. The Brontosaurus is said to have lived during four periods of the Mesozoic era; the Comanchain, Jurassic, and Upper and Lower Cretaceous.

The fourth figure being constructed is

The Village Agent

(With Apologies to Mr. Longfellow)

Under the spreading semaphore,
The village depot stands;
The agent is a mighty man
With twenty pairs of hands,
And the shirt sleeves on his scrawny arms
Are reefed with rubber bands.

His hair is gray; he looks as meek
And gentle as a lamb,
But, when the “public” gets his goat
You’d think he was a ram,
And he tells the whole world what he thinks
For he doesn’t care a . . .

Week in, week out, from morn till night
He’s always on the go;
He staggers down the street with mail
Knee-deep in mud and snow,
Like Santa Claus on Christmas Eve,
When the evening sun is low.

When farmers coming in with cream,
And poultry crates galore,
Take possession of the waiting room,
And litter up the floor,
Squirting tobacco juice over the stove
My word; doesn’t the agent roar!

Struggling with tariffs and waybills,
Onward through life he goes,
Express, orders, and baggage,

that of the Stegosaurus. Little is known of the original reptile, but scientists have determined that it had dermal plates protruding from its back for protection, and a tail on which were from four to eight horns. The reproduction is 11 feet long and seven feet tall.

The Trachodon, known as the “duck bill,” is the fifth figure of the group. This reptile stood some 17½ feet high and was 33 feet long. The reproduction will be of the same proportions as the original. The Trachodon gained the name of “duck bill” because of its duck-like bill and web feet.

The reproductions, placed in a five acre park donated by citizens of Rapid City, are being built for permanency. Two-inch iron pipe set in concrete forms the basic framework. Reinforced steel has been placed at close intervals and covered with wire mesh. Over this structure has been poured concrete which averages from four to five inches in thickness. Upon completion the figures will be painted in oils and glazed with a weather resisting chemical to preserve the finish. Chief Sculptor Sullivan originated this method of construction.

In order that generations in the far distant future may understand the circumstances under which the figures were built and the reason for their construction, a history of the project has been prepared. This will be placed within the body of one of the reptilian figures. There the document will be preserved in much the same manner that revealing papers are protected for posterity when placed in the cornerstone of a building.

The Dinosaur Park project was conceived by Dr. C. C. O’Hara, late president of the South Dakota School of Mines and nationally known authority on geology and paleontology. Dr. O’Hara discovered some of the first prehistoric remains in the badlands.

Dinosaur Park is located on Skyline Drive near Hangman’s Hill out of Rapid City.

Tickets, demurrage and pros,
Too much attempted and half of it done,
Plays heck with his night’s repose.

And when at last, my worthy friend,
You can no longer stick it out,
Just board the train for the Great Divide
And knock at St. Peter’s wicket
And he’ll never quiz you half as much,
As a farmer buying a ticket.

—Author unknown.

Signs of Spring

As ruthless winter nears its tomb
Our minds with aspirations turn
To thoughts of beauty soon to come
From ‘neath the gloomy-looking fields,
From out the bare and slumbering trees,
New seedlings, leaves, then flowers
abloom.

On the hillside red bud splendid,
In the wood the wild flowers nestling,
Hawthorns proud in snowwhite raiment,
Tulips in the gardens blended,
Fruit trees, variant, blossom laden,
All apprise us winter’s ended.

On the sidewalks mothers, dear,
Wheeling babies in their strollers,
Thankful for fresh air and sunshine,
And kiddies gathering, making merry
Leave with us no chance for doubting
Winter’s ended, springtime’s here.

She Rode the Hiawatha

Deanna Durbin, Radio Star, a Milwaukee Road Passenger En Route to Winnipeg



Deanna Durbin

FROM The Milwaukee Journal: The other people in the dining car seemed surprised when reporters leaped aboard the HIAWATHA during the train's momentary pause at the Milwaukee Road station on April 1st.

They were more surprised when a photographer pointed his camera at a wide-eyed little girl just lifting a glass of milk to her lips. She had been just another little girl traveling with her mother until she became in that moment Deanna Durbin of the movies, the 14-year-old girl with the mature vocal cords of a seasoned opera singer.

Deanna and her mother, Mrs. James Durbin, were on their way from Philadelphia to Winnipeg, where Deanna was born Edna Mae Durbin.

The 14-year-old isn't sure whether she likes movies or radio better. "That is a hard question," she said. She is sure of one thing, though, she is still going to be an opera singer.

when they decided to go roller skating at the suggestion of Senator Dimelinc, owner of the hotel at which they were staying. Everything went fine until Jack got on the rink, and then everyone he came in contact with had to be carried out. He was glad to get those d— things off.

"During the world war Jack was transferred to Aberdeen, S. D., returned to Pittsburgh in 1920 and in 1925 was appointed special representative of The Milwaukee Road at Williamsport, and is still on the job—55 years of service with them. A lengthy span for a railroad —from President Lincoln to Roosevelt, and we hope he may live through many more terms."

The Law of Life

(Author Unknown)

The tree that never had to fight
For sun and sky and air and light,
That stood out in the open plain,
And always got its share of rain,
Never became a forest king,
But lived and died a scrubby thing.

The man who never had to toil,
Who never had to win his share,
Of sun and sky and light and air,
Never became a manly man
But lived and died as he began.

Good timber does not grow in ease;
The stronger wind, the tougher trees,
The farther sky, the greater length;
The more the storm, the more the strength.
By sun and cold, by rain and snows,
In trees or man, good timber grows.

Where thickest stands the forest growth
We find the patriarch of both,
And they hold converse with the stars
Whose broken branches show the scars
Of many winds and much of strife—
This is the common law of life.

—The 'AX, Junior.

All Musical

Stiggins—Are there any musicians in your family?

Wiggins—Ra-ther! Why, my father is an adept at blowing his own trumpet, and mother is equally expert at harping on one string; pa-in-law has to play second fiddle and Aunt Tabitha leads a humdrum existence; Uncle spends his time wetting his whistle, and Harry is fond of his pipe.

But Would It Work?

Mrs. Sweet—You know the sweet tooth Gladys used to have? Well, now she's in the confectionery business she won't look at a sweet.

Mrs. Beer—You don't say. I wish I could get my husband a job in a brewery.

John R. Pott, of Williamsport, Pa.

THE Teanteay, "official organ of the Traffic and Transportation Association" of Pittsburgh, Pa., in its January issue carried the following sketch of Mr. John R. Pott, for many years district passenger agent of The Milwaukee Road in eastern and southeastern territory. Mr. Sevin, traffic manager of the Pittsburgh Plate Glass Company, contributed the little biography of Mr. Pott.

"The unique record of this genial gentleman, who received his early education in boys' private schools, Franklin public school and Williamsport Dickinson Seminary, all at Williamsport, began in 1862 at the age of 12 as a messenger with the Catawissa Railroad at Quakake, Pa., ten years before the Catawissa, with its perilously high wooden trestles was absorbed by the Reading Railroad. While serving as brakeman and conductor he studied telegraphy under Lucius Whitman and Isadorre Painter and was appointed telegrapher at Quakake at the age of 16.

"Then followed varied experiences as station agent, yardmaster, train dispatcher and chief of car record office. He left the Catawissa Railroad when the Pennsylvania Railroad offered him the city ticket agency at Williamsport in 1873, where he served until 1877, when he heeded the call to 'go west, young man,' and came to Pittsburgh as traveling passenger agent for the Pennsy.

"In 1882, when the 'St. Paul,' now The Milwaukee Road, was looking about for a capable live-wire representative to assume the duties of district passenger agent in connection with the establishment of their first Pittsburgh office, they offered the position to Mr. Pott and he

accepted. For many years he was the only passenger representative of The Milwaukee east of Chicago, with the exception of their New York office, and his territory covered the states of Pennsylvania, New Jersey, Delaware, Maryland, Virginia, West Virginia, North and South Carolina, Georgia and Florida.

"He gained the reputation of a 'wide-gauge' representative with his personal magnetism and unflinching good humor, being referred to as 'Jack Pott' or 'No Joke' of The Milwaukee and took good care of the interests of that line. There were few poles missed by him in his far-flung travels in those days—that is in tacking up signs of The Milwaukee. He never was without a hammer and a box of tacks.

"Charles Hamilton of the Wabash Railroad tells of the havoc wrought by a party of traveling railroad men headed by Jack Pott, stopping at Clearfield, Pa.,

Gallatin Gateway Inn 1937 Opening to Be Month Earlier

THE Milwaukee Road's hostelry in the heart of Montana's dude ranch country, Gallatin Gateway Inn, will open this year on May 19th. This is the earliest opening date since it made its "debut" to the public in August, 1928.

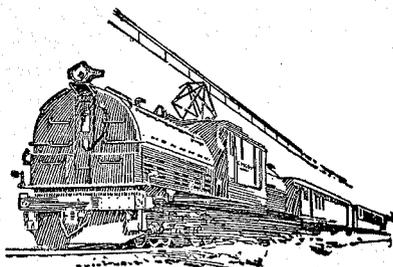
The facilities of the Inn have been in great demand, and this early opening will give early vacationists a chance to visit this fine resort.

The Montana Stockgrowers' Association has its annual convention scheduled for Gallatin Gateway Inn from May 18th to 20th, and it is anticipated that

this will in all likelihood be the brightest party ever held there. Already the reservations number in excess of 350. A dinner dance is included in the elaborate program arrangements which have been made.

The Gallatin Gateway Inn's genial manager, Dan Young, avers that without question this is going to be the greatest season the Inn has ever had. In his opinion, it is fast becoming one of America's outstanding western resorts, offering horseback riding, short and long pack trips, fishing, and other outdoor recreational activities.

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



COURTESY

From a Feminine Viewpoint

Every woman is appreciative of courteous gestures and it may be interesting to know just how she likes to be treated when patronizing the railroad.

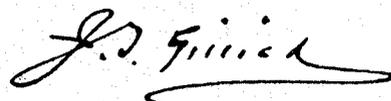
First of all, she may be a bit confused in questions she might ask, such as, "What time does the 4 o'clock train leave?" or, (when standing right next to it) "Where is the Hiawatha?". These and other similar questions should be met with the utmost patience and politeness.

Then, as a woman does not possess the strength and brawn of the opposite sex, she appreciates a helping hand with her baggage when getting on or off a train, as well as a little personal assistance.

A timetable is just another mystery to some women and any help given them in regard to routings, departure and arrival of trains, connections, etc., is gratefully received.

On a long trip she would like to know through what mountains she is passing and be kept informed as to other points of interest.

These are just a few of the courtesies that will encourage a woman passenger to use our line again and, as she has great influence with the members of her family and intimate friends, naturally they likewise will patronize the line which gives her the best treatment.

A stylized, cursive signature of J. D. Guich.

Chief Operating Officer

(Contributed by Miss Frances Heidtke, Secretary to Executive Assistant)



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No. 2

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CARPENTER KENDALL, *Editor*

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

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George Francis Baker

GEORGE F. BAKER, General Adjuster, died at Woodbury, Ga., April 8th, 1937.

Mr. Baker was born at Clinton, N. Y., November, 7th, 1859, but while he was still a small child the family moved to Fredonia, N. Y. In 1871 they moved again, to Iowa, where Mr. Baker received his common and high school education. On leaving high school he went to Colorado and engaged in various occupations, surveying, mining, ranching, railroad construction, etc., the work taking him to Montana, Utah and Oregon.

He returned to Iowa and studied law, was admitted to the bar and practiced at Iowa Falls until 1899, when he entered the service of the Milwaukee Railroad as an investigator in the Claim Department. He was appointed assistant general adjuster in 1910, and in 1918 was made General Adjuster, which position he held at the time of his death.

Mr. Baker enjoyed a very wide acquaintance among the employes of the railroad, was well known for his fairness in his dealings, and held the respect of all those who came in contact with him.

He is survived by his widow, Mrs. Annie L. Baker, one son, Geo. F. Baker, Jr., and one daughter, Mrs. Durand of Woodbury, Ga.

Funeral services were held at Rosehill Chapel, Chicago, at 2:30 p. m., Tuesday, April 13th, 1937.

Charles Albert Bemler

CHARLES A. BEMLER, assistant to the general adjuster, died suddenly at Dubuque, Iowa, about 6:30 p. m. Wednesday, April 14th, 1937.

Mr. Bemler had attended the funeral of his chief, Mr. George F. Baker, general adjuster, on Tuesday, April 13th, and had stopped at Dubuque to transact some business on his way to his home at Cedar Falls, Iowa, when he was overtaken by death.

He was born near Shell Rock, Iowa, December 26th, 1859, and entered the service of the Milwaukee Railroad, in the Claim Department about 44 years ago. He was active in the work of handling claims until early in the year of 1928 when he retired from active duty, although he continued his connection with the adjusting department and made occasional trips on business of the company up until the time of his death.

Mr. Bemler was well known throughout the state of Iowa, and counted his

friends by the hundred, to most of whom he was known as "Al."

Funeral services were held at Cedar Falls, Iowa, at 2:30 p. m., Saturday, April 17th, 1937, with burial at Fairview Cemetery at that point.

William A. King

ON March 28th at Misericordia Hospital, Milwaukee, occurred the death of William A. King, veteran Milwaukee Division conductor, at the age of 74 years.

Mr. King had served this railroad as passenger conductor for nearly fifty years, and previous to that time, had been in freight train service for several years, all of which time was spent on Milwaukee-Chicago runs. He was the first conductor on the Pioneer Limited between Chicago and Milwaukee when that famous train was put into service.

Funeral services were under Masonic auspices and burial took place at Forest Home.

RAILS PROVIDE CHEAPEST MAN-MADE TRANSPORT

Future of the Rail Carriers, However, Lies in the Hands of the Shipping and Traveling Public

Economic and efficient methods have made the railways the lowest cost producers of man-made transportation in existence today, according to Dr. C. S. Duncan, Economist, Association of American Railroads, in a recent address before the Pacific Railway Club of San Francisco.

"The revolutionary change overshadowing all others and from which most of them derive," he maintained, "is the obvious fact that railroads are not now, if indeed they ever were, natural transport monopolies. They are now one of five. Therefore there is competition among themselves and with other agencies; competition growing keener all the time. That competition we must meet. I believe that we are ready to meet it on any fair basis, but, of course, we should not be regulated as monopolies while our competitors go free or are lightly regulated. For, if competition is to be fair, regulation must be fair.

Competition Not Fair or Just

"Every agency entering the field of public transport should shoulder all the responsibilities involved, including just and reasonable rates, dependable and adequate service, safe, honest, and efficient management. Slowly, very slowly, we are marching that way. And, furthermore, with the monopoly concept should go also such artificial restrictions as are represented by the long-and-short-haul provision of section 4. I hope it will go at this session of Congress.

"Nor has this competition arisen, in my opinion, in a fair and just way. Of the five great transport agencies, two, and two only, have developed along the lines of private enterprise. They are pipe lines and railroads. The other three—waterways, highways, airways—have depended for their fixed investment in roadway upon government funds. Here is a vital difference. The credit of a private enterprise looks to earning capacity. The credit of a public enterprise looks to taxing power. A private investment pays interest and taxes; a public investment pays neither.

"The fact is that private credit for fixed capital investment in improved waterways, improved highways, landing fields for airways is dead. It has been dead for waterways since the last toll was removed in 1882 and for highways since the turnpikes succumbed to railroad competition. These are elements of cost running directly and inescapably against railroads as a private enterprise which are not in the accounts of

their competitors. Payments of this kind by them are indirect, if made at all.

Regulation Inconsistent

"Government activity with respect to the development of these new agencies has not been consistent or coordinated. The Interstate Commerce Commission is for railroads a regulatory, that is, a restrictive agency. Its regulatory power over pipe lines has been rarely used. For waterways, highways, airways, the government has a promotional agency.

"There has never been a comprehensive, unified consideration of all these agencies. Each has been kept in an air-tight compartment. The result has been duplication and a surplus of facilities which available traffic cannot sustain and concentrated along the lines of heaviest traffic.

"Is it not clear that the wise, sensible, economic thing to have done was to begin development in that area beyond the railroad? This would have been true coordination. Here were and are the 'post roads' for instance, and not on the main state roads.

"Every transport agency has a responsibility to employes, to investors in the properties, and the public served. For fifty years there has been peace within railroad ranks. There has not always been agreement on all questions, but honest differences of opinion are not always unwise. There has been machinery for settlement and there is developing a policy for conference that may have important and beneficent results. The investors have had a rather sorry time of it in later years. They have felt and they now feel the effect of competition with the government. This is the competition of earning power matched against taxing power. It is one of the outstanding inequities of today.

Greater Comfort, Speed, Safety

"But the future of the railroads, despite all that man, management, and machinery may do, lies in the hands of the shipping and traveling public. There still lingers in the public mind an inherited

Chicago Railroad Advertising Three Cents

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prejudice and distrust, a feeling that under all circumstances the great railroads can take care of themselves. Some sense a change here, too. But how slowly, on what reluctant feet, it comes.

"We have the basic, solid fact of in-creasingly good service, greater comfort, speed, and safety. These things count for much. Beyond this, every employe is a messenger of good-will or ill-will in his contacts with the public. Millions spent to cultivate public friendliness can easily be nullified by actions during individual con-acts.

"The foundation of a helpful public con-act for railway men is, shall I say, an in-dustrial patriotism resting squarely on a sincere belief in the economic soundness and efficiency of transport by rail. I tell you for whatever it may be worth, that all my studies point unerringly to steel wheels on steel rails as the lowest cost form of transportation, man-made, known today.

Coordination of Service

"There is coordination. It differs, of course, from competition. In order to have

"At this time, just as two decades ago, the railroads are set out as the main-stay of inland transportation in this country. They carry the bulk of traffic and the great burden of responsibility for dependable and efficient service and yet they are but one of five active and energetic national agencies. What is to be done with these problems? Of course, the proper solution for them must be found. They are great, complex, imminent problems."

competition there must be a choice of serv-ice, and to have a choice of service there must be duplication of facilities. But co-ordination means that all parts are work-ing together in a common interest toward a common end. Thus we have now universal pick-up and delivery service, so that where rail service ends, highway service begins. This is coordination.

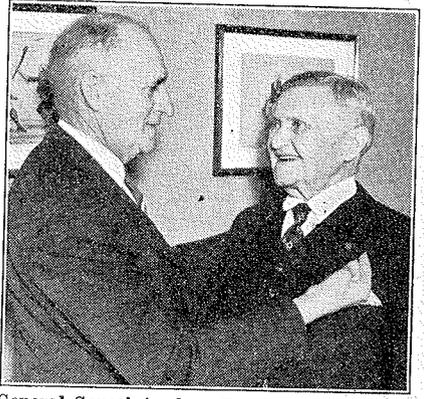
"We have today local trains taken off and bus and truck operations substituted. This, also, is called coordination. Does it not stand to reason, however, that just so long as there is a duplication of roadway, one paralleling the other, coordination of service is a more arbitrary thing? Some method must be found in all this confusing maze toward a reasonable, enduring, equitable working relationship among all agencies.

"These are the problems that we face to-day—regulation, competition, subsidy, public support, adjustment of facilities, co-ordination, an equitable and workable relationship between all agencies. They have developed in intensity during the past two decades. They face us today and tomorrow.

cardboard if possible, to Wm. T. Ahern, 840 Union Station, Chicago, Ill.

TENTH: Arrangements are being made to obtain judges from a list of Photo-graph Editors of newspapers and maga-zines. The list of prizes will be published in a later issue.

F. S. PATTERSON, Chairman, Milwaukee Road Booster Club, Fullerton Ave. Bldg., Chicago.



General Superintendent P. H. Nee Presenting John Horan His 82nd Year Service Button

Another Gold Button for John M. Horan,—82 Years of Service

ON April 17th, friends of John M. Horan gathered at luncheon at Hotel Plankinton, Milwaukee, to honor the eighty-second anniversary of his service with The Milwaukee Road.

Erect and firm of step, sparkling eye and ruddy complexion, Mr. Horan (he is familiarly and affectionately known as "Soda Ash Johnnie") rivals in appear-ance and good health many another man much younger than he, for he is in his ninety-ninth year; and since April 18th, 1855, he has been steadily on the job. No retirement pension for him, says he. He likes to tell that he was working for this company before any of the present day officials of the rail-road were born and that he has shaken hands with every president this com-pany has ever had, from Byron Kil-bourn, the first, to H. A. Scandrett, the present head of the railroad.

Another of his boasts is that he has never suffered an accident in his 82 years of service, and further, as an en-gineer, he never has missed a call be-cause of sickness.

Of his large family, Mr. Horan's one surviving son is an engineer, with more than 50 years of service to his credit.

Completed 50 Years of Service

WHEN train conductor John M. Cavey, who has a "clean slate" after a half century of "railroading," brought the Milwaukee Road's South-west Limited into Milwaukee, March 26, he completed 50 years of contin-uous service in the employ of the rail-road.

During that time he has never been involved in a train derailment or train accident nor has there been a demerit mark of any nature placed against his personal record.

Mr. Cavey was born at Elkhorn (Wis.), Feb. 8, 1868. He resides with his family in Milwaukee.

Amateur Photograph Contest

THE Milwaukee Road Booster club, com-posed of more than 1500 employes located in the Chicago area, is sponsoring an amateur photograph contest among all employes of the Milwaukee Road.

There will be a grand prize for the best photograph submitted by the employe who is a member of the Booster club, a grand prize for the employe not a member of the club, and suitable awards and honorable mention for others.

FIRST: The value of the equipment used has absolutely nothing to do with the pro-duction of prize winners. It is all up to the man behind the equipment, to his ability to see a story telling picture, to the way he arranges the material to be photo-graphed and the use he makes of the nat-ural surroundings, light and viewpoint. The \$1.00 or \$200.00 camera can do no better than the ability of the man who uses it.

The purpose of the contest is to have employes whose hobby is photography put it to use for their employer, THE MIL-waukee Road, by placing their photos be-fore the greatest number of shippers and travelers, in magazines, newspapers, exhib-iting in stations or window displays, or used in our magazine or be placed in the Milwaukee Road Museum.

SECOND: The idea of restricting the photos and the contest to employes is that the photographs will be of trains, engines, machine tools, passenger sta-tions, freight houses, loading or unloading of freight, railroad tracks, switches, towers, freight cars or any other railroad equip-ment. Machine shops, roundhouses, offices, clerks at their desks, section men at work, crossing watchmen, flagmen, views from trains, etc.

THIRD: Every photograph must be taken on the Milwaukee Road and the pictures of equipment, etc., must be our own rail-road equipment. If possible to show the Milwaukee Road monogram, or name, it will be so much the better. There are a number of bridges and other structures of a historical value, pictures of which would be desirable to place in the railroad museum. Pictures of children, wives and friends, are "newsy" and if taken at a passenger station or train shed, to give a railroad atmosphere to them, they will be much more valuable. In fact the great majority of photos should have people in them for human interest and contrast.

FOURTH: The contest will be in effect from May 1st to September 30, 1937. Long

enough to enable those on vacation during the summer months to take pictures any-where along the Milwaukee Road.

FIFTH: There is a Safety feature that must be observed. If any employe wants to take pictures in the yards, terminals, etc., where there are moving trains, per-mission must be obtained from the officer in charge. We do not want, or cannot have any employe go out on the right-of-way, around roundhouses, or switch tracks, without first consulting the officer in charge of operations to determine if it is safe to do so. This is essential.

SIXTH: Each snapshot submitted should be accompanied by the negative. On the back of the snapshot, or a memo, should be printed the name, department, address of the employe; a brief description of the photo; date taken; place; kind of camera used, time exposure and other data inter-esting to other amateur photographers. Each contestant can enter as many pictures as he wishes.

SEVENTH: It should be understood that the contest is being conducted by a group of employes organized to promote the railroad for which they work. The negatives and prints will be turned over to the company free of charge for what-ever use can be made of them. All photos that our railroad furnishes to newspapers, magazines or others are given free of charge with the idea of promoting the railroad and the territory it serves. No photographs are ever sold by our railroad to publications or individuals and the Booster Club officers feel that any employe of the railroad will be glad to furnish negatives and prints of any shots they may take that might be used in exhibition displays, circulars, booklets, pamphlets, newspapers, magazines or in the road's museum. The reward to the amateur may be cash several times greater than if he sold his photo to a publication. Or per-haps honorable mention and the apprecia-tion of the Booster Club and the manage-ment for devoting a little of his own time to the road that is providing him with a good position.

EIGHTH: By sending negative along with a print it will eliminate a great deal of correspondence that would necessarily result if only the print was sent in. No negatives and prints will be returned.

NINTH: Only pictures that have been taken from May 1, 1937, up to and includ-ing September 30, 1937, will be eligible for prizes. Send your entries, protected with

ACCIDENT SAFETY FIRST PREVENTION

THE Safety Department recently released the Safety Contest results for the year 1936 and the officers occupying first place in their respective group are as follows:

- | Group— | Name— |
|---------------------------|----------------------------|
| Superintendents— | A. J. Elder. |
| Trainmasters— | N. H. Fuller (Asst. Supt.) |
| G. Y. M.— | G. W. Dahl |
| Trav. Engrs.— | R. B. Aney |
| Div. Engrs.— | C. E. Crippen |
| Roadmasters— | J. J. Van Bockern |
| Chief Carpenters— | V. M. Hansen |
| Gen. Carpen Ex. Gangs— | M. E. Noel |
| Group— | Name— |
| Agts. Large Frt. Hse.— | M. P. Graven |
| Sig. Supervisor— | J. O'Dore |
| MOW Shops— | J. J. Roe |
| Dist. Stkprs.— | J. C. MacDonald |
| Locomotive Shops— | Al Pentecost |
| Div. M. M.— | E. Sears |
| Car Shops— | L. B. Jenson |
| Gen. Car. Dept. Supvsrs.— | M. J. Lacourt |

Congratulations are in order particularly for Messrs. Elder, Dahl, Graven, Roe, Pentecost and Jenson, who have occupied first place in the Safety Contest for the second consecutive year.

Information has been received from Mr. E. A. Meyer, Manager Safety Department, to the effect that there were quite a number of officers in the several groups that went through the entire year of 1936 without a reportable or lost time personal injury. This is a very fine showing and these officers, too, deserve considerable credit for piloting the employes under their jurisdiction throughout the year without an injury. More clear records are needed and each employe should do his part by handling his individual job in accordance with the safety rules and instructions. Such cooperation will help materially toward bringing the 1937 National Safety Council Award to our Railroad.

Safety Record Sioux City

THE employes of the Car Department under the leadership of Car Foreman J. H. Fisher have just recently completed a period of 9 years and 7 months without a reportable or lost time injury. This is a very remarkable record and every man in the total force of 36 from Car Foreman Fisher down deserves to be congratulated.

The work at Sioux City consists of the usual repair work to cars on the repair track, inspecting and repairing freight and passenger cars in the train yard and the handling of the work when a derailment takes place. The hazards at this point incident to the work are the same as at other points and the men fully appreciate this and protect themselves accordingly.

Interest in accident prevention is maintained by holding safety meetings

at least once a month and in addition, to use Foreman Fisher's own words: 'We consider it one of our most important jobs to keep our men interested in Safety First and make them Safety-minded. . . . In this connection, the men under my supervision have been very willing to cooperate with us and they are interested in doing their work safely.'

Good work, Mr. Fisher, and may your record continue indefinitely.

Have you a record that will beat this one? If so, write Mr. E. A. Meyer about it."

Astounding But True

THE following circular was recently released by Mr. D. H. Phebus, District Storekeeper at Savanna, Ill.:

"When a passenger plane cracks up, a train is wrecked or a ship catches fire at sea, headlines flare. A horrified public gasps at the death list and there are investigations all around. Yet traffic deaths last year in the United States reached 38,500—an all time high, and the official announcement was received with casual acceptance by a na-

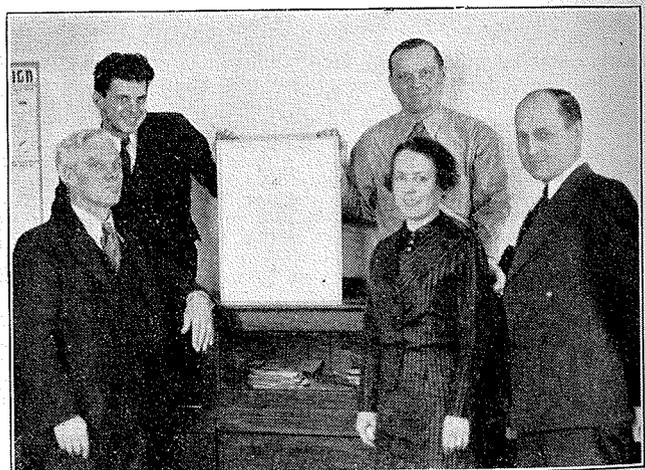
tion where few commodities are cheaply held as life.

"Hazardous though the highways are the appalling fact confronts us that last year they were safer than the SHOP and HOME. In the Shops and Homes accidents claimed 39,000 lives, 7,500 more than in 1935. Together they present a shocking condition unless the American people have lost their capacity to be shocked by the continuing yearly destruction of life and property largely from preventive causes.

"An instant of calamity might not only destroy your future, but your whole family's. Accidents strike without warning. Accidents toll is costly. Accidents might cause you to pay huge sums of money in doctor's and hospital bills, along with all the suffering involved. Accidents can be prevented.

"There are safety rules for every job. You should see to it that you know the rules covering, and make sure you intend to follow them before you are entrusted to a particular job.

"For the sake of your family, and fellowmen do all in your power to avoid accidents to yourself and others."



An Outstanding Record

AT the regular Foremen's Safety Meeting Saturday, March 27, 1937, Foreman Charles Prust received commendation and congratulations from H. A. Grothe, Supt. of freight car department, at Milwaukee Shops, on his outstanding record in Safety First.

He was also presented with a scroll, signed by his associates in the Car Department and complimented upon his completion of forty years' service with the Milwaukee Road.

In addition to congratulations from other foremen, the office force added their best wishes and they are pictured above. Left to right beside Mr. Prust are Eyvind Ketchpaw, Elmer Liebnow, Myrtle Zunker and Chief Clerk, Fred Kratzat.

Following is the wording on the scroll:

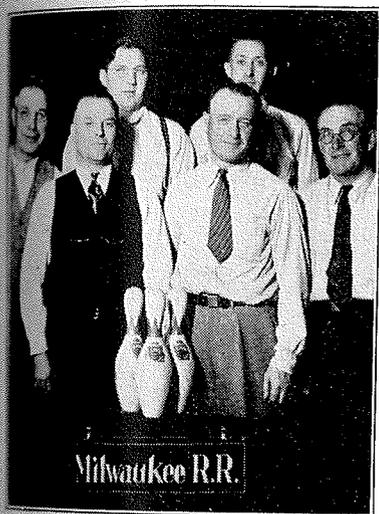
"Car Foreman Charles Prust, March 26, 1937, completed 40 years' service with C. M. St. P. & P. R. R. Milwaukee Shops. In appreciation of long association with you, Charlie, with mutually pleasant and profitable results, we undersigned do extend congratulations and wish for many more years together in which we know you will continue to set a fine example for us, all that we associate in the Car Department can be, and that you will continue to be working for our mutual satisfaction in Safety First and Cooperation."

This scroll was signed by Mr. Prust and Mr. Prust's associates in the Freight Car Department.

Sports

In last month's issue of The Magazine we made an appeal for news about the athletic activities of Milwaukee Road employes. We want to keep a sports department running in the magazine, but to do so we shall have to have some help from the various clubs participating. Everyone is interested in what's going on sports-wise on the railroad. Let us have reports of your club's activities. Write up the news in a good, punchy, sporty style. Dress it up with pictures where possible. We want this news and also want an opportunity to help you keep your club going. The Milwaukee Road is proud of the athletic organizations which represent it and will do everything that it consistently can to help you put your club out in front.

Address all communications regarding sporting activity to the Sports Department of The Milwaukee Magazine, 144 Union Station, Chicago.



Locomotive Department Bowlers

The Locomotive Department at Milwaukee Shops is a whole bowling congress all by itself with a four team bowling league known as "The Milwaukee Road Bowling League." This league is affiliated with the City of Milwaukee Bowling Association and the American Congress. The names of the teams in the league and the names of the members of each team follow:

- Wauwata —
 E. W. Anderson
 W. Geil
 G. Jung
 G. P. Kempf
 John Macht
 Joseph Macht
 W. C. Marshall

- Pioneer Limited—
 A. S. Bross
 E. Flood
 W. Foesch
 E. Heidel
 F. King
 J. G. Koch
 E. E. Zimmermann

- Southwest Limited—
 H. R. Abraham
 H. Borchardt
 C. Brown
 J. Marshall
 H. Mau
 W. Porsow
 E. Williams

Softball—The clerical forces of the Division Street Station in Chicago are members of the Goose Island Industrial League. Mr. William Keating is resident and secretary of this league, which is made up of employes of the following companies:

- Chicago, Milwaukee, St. Paul and Pacific Railroad Co.
 Monarch Leather Co.
 Excelsior Steel Co.
 Petoskey Cement Co.
 Deep Rock Oil Corp.
 Dry Zro Corporation
 Chicago Rawhide Co.
 Westinghouse
 Wilder & Company
 Hoffman Stafford Co.
 Hollis and Duncan
 Atlas Box Company
 Morton Salt Company
 Raymond Brothers

The teams in this league arrange a regular season's schedule, and their games are all played on week days after business hours. All of the industries represented are keenly interested. Some of the games are played on Milwaukee Road property right next to the Division Street office. These grounds have been cleaned up, leveled off by members of the club, and in addition to providing a good playing ground have rehabilitated what was heretofore just an unsightly vacant lot.

Omaha is in the running with a Milwaukee Road Bowling League which is a member of the Transportation League of Omaha. The boys who dodge the foul line for this club are:



Omaha Bowlers

- J. E. Finnegan Henry Sterba
 Ed Sterba C. F. Brady
 R. T. Dempsey C. J. Dugan

Without attempting to disparage their fame as bowlers, their principal claim to fame lies in the fact that they are the only Milwaukee Road athletic organization in the Nebraska sector.

The Milwaukee Road Boosters Club at Chicago organized and outfitted a basketball team which entered play this season in the Lakeview Industrial League, which in addition to this team is comprised of employes of the A. F. Domeyer Manufacturing Company, Stewart Warner Corporation, Belmont Radio Corporation, Eugene Dietzgen

Company and Signode Steel Strapping Company. The team members are as follows:

- | | |
|----------------------|------------------------|
| William A. Rysick | Harry Reinhart |
| W. B. Ficht, Captain | O. Berry |
| L. Jahnke | Harry Walters, Manager |
| Roy Schiffer | Hugh Dermody |
| Carl Peterson | Wm. A. Stegman, Coach |
| Art Heine | |
| Ed. Nickey | |

In addition the Booster Club is planning to outfit and enter a girls' basketball team in the near future.

The members of the General Freight Department in Chicago go in for sporting activity in a big way with a bowling team, a softball team, a table tennis outfit, a handball foursome and ten golfers who have grouped themselves together to take on all comers.

The bowling team comprised of the following members

- | | |
|------------------------|------------------|
| J. F. O'Brien, Captain | E. W. Chesterman |
| W. F. Schlecther | J. P. Wixted |
| J. M. Sloma | W. E. Klosowski |

was organized nine years ago. However, they report that at the present time their activities are confined to tournaments, such as the Industrial, I. B. A., C. B. A. and Railroad.

The softball team came into being in 1926 and is a member of the Commercial Division of the Chicago Evening American League, also a member of the Railroad League and Chicago Industrial League. Notwithstanding the tightness of the schedules in these league groups, this softball team stands ready to take on open dates. The members are:

- | | |
|----------------|-----------------|
| Ed. Hora | Jos. Schmitt |
| F. D. Basil | J. P. Wixted |
| J. F. O'Brien | P. J. Cullen |
| W. S. McKee | W. D. Sunter |
| J. J. Niedzlek | J. A. Bushelle |
| Ray Tansey | J. M. Sloma |
| John Burke | W. E. Klosowski |
| G. M. Ryan | |

The table tennis (it seems that this game might have been called "ping pong" at one time) enthusiasts in the persons of G. A. Henkens, O. P. Catlin, E. J. Hyett and John T. Burke are willing to accept challenges and arrange matches with other railroads and industrial teams in either singles or doubles.



Basketball Boosters, Chicago

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Terre Haute Chapter

Mrs. M. C. Paris, Historian

THE regular monthly meeting of Terre Haute Chapter was held at the club house on February 18th, with a very lovely dinner being served to about 75 persons. The C. E. Elliott family were guests and following the dinner, Mr. Elliott was presented with a Zenith Cabinet Radio from the employes of the company and Mrs. Elliott was presented with a beautiful purse from the ladies of the Women's Club.

Following the presentation, the regular business meeting was held and our president, Mrs. Curtis, introduced the numbers on the program, which followed immediately.

Several new members were taken into the club and we have the promise of a very successful year, for the Terre Haute Chapter.

The next meeting will be held at St. Bernice, with the ladies of St. Bernice as hostesses, and the usual pot luck supper will be planned by the club. St. Bernice has been turning out very fine and we hope that the ladies will always feel welcome to come to our meetings.

Mitchell Chapter

Mrs. Fred J. Wilson, Historian

MITCHELL CHAPTER met in regular session February 15th at the home of Mrs. S. M. Grunland. Twenty-six members were present.

The business meeting was conducted by the president, Mrs. M. Paullin. Good cheer chairman reported telephone calls and visits made. Mrs. Rogan was reported improving in the hospital after being struck by an automobile.

A committee of ladies from this chapter met the train from Rapid City to offer assistance and express sympathy to Mrs. Theo Pfaff, who was en route to Marion Junction to bury her husband, who had passed away at Rapid City. The funeral party were taken to lunch during their stay in Mitchell and on their return were entertained over night as their train was snowbound and unable to get out until the next day.

The membership committee reported several new voting members and 13 contributing members. Thanks to Mrs. H. B. Peterson.

Work is progressing nicely on our club room, which is being enlarged, and we hope to have it ready for our next meeting.

The ways and means committee have a quilt under way which they expect to have ready for sale soon. The cake furnished by Mrs. Bruyn netted \$1.25. Mrs. Lodiacer drew the piece containing the dime, and will furnish the cake for the next meeting. Mrs. H. B. Peterson drew the attendance prize.

A group of senior high school students presented a clever playlet which was much enjoyed.

Lunch was served by Mesdames Fred N. Thomas, H. B. Peterson and Fred J. Wilson and a social evening followed.

The March meeting was held on the 8th in the club room, with 36 members present.

The business meeting was conducted by our president, Mrs. Paullin. Reports of committees followed and plans were made for our next meeting at which our husbands are to be our guests.

Our quilt is nearly finished and tickets were distributed for sale. The quilt will go to the holder of the lucky number. We hope to swell our treasury considerably.

Following the business routine we were entertained with a book review by Mrs. A. J. Berkly, which was greatly enjoyed.

Light refreshments were served by Mesdames France, Lunquist and Reese.

Mrs. Grunland drew the piece of cake containing the dime and will furnish the cake for the next meeting. Mrs. J. J. West drew the door prize.

St. Paul Chapter

Mrs. O. D. Wolke, Historian

ST. PAUL Chapter held its regular meeting March 9th in the Degree of Honor club rooms. A pot-luck supper was served at 6:30 to thirty-five members.

Social chairman, Mrs. Sitzmore, was in charge of the supper, assisted by her committee, Mesdames Walker, Allen, Maher, Martin, Medinger, and Wolke.

Following the supper meeting was called to order by the president, Mrs. F. M. Washburn.

Welfare chairman, Mrs. Maher, reported no money spent for month of February. Good cheer chairman, Mrs. Chamberlain, reported \$1.00 spent for month of February. Ways and Means chairman, Mrs. Brew, reported \$1.85 received for awards. Mrs. D. Curtin was the lucky lady to win the prize.

Following the meeting tables were formed in rows and Bingo was played. Several inexpensive prizes were given, which caused much merriment among the players. Mrs. John Sitzmore earning the honors, winning four prizes.

The meeting held April 13th was called to order by the president, Mrs. F. Washburn. In the Degree of Honor club rooms, St. Paul Chapter celebrated its 2nd annual birthday anniversary. A birthday pot-luck chicken supper was served at 6:30 to one hundred and five members. Twenty-five members from Minneapolis chapter attended.

Mrs. S. F. Philpot from Aberdeen, S. D., was our honored guest.

A beautiful birthday cake was cut by our president, Mrs. F. Washburn.

Social chairman, Mrs. Sitzmore, had charge of the supper, assisted by Mesdames Hansen, Hendrickson, Walker, Allen, Maher, Medinger, Curtin, Pothen, Zeog, and Martin. And much credit is due Mrs. Sitzmore and committee for the splendid way they served this supper.

President, Mrs. Washburn, called on our visiting members from Minneapolis for remarks. Mrs. Bagnell, Mrs. Holbrook, Mrs. Donohower and Mrs. Bagnell spoke in behalf of St. Paul chapter, and expressed their pleasure in being able to attend St. Paul's Chapter 2nd annual birthday anniversary, as they were present at our 1st anniversary.

Mrs. Philpot also spoke of how happy she was to be present at this grand occasion, and to renew old acquaintances among chapter members.

Following the supper ways and means chairman, Mrs. Brew, assisted by Mrs. Curtin, conducted the drawing on prize article, Mrs. Wolke being the winner. Profit on this article was \$4.30. One article being disposed of at each regular meeting, to be used as awards, not only helps to enlarge our treasury, but also seems to have made a big hit among our members.

Mrs. Washburn called a short business meeting to order.

Mrs. Holbrook spoke on the district meeting to be held in Minneapolis May 13. St. Paul Chapter being invited to assist Minneapolis Chapter in conducting this meeting and luncheon.

Mrs. Donohower also gave us a brief outline of what they had planned for the district meeting. Welfare chairman, Mrs. Maher, reported \$5.00 spent for month of March, one family being reached. Good cheer chairman, Mrs. Chamberlain, reported no expenditures for month of March.

Several calls were made. Membership chairman, Mrs. Johnston, reported 26 voting, 54 contributing. Total membership for month of March, 80 members. So far one membership drive has been made. Another one for month of April has been planned. We hope to make this bring over our quota of last year.

Mrs. Martin, corresponding secretary, served a delicious 1 o'clock luncheon in her new home to those who assisted our president and membership chairman, Mrs. Johnston, on membership drive. They were Mesdames Curtin, Medinger, Sitzmore, Martin, and Wolke.

Come one and all Milwaukee Railroad employes of St. Paul and sign your name on our membership card and help the Milwaukee Railroad Woman's club go over the top of our membership quota.

The club extends deepest sympathy to Mrs. Bertha Piedmont and sons in loss of their son and brother.

Savanna Chapter

Marie J. Clifford

ALTHOUGH only 35 members were present at our April meeting, all were most enthusiastic and considerable business was transacted.

We opened the meeting with the singing of our club song, Mrs. Wm. Waymarch at the piano. Reports of committee chairmen were read; also the report of the auditing committee, Mrs. Geo. Humphrey, chairman.

Our president, Mrs. Buswell, announced the good news of our increase in membership and the winning of the \$30 prize. She also expressed appreciation to all who helped to put over the membership drive.

It was voted to contribute \$5 to the Savanna Girl Scout drive.

Plans for the May breakfast on May 10th were made and Mrs. Oscar Kline was appointed chairman. Her committee consists of Mesdames Harry Carmichael, Jas. J. Roe and C. H. Plattenberger. Mrs. Boyd Latham and Mrs. Garfield Watson will be in charge of the entertainment.

Letters were read from Mrs. Kendall and Miss Lindskog about the district meeting which will be held in Kansas City on April 22nd. All members are invited to attend. It is not known at this time how many will go, outside of Mrs. Buswell, president of Savanna Chapter.

After the business session bridge and bunco were played, prizes awarded to Mrs. Fred Smith for bridge and Mrs. A. Vetrisek for bunco. Delicious refreshments were served. Attendance prize of \$1.50 was won by Mrs. Harry Casselberry.

Mrs. L. Rabun of the Ottumwa Chapter was a guest at the meeting.

Good cheer chairman reported 12 families reached during March—3 messages of good cheer and sympathy sent and a total of \$4.50 spent for good cheer.

Relief chairman reported—3 families given coal and clothing during March—with expenditure of \$35.47.

Ways and means chairman reported club house rent collected \$7.00; the prize march at the February meeting netted \$5.52 and the card party given on April 21 netted \$4.50.

Membership chairman reported—112 voting members and 324 contributing members in the chapter at the end of March.

Kansas City Chapter

Mrs. Roy Larson, Historian

THE regular business meeting was held the first Thursday in March at 2 p. m., and after repeating the club meeting the regular reports were made.

Sunshine chairman reported 37 personal calls and 60 telephone calls. Welfare chairman reported two families helped, two personal calls and four telephone calls with total expenditure of \$18.65.

Membership chairman reported six new members at the March meeting.

The afternoon bridge party at the home of Mrs. Morrison in February netted the club \$14.30. The members all responsible

very loyally and a most pleasant afternoon was enjoyed. The chapter is very thankful to Mrs. Morrison for her hospitality.

Meeting adjourned.
The April meeting was held on the first day of the month at 1:00, beginning with a covered dish luncheon. These luncheons are always a success for those who attend and those who do not, miss a fine fellowship, to say nothing of delicious food.

The business meeting opened in the regular manner at 2:00. Our president, Mrs. Woodward, being ill, Mrs. Morrison had the chair, and the time was spent for the most part discussing the district meeting. The regular reports were made. Welfare chairman reported helping one family with expenditure of \$6.00.

Meeting adjourned.

Othello Chapter

Edith Bogardus, Historian

THE regular monthly meeting of our chapter was held Tuesday evening, April 6th, in the clubrooms, with fifteen members present.

Only one activity was reported in the last month—we served supper for a dance, April 3rd, and cleared five dollars.

During the months of February and March we spent fourteen dollars for good cheer work, and five dollars for relief. Twenty sick calls were reported.

We have only thirty-five paid-up members so far this year, but now that nice weather is with us again, our membership committee will be able to get out and call on old members.

It was voted at the meeting for the members to have a pot-luck dinner at 1:00 o'clock and clean up the clubhouse yard in the afternoon of April 8th, which they did with the always faithful few attending.

We regret having to report the loss of two very active and respected members from our club in the past month. Mr. A. M. Anderson passed away February 7th in a Seattle Hospital.

Mrs. Lilly ("Aunt") Taylor passed away here in her home, March 15th.

Both of the bereaved families have the sympathy of the club members and community.

Fullerton Avenue Chapter

Ruth L. Nixon, Historian

FULLERTON AVENUE Chapter held its regular monthly meeting on March 9th. Supper was served to 144 members.

The meeting was conducted by our president, Mrs. A. J. Frandsen. The chapter donated \$25.00 to the Red Cross for the relief of flood sufferers.

Mrs. Heyn, our welfare chairman, has given all of her spare time to the welfare of the club, lending a helping hand whenever and wherever it is needed. Fullerton Avenue has been able to take care of all its needs.

Our membership and the patronage in the cafeteria has enabled us to do all of this. Let's make this year the best that Fullerton Avenue Chapter has ever had, by every employe being a member and every member doing his share.

A note of interest in the cafeteria: the newly new sheer cottage curtains at the windows; the cream walls and yellow uniforms of the girls, not forgetting the well prepared food at nominal prices. Do you wonder that we serve an average of 475 people daily.

To continue with the program: George Gabriel of the WLS radio station and his partner, Spencer, entertained with several novelty song numbers.

Several of our members modeled dresses of hair pin lace and were met with such enthusiasm that a class was started immediately. Every Monday night the girls spend a pleasant evening as well as a constructive one on this work. Come and join us.

The April meeting was held on the 13th. Supper was served to 165 members. Mrs. Frandsen presided at the business meeting and called attention to the splendid work the chapter has accomplished.

Our house and purchasing chairman, Mrs. Reinert, is putting our club rooms in excellent condition. New drapes for the club rooms and our furniture renovated. Light green enamel on our kitchen walls. The chapter will certainly take on a new lease on life.

Home talent night was observed, giving our members a chance to display their hidden talents. The honors went to Harry Reinhart, Hugh Dermody, Dorling Ducroart and Eleanor Gibbs. Congratulations, winners, and let us hear from you again.

A drive for new members is the point of interest, now. Mrs. Harry Krabber, our membership chairman, is making great strides for a 1200 membership list. Let's all help.

With all Fullerton Avenue has accomplished, there is always room for more. We want all of our members to take a vital interest in the club. It is your club, always open for suggestion and help. Let us hear from you.

Milwaukee Chapter

Mrs. H. A. Grothe, Historian

ON FEBRUARY 18 a party was given at the Stratford Arms in honor of our past president, Mrs. J. H. Valentine. Following a delicious dinner, other past presidents including Mesdames Wightman, Carey and Dineen were called upon by toastmistress Mrs. Edna Kelly for talks touching upon the high lights of club activities during their incumbencies. Mrs. Valentine also reviewed the immediate history of the club covering her term of office.

Following this she was recipient of a handsome desk-set and a vase of flowers, as a token from those present. Mrs. Kelly presented several vocal selections appropriate to the occasion, which were followed by cards until a late hour.

The T. M. E. R. & L. company club rooms, was the location for a party on February 28 with refreshments served and cards played, realizing \$19.50 for the club welfare fund.

Invitation was tendered our club to attend the City Women's Court Civic conference to be held at the City Club on March 17th. Mrs. Carey reported on Women's Congress at Palmer House, Chicago, March 10th and 11th. Mrs. P. H. Nee, wife of our new general superintendent, was introduced, and welcomed to our club. Door prize won by Mrs. McLaughlin.

On April 1st a card party was held at the Roundy Wholesale Food establishment. A delicious luncheon was provided. \$13.25 was realized for the welfare fund.

There will be no May dance this year according to decision reached by the club.

The regular meeting of the club was held in the club rooms on February 15, at 8 p. m., with president, Mrs. O. J. Carey, presiding. Routine business followed. Announcement was made by ways and means chairman of proceeds amounting to \$17.10 realized on the griddle cake supper, and \$5.10 by award of a purse to Mrs. Hynes. A photograph of the last biennial Chicago District meeting, suitably framed, was presented the club by Mrs. Woolcott. Door prize for the evening won by Mrs. Crivella. \$2.10 received for sunshine collection. Coffee and cake was served followed by Bingo.

On March 11 a luncheon and card party was held at the General Electric Company's club rooms, with an excellent attendance, resulting in a substantial addition to the welfare fund.

Regular meeting on March 15 in the club rooms with president Mrs. O. J. Carey presiding. Mrs. E. H. Bannon, a member of General Governing Board, announced a district meeting and luncheon to be held at the Hotel Schroeder, May 1st. All members are urged to attend.

Davenport Chapter

Mrs. E. A. Johnson, Historian

SPRING is here and with it the urge to do great things. So with that thought in mind, I will give you our committee chairmen for the year:

Ways and Means, Miss Agnita Doyle;

relief, Mrs. C. E. Barrett; membership, Mrs. Ann Murphy; audit, Mrs. Frank Eren-ton; social, Mrs. Henry Louisfield; good cheer, Mrs. William Dehning; program, Mrs. Joe Kerrigan.

Following the February meeting the Voca film was shown. Owing to the icy condition of our streets at the time there were not as many out as we expected.

At our March meeting it was voted to give five dollars to the Red Cross for flood relief. Plans were made for a bake sale at one of our leading stores.

Tomah Chapter

Mrs. Hugh Johnson, Historian

THE March meeting was called to order by our president, Mrs. Fred Kohl. The club motto and singing opened the meeting. The secretary's and treasurer's reports were read and approved. \$34.60 was spent for relief work and \$10 sent to the Red Cross for flood relief. Meeting adjourned.

The April meeting was held in the American Legion Hall with 95 members present. This being a one o'clock luncheon, the tables were beautifully decorated in spring colors. The program committee also had a splendid program. Our membership is soon expected to go over the top; we now have 105 voting members and 168 contributing members. Many of our members are planning to attend the District meeting in Milwaukee, May 1st.

Tacoma Chapter

MEMBERS of the board of Tacoma Chapter met March 22 in the club rooms at which time plans were made for the coming convention to be held in Tacoma June 3d. The luncheon at that time will be held in the Crystal ball room of the Hotel Winthrop.

The regular meeting of the club was held March 29, at which time, it was voted to hold a get-together party April 22nd, at which time a number of prizes will be given away, the door prize being a lovely quilt. There will also be a May party in May.

Fuel and other necessities have been furnished to a needy family.

The Tacoma Chapter has entered the Radio Station KMO Silver Sales Slip contest. Three prizes to be awarded to the club turning in the most number of votes from sales slips from various stores. 1st prize, \$350; 2nd prize, \$120; 3rd prize, \$50. We hope to win one prize.

Avery Chapter

E. E. L., Historian

SORRY! sorry! folks! But the Avery Chapter still exists and is up and coming, although we have had our moments of anxiety and sadness.

"Time Marches On" and brings new members to replace those dear ones we have lost. All through the winter we have missed the pleasant companionship of Mrs. W. Craig, Mrs. C. C. Ham and Mrs. Koehler, who have moved to other towns; and of Mrs. E. F. Husaboe, who was called to the Great Beyond.

The following officers were elected in November and took office in January: Mrs. Earl Shook, president; Mrs. C. Hiigel, 1st vice-president; Mrs. R. Brown, 2nd vice-president; Mrs. R. Townsend, treasurer; Mrs. C. Hiigel, secretary; and R. E. Lindow, historian.

A social consisting of lunch and pinochle has been held after each regular meeting. Bank night has also been added in order to draw out the members and from the interest displayed it is certainly going over.

On March 20th a sale of home-made goodies was a huge success, due to the co-operation of our members.

Good cheer flowers were sent to Mrs. Hardy Pears and Mrs. R. Townsend while they were convalescing in Spokane hospitals.

Due to her recent illness, Mrs. R. Townsend is unable to act as treasurer and chairman of the membership committee.

We all hope she will be in perfect health soon. All the club members wish to thank Mrs. Frank Kroll, who has kindly consented to act as treasurer.

Mrs. Schmalhorst, our welfare chairman, has been on the job constantly in our little hamlet. The good cheer work is in the capable hands of Mrs. Harold Theriault. So all goes well in the Avery Chapter.

Minneapolis Chapter

Mrs. O. H. Berg, Historian

BRIDGE tea given February 18 was the start on a membership drive. Mrs. J. W. Johnson was chairman with Mesdames Arnold, Bagnell, Berg, Neese and Peterson assisting. Mrs. C. F. Holbrook and Mrs. R. C. Donahower were the hostesses at the serving table. Fifty-seven guests were served. Cards were played at 10 tables.

At the January board meeting it was voted to discontinue table and score prizes and give more door prizes. There are many who do not play cards. Very lovely and win while prizes were won by Mrs. W. E. Sinclair, Mrs. E. T. Conway, Mrs. Florence Johnson and Mrs. Kalina.

At the February Board meeting held at the Curtis Hotel, Mrs. A. W. Peterson, chairman of welfare, reported two families given aid, one family being supplied daily with milk. \$48.00 had been expended for relief. Mrs. Philip Grace assisted 18 persons during the month with her good cheer. To the three girls who so willingly audit the books, it was voted to give complimentary memberships.

Preceding the meeting March 1st 110 members enjoyed the pot-luck supper of delicious edibles. Mrs. Benson and Mrs. King were hostesses; an orchestra of nine girls entertained with delightful music and singing. During the meeting a standing vote of appreciation was given Mrs. Grace for her splendid and faithful work in giving good cheer. She told some very interesting things concerning her calls in the homes and hospitals.

The date—May 7—was chosen for the spring dance. The place—Curtis Hotel. This will be a social spring frolic.

Mrs. Putman donated a pair of beautiful, hand made cut-work pillow cases; these brought \$8.35. This money will be given to a mother with young children, who has been a patient in the hospital five years. Mr. J. W. Johnson won the lovely pillow cases, Mrs. John E. Stephenson and Mr. A. W. Peterson the door prizes.

Mrs. C. F. Holbrook, chairman of arrangements for the district meeting, asked the cooperation of all the members and their efforts to make this a splendid and most successful meeting.

The membership drive is on with a vim, the chairman, Mrs. L. A. Hindert, and her committee are making every effort to reach the goal and hoping to go over the top.

Fifteen members of the board had a delightful luncheon at the Radisson Hotel, before holding their business meeting.

The accounting department are using the club rooms, so the association meeting was held in a rented hall; the attendance was good, 96 members. Mrs. Arnold was chairman; all gave her a vote of thanks for the good eats. Mr. Sinclair and Mrs. Kurzeka drew the prizes. This will be the last six o'clock dinner until fall. The next meeting and the last, this season, will be an evening affair.

The reports for the month showed three families were given relief—a sick man the help to go to Hot Springs; it is voted to continue to supply the family that needed it, with milk; \$20.51 was expended, 29 persons were relieved with good cheer. The most important subject discussed was the district meeting. We are hoping there will be a large assemblage; Mrs. Holbrook and her committee are making every effort to make this a very pleasant gathering.

A welcome is extended to all. Please come.

Marmarth Chapter

Mrs. Shirley Richey, Historian

MARMARTH Chapter met Jan. 28th with president Mrs. Harry Wood presiding, and with a very good attendance considering the amount of sickness which was reported among our members and their families and the very cold day.

After repeating the club motto several letters were read from our secretary general Miss Etta Lindskog and reports from our chairman were heard.

Treasurer Mrs. Bob Rusford reported \$119.38 in bank.

This was our first meeting to have "bank day" so every one was excited. We have a dollar bank drawing for voting members and 25c bank for our contributing members.

Our good cheer chairman, Mrs. Dernback, reported 15 personal calls, and 21 other calls and 19 cards sent out to sick members.

Welfare chairman, Mrs. Williams, reported 10 personal calls and four telephone calls.

Ways and means chairman, Mrs. Ed Striebel, reported \$4.00 club house rental. Librarian, Mrs. Rusford, reported \$1.15 collected for books; 28 books loaned. Membership chairman, Mrs. Shields, reported \$7.25 collected for dues.

Mrs. Harry Shields was the lucky name drawn in the bank drawing for voting members and Mrs. Doughty drew the contributing bank name. This is causing a good attendance at our meetings because if you are not present and your name is drawn you do not get the money.

Our Safety First chairman gave a very interesting talk on safety and gave us a few interesting events of our trip to Chicago during the holidays.

Our president appointed a list of members for the year who are to act on refreshment committee and when they are to serve.

No further business, meeting closed after which lunch was served by Mesdames Dale, Fagan, Wood, and Wilma Fagan.

The February meeting of Marmarth Chapter was held on the 25th with the president, Mrs. Wood, conducting the meeting.

Routine business was transacted, with reports from committees and discussion of correspondence.

Welfare chairman reported: 31 personal calls, 32 telephone calls and ten families reached during the month.

Sunshine and good cheer: 19 cards sent in past two months.

Treasurer, Mrs. T. Rushford, reported expenditure of \$1.60. Cash on hand, \$128.08.

Safety First: Mrs. Hindert had several papers of interest on safety read by different members.

A card party was planned for an early date.

After the regular business, the fun of "opening the bank" was done by the secretary drawing the names. Mrs. Dernback drew the \$1.00 for the voting member, and Mrs. Criger the 25c for contributing member. We find this is keeping up the interest, because if one is not present when the name is drawn, the money is left in the bank for the next meeting.

Luncheon was served by Mesdames Streibel and Dernback and Miss Styles; 22 ladies were present.

The March meeting was held on the 25th. The regular business session, with reports and discussion of correspondence, included treasurer's report, showing \$138.38 balance on hand, \$1.00 expended, and \$4.00 for club house rental.

The librarian, Mrs. Rushford, reported 60 cents taken in for book rental.

Safety First chairman, Mrs. Hindert, always has "catchy" questions ready, and she asked what the three E's of the railroad stood for. No one could answer her. Her talks on safety show much thought and care and we should all derive much good from them.

The secretary, Mrs. Richey, read a poem, "Travel by Train." A covered dish luncheon is planned for the next meeting, to be in charge of the ways and means committee, Mrs. Ed Striebel, chairman.

The "bank" was then opened and Mrs. Richey drew the names of Mrs. Milt Riffe, voting member; and Mrs. Ted Anderson, contributing. The latter not being present, the money will remain in the bank for drawing at the next meeting.

A social hour followed, with a hot luncheon and game of "Radio."

New Lisbon Chapter

Mrs. George Oaks, Historian

ON Tuesday, February 23rd, the eighteenth regular meeting of New Lisbon Chapter was called to order by the president, Mrs. A. G. Shrake, at her home.

Eighteen members were present to give the club motto. In addition we had one visitor. Reports by the secretary and treasurer were read and approved. The good cheer chairman reported that four families were reached this month. One call was made. One dinner was prepared at the home of one of our railroad families because of the death of one of our members.

Correspondence was read by the president regarding the convention to be held in Milwaukee May 1st. She also explained the club plan of selling vanilla.

Our sunshine money amounted to fifty-five cents.

We very much enjoyed a piano duet given by two school pupils, Mary Lee Grahn and Patricia Macomber.

After adjournment luncheon was served by Mesdames R. F. Oaks, T. Shrake, E. Smith, Wm. Kallies and J. Barnes.

On Tuesday, March 30th, the nineteenth regular meeting of New Lisbon Chapter was called to order by the president at the home of Mrs. R. Bullis.

Twenty-two members were present to give the club motto.

Reports by the secretary and treasurer were read and approved. The good cheer chairman reported two Easter greetings sent.

Correspondence was read by the president regarding the changing of the date for the Milwaukee Convention from May 6th to May 1st.

Our sunshine money totaled eighty-four cents.

We derived much benefit from an article on explosives, read by Mrs. E. Smith.

We decided to have a drawing for one of our quilts at our next regular meeting in April, to which our husbands and children were invited. The president appointed Mrs. J. D. Walden and H. Moran to act as the ticket committee.

After adjournment a delicious luncheon was served by Mesdames R. Bullis, Wm. Smart, P. Mortensen, L. Hansen and Christensen.

Ottumwa Chapter

K. M. G.

The members of the Ottumwa Chapter are very busy these days with rummage sales, etc., securing new members, and various other activities. Another of their successful cooperative dinners was given Saturday at 6:00 p. m., April 10; had an excellent dinner, splendid attendance and an unusually good program. The members of the Ottumwa Chapter who give so willingly of their time to make a success of these affairs certainly deserve much credit. The musical monologue by Mrs. and Mrs. J. Walker and the readings by Mrs. O. P. Trautwein were very enjoyable and entertaining and brought much laughter to the guests present.

The membership drive is in full swing and it is hoped that all Milwaukee employes will do their bit to help secure a 100% membership in Ottumwa.

Plans for a big dance to be given May 1 are under way and since so many Milwaukee employes are requesting that "get-together affairs" it is expected that there will be an unusually large attendance.

Thirty members enjoyed a good time at the district meeting in Kansas City April 23.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Roby 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. E. Zimmerman.....Care Superintendent, Green Bay, Wis.
Mrs. E. Stevens.....Care Superintendent, Savanna, Ill.
Miss N. A. Hiddleson.....Care Mechanical Department, Minneapolis
Miss O. M. Smythe.....Care Car Department, Minneapolis, Minn.
Mrs. G. Wallace.....Clerk, Red Wing, Minn.
W. J. Zahradka.....Care Superintendent, Aberdeen, S. D.
A. T. Barndt.....Care Supt. Car. Dept., Milwaukee Shops
H. J. Swank.....Care Superintendent, Austin, Minn.

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

"8200"

By *Kib*

IT is with most profound apologies that I sit down and break in to the happy family of the Milwaukee newshounds, but tonight the wind is just right in the trees and the waves are softly lapping at the beach, so I just couldn't resist the temptation.

There are many divisions of the railroad but at the same time there are small branch lines that are never heard of. "8200," better known as Bellingham, Washington, is a branch line acquired from the Bellingham & Northern Railway. This line is not connected with the mother line except by barge so it is more or less an orphan.

However—may I introduce—

John M. Gillim, agent, is one of the old timers. He was with the original road, the Bellingham Bay & British Columbia; the next ownership, the Bellingham & Northern; and of course, he is now with the Milwaukee Road.

Clark Robinson, cashier, is another old-timer. He served first, however, with the B. & N. (This line was sometimes known as the bad and naughty.)

A. C. Bowen, dispatcher, is probably known to you as he came from the Milwaukee Road from Montana.

C. R. Lamphear, solicitor, is another Milwaukee man, recently coming to Bellingham from Seattle, to fill the vacancy left by the late George Blair.

Hugh Davis, clerk, is of the old B. & N. and helps uphold the Milwaukee Road.

E. F. Henderson of Sumas, the border town, and W. H. Coble of Lynden, the chicken and egg town, keep the Milwaukee Road in touch with their respective districts.

On the road, we have conductors Joe Kibble, Bill Terry, Bert Woody, Jess Walton, and Oscar Lindquist in the yard. These men are all old timers. Starting with the original (bum brakemen and better conductors) road, keeping the B & N running, and now running Milwaukee trains, they can tell some mighty interesting stories of marathons up Mt. Baker; of gold mining days; of logging, and the famous Sunday excursion trips to Glacier and return. Of course, this is all gone now but it is interesting to listen to.

On the black gang, pulling these trains are Laun Hunt, Bert Plough, Manwaring, Lang, and Rusty Clark. These men are old timers too and the yarns they spin are just as interesting as the others, but are told with a viewpoint of "seen from the head end."

Last, but not least, there is Bill Sandstedt, car foreman; Fred Kemp, round-house foreman; and Al Lackey. These boys are mighty interesting too, and can give some of the low down on the others.

Far out over the water a seal is barking and a loon is laughing at the moon. It is time to stop the clatter of this baby biotype. Keep the wheels rolling and Boost the Milwaukee Road.

Milwaukee Terminals

G. W. E.

RS. MELISSA L. SCHAFFER, wife of operator and former yardman Albert Schafer, died at her home, 2924 North 41st St., March 20th. Funeral March 23rd, under auspices of Washington lodge, ladies' auxiliary B. of R. T., at 1.30 p. m. Interment at Waukesha, Wisconsin. Besides the husband a son also survives Mrs. Schafer, and to them the Milwaukee family extend their sympathy.

Mrs. Ella Wenkman, wife of yardman Max Wenkman, died March 20th, after a long illness. Funeral March 24th. To yardman Wenkman the Milwaukee family extends its sympathy.

Switchtender Harold V. Schwartz has been off duty the last two weeks in March and in April with stomach trouble. The doctor advises him to get out and walk after supper and get some exercise.

Engineer J. E. Bockhop and family visited Illinois friends March 20th, and some days thereafter.

The local papers had a very nice write-up on March 25th of our Southwest Limited conductor, John H. Cavey, who had given 50 years of good service to the Milwaukee Road, and without an accident to himself or his train. Congratulations, conductor Cavey, from the Milwaukee family.

Engineer Burt J. Corbett and family left Milwaukee March 15th for a trip to the west, which will include Washington and California.

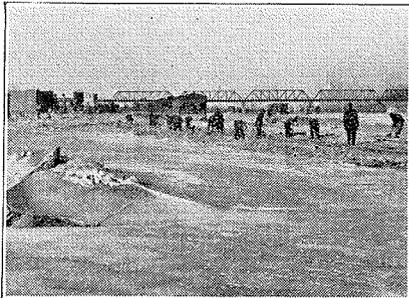
Engineer Frank N. Kaiser returned to duty April 2nd after a vacation of two months in Florida. He can tell you all about deep sea fishing in the Gulf of Mexico and of several nice things of a vacation in the south. He says he was a little lonesome for the Petrie brothers, Peter and John, and was glad to get back to good old Wisconsin.

Engineer Howard W. Rasmussen has been confined to his home, 6424 West Wisconsin Ave., Wauwatosa, on account of illness in February and March, and we hope to see him back on the job soon, as the weather is getting warm and you can't have rheumatism this nice weather.

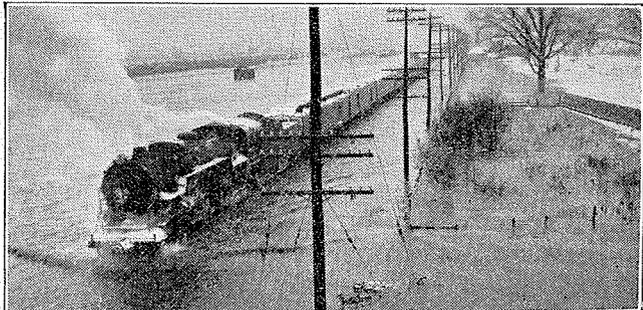
Miss Mary E. Furey died at her home March 30th. She was a sister of the late Engineer Wm. Furey, and his nurse during the long illness preceding his death.

Engineer John H. Maas, sec'y of the local B. of L. F. & E. lodge, is passing around some very nice buttons to members of his lodge and we see several of them in the Terminals.

Engineer Frank Stock died at his home March 31st. He was born at Bridgeport, New York, in 1865, and was employed on the railroads in that state a short time. In 1887 he came to Wisconsin and was employed by the M. & N. Ry. (Superior division), as fireman. In 1888 he was promoted to engineer. When the Escanaba, Iron Mountain & Western Ry. (Peninsula division of C. & N. W. Ry.) was built in 1889 crews and equipment from the M. & N. Ry., were used and engineer Stock and conductor Wm. R. Dinoss handled the first work train. He was employed in freight and passenger service until about eight years ago when he came to the Milwaukee Shops where he was employed at the time of his death. Frank Stock was a mighty fine man and a loyal employe of the Milwaukee Road for fifty years. Funeral services were conducted by the Masons



Savanna Yard in the Flood of February 1937



April 3rd. To the widow and four daughters who survive the Milwaukee family extend their sympathy.

Sunday, April 11th, being the 65th birthday of yardman Justin V. Cavey, the employes at North Milwaukee gave him a surprise party on his estate in Waukesha County. Yardman L. A. Egan acted as toastmaster and Miss Armella Gill was in charge of the musical program, with yardman Wm. H. Heims and his accordion to assist. Yardmen J. C. Dineen, Frank J. Krueser, engineer August Hinz and fireman J. E. Parker sang "The Gang's All Here," after which Mrs. Cavey served dinner. After dinner operator Thomas Regan presented Mr. Cavey with a mirror as large as any of the doors in his house, saying "Look in there, old boy, and see a man who has the ability and looks for a conductor on the HIAWATHA." Mr. Cavey entertained us with a dog show by his wonderful dogs and at 4:00 p. m., carman George Schivel and section foreman Robert Whitty sang "Till We Meet Again" and the bunch started for Milwaukee after a very nice party.

Chief caller Earl J. Moore at Milwaukee Shops has a new 1937 Dodge and when he drives down Wisconsin Ave., they all look as they used to look when Wm. F. Cody (Buffalo Bill) drove down the avenue with his coach and pair.

Engineer Hubert McCormic died April 3rd after an illness of more than a year. Funeral services April 5th, under auspices of Lafayette lodge No. 265, F. & A. M. Two sisters survive and to them the Milwaukee family extend their sympathy.

Engineer Charles Horsch received his pension April 1st, from the Railway Retirement Board, also a 50-year button from the Veteran Employees Association for fifty years of loyal service.

Dispatcher John Johnson arrived home from Hot Springs April 2nd, and he also found his pension from the Railway Retirement Board waiting for him at his home.

Northern District—Car Department

O. M. S.

ABOUT 40 young men—car helpers, apprentices, and laborers, attended the first meeting held on March 9th, for instruction and discussion covering standard repairs to freight cars. Meetings are conducted by foremen Washburn, Hollingsworth and Tweder, every Tuesday after work.

Carman C. Sherva is resting at home following a recent operation. Harold Thoresen, carman in car shops, has returned to work after leave of absence.

Mrs. Clara Hemsey, aged 89 years, passed away March 6th. We offer our sympathy to surviving sons, Joseph of operating department, and J. Hemsey, GCF, both of Minneapolis.

To Miss Grace Hammerot of our office and brother Ralph of freight repair yard, we extend sympathy in the loss of their mother, Mrs. G. A. Hammerot, following a long illness.

Clerk Einar Hauger of our office, who recently underwent an operation at the Veteran's Hospital, Fort Snelling, has returned to work, feeling fairly good.

GCF J. Hemsey attended a meeting at Chicago, on standardization of jacks.

Olaf Nilsson, formerly employed as laborer at our shops, is enjoying a visit at his sister's in Port Orchard, Washington.

Nash Murphy, freight car painter, helper and laborer at our shops since Dec. 1, 1896, retired on Feb. 11th to apply for Railroad Retirement Pension. We hope he enjoys a nice rest after many years of faithful labor.

Carman Geo. Scott of light repair yard recently buried his brother-in-law at Fergus Falls, Minn.

On the morning of April 1st, the Minneapolis police squad car drove into our light repair yard, asking to get in touch with labor supervisor, J. Tegland. Foreman Hollingsworth rushed to Hart's Yard for

Mr. Tegland, but upon their return, the police and car had departed. However, they returned in an hour, placing an order for a load of scrap mill wood. The suspense was over—with quite a pleasant ending.

Union Station

Harriet

WEATHER forecast or no, the other morning at eight we "got a lift in high" when greeted with the sonant "honk" of wild geese flying in the bluest of skies toward the north, and we knew for sure that spring had come to stay. And of course, with spring on wings, by the time we read this, it will be stretching arms to join hands with summer, and we'll be stretching imaginations toward vacation trips—and while stretching, why not reach for the goal of our "Special Commendation Page"—being instrumental in having a paying passenger friend or friends accompany you on your trip this year!

One of the most enjoyable events of this spring was the 11th Annual Chicago Flower Show sponsored by the Garden Club of Illinois at the Navy Pier, April 3rd to 11th—Monday evening, April 5th, being set aside as "Milwaukee Night," when Mr. and Mrs. O. W. Dynes did the honors of host and hostess to a very large number of "Milwaukeeans" and a very well-done-duty they performed by not only bringing to the fore for us the beauties of the earth, but by the genuine cordiality of drawing you right into the fold, making you acquainted and at home.

In that conglomeration of beauty we remember with joy—to mention a few—the well landscaped American gardens; the profusion of multicolored tulips in the Dutch Gardens; the beautiful white statuette of the Madonna and Child set off by midnight blue flowers; the bridal table with exquisite covering and orchid designed china set off with a live orchid centerpiece; the right smart penthouse Garden Fashion Show with pert little misses in gay garden frocks prouetting to music.

With deep regret we report the death of Mr. George F. Baker, who served well, the railroad, so many years in the capacity of general adjuster. Union Station, Chicago, extends most sincere sympathy to his family.

So little Margie Bowles has left us, having barged off on the "sea of matrimony." Good luck on your new venture, Margie!

A number of our Women's Club members got together and had an enjoyable "dress up" party over at Laura Hill's home. Mrs. Soergel is still chuckling over the many pranks played.

On March 30 the Library Club gave away two books. Joe Pace, 7th floor, Union Station, received a mystery story by Earl Stanley Gardner, and Helen Caro, 8th floor, the novel by Gladys Hasty Carroll.

Speaking of books we review here a few that are on our shelves:

About Books

Harriet

"THE Sisters"—By Myron Brinig—The life-patterns of three sisters, the oldest, beautiful, marries a San Francisco newspaperman, later is left a rich widow; the middle sister, hardheaded, marries a banker, while the youngest, provocative, ropes a mining millionaire. The story takes in Silver Bow, an exciting mining town, New York and San Francisco's Barbary Coast and Chinatown. A book to read and experience, and close at the end, with regret.

"Bread into Roses"—By Kathleen Norris—Tells Susannah Farjeon's fight for integrity and happiness. A distinguished novel of our people and our times—rich in emotion and in appealing details of real life, moving from Shanghai to New York and on to a New England village.

"Drums Along the Mohawk"—By Walter D. Edmonds—A Book-of-the-Month-Club selection. A vivid picture of upstate New York during the American Revolution; a story of the heyday of the Erie Canal, when Lana, the 18-year-old bride and Gil,

her husband had to struggle. A splendid historical novel of high courage, thrilling adventure and gorgeous romance.

"Yang & Yin"—By Alice Tisdale Hobart—Another Best-Seller by the author of "Oil for the Lamps of China." The sensitive, highly trained American doctor, Peter Frazer, with his beautiful wife, and the high-class Sen family so foreign to each other in the beginning, slowly shape to mutual understanding. A dramatic coming together of two great civilizations through conflict and struggle—the impact of Western civilization upon the culture of China.

"White Banners"—By Lloyd C. Douglas—Hannah Parmalee, the protagonist, who by her practical courage and shrewd humor guides the fortunes of an American family for 25 years. An engrossing narrative filled with warmth and life.

"Whiteoak Harvest"—By Mazo de la Roche—Those who have followed the "Jalna" series of stories, will delight in this new story of "The Master of Jalna." A treat in quick reading.

"The Kidnap Murder Case"—By S. S. Van Dine—(A Philo Vance story). The locale of this amazing crime shifts from one of the most fascinating residential landmarks in midtown Manhattan, to a sordid and obscure hovel on the upper East side.

"Of Lena Geyer"—By Marcia Davenport—A poor Bohemian girl who rose through privation and tragedy to heights as an operatic star; glamorous American and European background—New York, Paris, Salzburg and Berlin. A portrayal of all the pageantry, beauty, humor, drama and unremitting hard work which make up the life of a great diva.

If you have enjoyed the movie version of the "Green Light" by Lloyd C. Douglas, "The Good Earth" by Pearl S. Buck, and "Lost Horizon" by James Hilton, why not enjoy the book-version— procurable at the Milwaukee Railroad Women's Club Library. All of the above mentioned books may be had at the Club Library, Room 340, Union Station—Hours: Tuesday and Friday, 12:15 p. m. to 12:45 p. m. WELCOME!!!

Seattle Terminals

Kenneth Allemann

When a smile or cheerful greeting
Means so much to fellows sore;
Seems we ought to keep repeatin'
Smiles and praises more and more.

—Anonymous

MR. A. J. HILLMAN, general agent at Seattle, again visited the local freight office. Although it was strictly a business trip, he had time to say hello to his many friends.

Mr. H. W. Campbell, our popular freight agent, had his picture in the Seattle paper. It was in regard to an article describing how to keep fit. A few of the things mentioned were a clean mind, good thoughts, proper exercises, never take your worries to bed with you, and last but not least, safety first. Mr. Campbell also attended the thirty-fifth regular meeting of the Pacific Northwest Advisory Board, held in Portland, Ore., in March. Mr. Campbell is a member of the committee of direction, freight station section, Association of American Railroads.

Mr. Wm. A. Bade, vice-president of the International Forwarding Company, whose company leases part of our warehouse, was a recent visitor to Seattle. Mr. Bade was on his annual inspection of International warehouses on the Pacific Coast.

Dave Westover, of the perishable freight department, with headquarters in Chicago, again visited Seattle. Mr. Westover stopped off at Seattle to say hello to all his friends while en route to Portland, Oregon, to attend the Pacific Northwest Advisory Board meeting held in Portland, Oregon.

Mr. A. Degarmo is back in town again, giving important instructions on the loading of cars. Mr. Degarmo had the misfortune of having a driver of another auto bump into his. Maybe he is also telling that person the correct way to drive a car.

Seattle local freight held its regular safety first meeting with Mr. Campbell

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HENRY X. STRAUSS

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We are doing it for thou-
sands of railroad men all
over the nation who are pro-
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**PROVIDENT LIFE and ACCIDENT
INSURANCE COMPANY**
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**Lock Nuts and
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Used on Rolling Stock of
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OF
Everett, Washington**

on the Chicago, Milwaukee, St. Paul and
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Established more than forty years ago.
1892-1937
Member of Federal Deposit Insurance
Corporation.

our agent, in charge. Mr. Campbell told
of attending the safety first-traffic-operat-
ing meeting in Tacoma on Monday, March
8th. He spoke for several minutes on the
discussion that took place at that meeting.
He also told us to be sure to read Mr.
Emis' circular on fire prevention, courtesy
and safety first. The meeting closed with
Mr. Campbell again reminding us to be on
the watch for new business, to be cour-
teous and to do everything in the safe
way.

We received a letter from Merrit S. Hurd
the other day. Merrit is now at the U. S.
Veterans Hospital at Livermore, California.
Merrit would appreciate it if someone
would send him a copy of the Milwaukee
Magazine. Also he said he sure would
like to hear from us now and then.

Bert Roberts is sporting a new hat. They
call it a floradora or something like that.
Jack McMahon would not let Bert get the
best of him so he got a new one too.

Leo Kord is looking for a new home. So
far he has had very little luck. Fred Ras-
mussen is doing his best to help Leo get
settled.

The longshoremen's strike having been
settled, Frank Berg at Pacific Steamship
Company and Paddy Keenan out at Pier 41
are being kept real busy. Frank and Paddy
do the official checking at these docks for
the Milwaukee Railroad.

Louie Weigand, oriental rate clerk and
secretary of the Milwaukee Bowling
League at Seattle again reminds us that
he would like to see more of us out to see
the different teams bowl.

Laura Babcock and Willa Lindsay say
they want to be there the night the bowl-
ing league closes. As yet they have not
explained why. Maybe Laura and Willa
are going to show the boys really how to
bowl.

Frank Bell has just returned from his
trip to Los Angeles, California. Frank
visited his son, Ward Bell, who formerly
worked in Mr. Hillman's office but is now
assistant traffic manager for Richfield Oil
Company.

Stanley Holton, who was working on the
general clerk job for a few days, has re-
turned to his old job as stenographer to
the claim desk.

Guy Anderson, chief clerk, brought down
some flowers from his gardens the other
day. Guy grows some of the prettiest
flowers in the city and usually brings down
enough for all the desks.

Saw Chester MacLennan at a dance the
other night and he sure shakes a wicked
hoof for such a small man. Mac did not
miss a dance all evening and had just
got all steamed up when it was time to
go home. Honest girls, Mac sure knows
how to step.

Madeline Givins has returned to work.
We were all glad to hear that Madeline's
mother is feeling a lot better. With the
return of Madeline, Mildred Fetters re-
turned to the bill desk, and Bruce Kibble
replaced Alice Fern as assistant bill clerk.

**Milwaukee Shops—Freight
Department**

Robert Harris

IT is with much interest that we people
of the freight department at Milwaukee
Shops have followed the column in this
worthy Magazine submitted from various
departments on the System. Through
them we are brought in touch with many
former associates and present fellow work-
ers, surely assisting to make our Milwau-
kee family spirit what it is. We feel then
that we should do our part by offering
this column with a hope that our readers

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PILING—TIES**

and

MINE TIMBERS

**Egyptian Tie & Timber
Company**

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Let's Blaze the Way to Prosperity
BY BURNING

GLENDORA COAL

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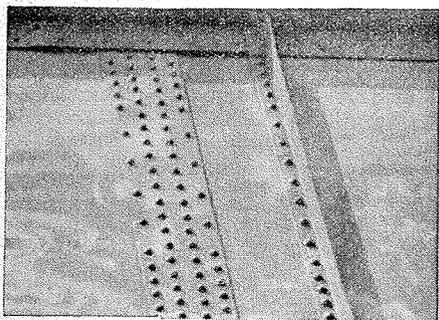
Oil Treated Screenings and Stoker Coal

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Low Volatile

Free from Sulphur

THE WONDER COAL



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When NO-OX-ID is used, loss of metal stops. Extensive replacements and renewals are avoided. Your bridges and steel structures are protected positively against rust, corrosion and pitting. NO-OX-ID is applied without the expense of cleaning off old coatings and rust scale. Save with NO-OX-ID. Our Service Engineers will cooperate fully.

DEARBORN CHEMICAL COMPANY

310 So. Michigan Avenue CHICAGO 205 East 42nd Street NEW YORK



may find it entertaining and informative. We appeal to members of our department to bring in items of general interest.

Now let us look around the shop and see what is going on: We find H. A. Grothe a busy man these days supervising the construction of our new freight cars. Notwithstanding the exacting duties of his office, Harry, as he is better known, still finds time to smile and that counts for much in these days of hustle and bustle.

We understand Gus Reichert is entertaining a little nephew as a house guest. As he is still a babe in arms, we surmise this little visitor has been hard on shoe leather. Why don't they want to sleep when uncles do?

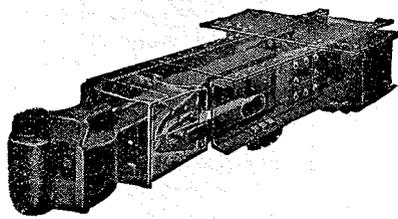
Golf talent in the freight shop? Yes, indeed. George Gargen and George Rohrbacker are the class, and shoot in the 70's.

A. C. Schroeder has just returned from a well earned rest in Florida and judging from his enviable tan, Art must have spent a lot of time enjoying the sun and scenery on the beaches.

Garnet Greeman is heading south with Mrs. Greeman for some important fishing and hopes for the big ones. Good

Eighteen

"BUCKEYE" YOKE and Draft Attachments



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

THE BUCKEYE STEEL CASTINGS COMPANY - Columbus, Ohio

New York - Chicago - Louisville - St. Paul

Luck and bring back some "snaps." Seeing is believing.

Between times of wrestling with numerous problems in the machine shop, Armin Guschl tells of the whales he has landed in near-by lakes. Sky is one of our star out-of-doors representatives.

Camp train cars are now passing through the freight shop at a rapid rate, getting annual repairs and new paint, inside and out.

Gruff and hearty Charles Klug acquired a bright and shiny De Soto de luxe recently. Don't dare to back the old tin can into this one.

About automobiles! It seems that George Bilty was accused of driving faster than he should. Officer, how could you? Like all good railroaders, he was gauging his speed by counting the telephone poles (his speedometer was broken) and knew positively he was not exceeding the limit. We don't know for sure how he made out on this one.

We have come to regard Henry Ford as one of us. Mr. Ford is resident engineer in connection with our new car program. His favorite pastime incidentally is smoking a cigar called "Crooks"—one that looks as though a train ran over it in the middle.

Our new car building program is nearing completion with the last group of hopper cars moving at the rate of 15 per day. This group of cars if all coupled together would extend for about 15 miles. Naturally we think these are the best and most up-to-date cars in the business and look forward to adding to their numbers.

The
Bird-Archer Company
Manufacturers of
ANTI-FOAMING COMPOUND
Western Office
122 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

The Section Man

You see him on the right-of-way
In winter cold or summer heat,
For rarely does he miss a day
Patrolling his extended beat.

Note how, with watchful, searching eyes
Each stretch of track he'll closely scan
The switches, rails, the many ties
This all-observing sectionman.

His is the task to surely know
That night and day the track is clear
So nothing checks the traffic flow
Regardless of the time of year.

In springtime floods and winter gales
(T'was thus since railroads first began)
He never quits, he never fails
This ever-faithful sectionman.

The safest highway in the land
Has always been the right-of-way,
Built by this toiler, grimed and tanned,
And used by millions every day.

Who knows that they have naught to fear
It matters not what trip they plan,
The railroad track is always clear—
Thanks to the worthwhile sectionman.
—J. S. Murphy.

Iowa (East) Division

J. T. Raymond

OTTO H. LAMBERTON, assistant agent for the company at Cedar Rapids, has been appointed freight and passenger agent at Freeport. He started his career as a messenger boy at Cedar Rapids July, 1909. Otto has made a host of friends in the locality and he is followed by the best wishes of all.

Agent James Kelley of Waucoma was off a few days account illness. Don Gustafson, relief agent, was on duty.

Frank B. Cornelius, 73, of Marion passed away Monday morning, March 29th, after a two months' illness. He was born in Pennsylvania, March 11th, 1864, and began work for the Milwaukee Road as a brakeman in 1881, promoted to freight conductor in 1884 and to passenger conductor in 1902. He was on the Chicago run for a short time and later transferred to the Marion and Omaha where he remained until his illness. He was married to Miss Julia Pierce at Mt. Carroll with four children survive him. He was a member of the K. P. Order, Milwaukee Veteran Employees Association and of the O. R. C. For a number of years he represented the conductors in various negotiations. Mr. Cornelius was forceful, alert and loyal and had many friends among the traveling public, the railroad officials and employees. He will be greatly missed from the ranks. Funeral services were held March 31st, with a very large attendance and many beautiful floral tributes.

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PROMPT AND EFFICIENT SERVICE

Interment at Oak Shade Cemetery. Pall bearers were men associated with Mr. Cornelius in his work: F. J. Hardenbrook, Benjamin Buckley, James Neff, L. E. Mathes, William Dubbs and J. T. Raymond. The Milwaukee Magazine joins with many friends in extending their sympathy to the bereaved family.

Operator R. L. Merrill of Marion was away a few days in March on account of the illness and death of his sister, Hazel. He had previously visited her in Chicago. Sleeper Ipswich with relatives and friends from Chicago attending Miss Merrill's funeral was brought to Marion on No. 3 March 18th and returned on No. 8 March 19th.

F. E. Sorg has been appointed agent at Delhi.

Mr. and Mrs. A. J. Elder and Mrs. W. H. Dahl of Savanna attended the Cornelius funeral at Marion.

George C. Layton of Savanna also attended the Cornelius funeral at Marion.

Born to Mr. and Mrs. J. R. Strong of Marion, a son, Roger. Congratulations.

142 new members have joined the Milwaukee Veterans' Association up to April 10th on the system.

Mr. H. J. Murphy of Marion is now Grandpa to a baby boy born at Kansas City, April 10th. This makes Harry five times a Grandpa.

Agent H. J. Peterson of Anamosa has just been re-elected mayor of Anamosa. The voters of this town believe in the divine injunction to "hold fast to that which is good."

Peter Pazour, 75, retired conductor of the Milwaukee Road, died Thursday, March 14th, after a lingering illness at the family home at Marion. He was a member of the R. R. T., the Modern Woodmen and the Veteran Employees' Association of the Milwaukee Road, with a 55-year service record. He is survived by nine children, including conductors Frank of Savanna and Louis J. of Marion, and John, a former Milwaukee employe who has just been re-elected for a second term as mayor of Marion. The deceased has been a hard working railroad man and has a lot of friends on the division, who regret to hear of his passing. Funeral services were held March 27th. Burial at the Bohemian National Cemetery in Cedar Rapids.



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Because
Accidents and illness occur.

Because
YOUR turn may be next.

Because
When it comes — YOUR
PAY STOPS.

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The CONTINENTAL will
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(No lodge to join — no initiation fee — no policy fee — easy payments.)

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

I. & D. Items

ECA

MR. J. B. JOHNSON was appointed foreman of angle bar renewal gang, consisting of approximately sixty men, which started work at Rudd, Iowa, on April 12th.

Bulletin: The "city officials" at Bayside held their annual spring meeting March 1st; we quote some of the highlights of the meeting: Dictator Coe instructed Mayor Kirby to have park commissioner Leibold clean up the park for the summer. City engineer Brose reported all streets, alleys and storm sewers cleaned and ready for the spring opening. Mayor Kirby presented the application of Mr. Almklov for chief of police and recommended he be appointed. No further business—meeting adjourned.

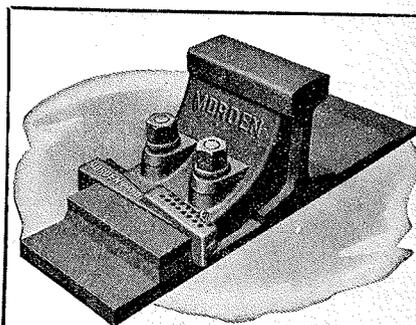
Mrs. F. J. McDonald and daughter Kathleen recently visited relatives at Postville, Iowa.

Mr. G. L. Muchow, rodman, was transferred, effective April 1st, to Terre Haute, Ind., where he is now employed by Mr. W. Lakoski, division engineer.

Mr. R. I. MacGregor, instrumentman, and family recently spent a day's visit in Chicago.

Chief Carpenter Glander, instrumentman German and B&B carpenter Estil Nicholls are out on the annual I&D building inspection.

We never thought much of Lefty DeSomery as a bowler, but notice by the recent local paper that he was good enough to drag down some prize money in a recent tournament here at Mason City.



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

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

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230 North Michigan Avenue Chicago

Branches in Minneapolis, St. Louis, Indianapolis.

CREOSOTED MATERIALS

and

COAL TAR PRODUCTS



Republic Creosoting Co.
Minneapolis

as a switchman at Manilla before the switch engines were pulled off at that place. He went from Manilla to Kansas City and worked for the Milwaukee for some time before going to the MKT.

Mrs. W. J. Courtney left the fore part of April for Los Angeles, Calif., to attend the marriage of her son Vincent. Vincent's bride was miss Marjorie Anderson of Perry and she accompanied Mrs. Courtney on the trip west. Vincent has been employed in the west for several months.

R. G. McGee, agent at Milford for the last few years, was appointed assistant agent at Cedar Rapids, effective the first of April and Milford station was put on bulletin. Friends of Mr. McGee will congratulate him on his appointment to the position.

Mrs. Thos. Rellihan, one of Iowa's leading contributors to poetry magazines, had several of her poems, which were illustrated, in a display sponsored by the women's clubs of Iowa. Fred Cooper, painter at Perry round house, did the color work on the cards bearing the poems. The work of both artists was commendable.

Henry Storm, for many years, first trick operator at Tama, died suddenly March 17th. He had been to Marshalltown and was en route home to Tama in the bus. When he did not leave the bus at his station the driver discovered that he had died of a heart attack.

There are two new grandchildren in the family of machinist Harry Sanford of the Perry roundhouse force. A son named Robert Bruce was born to Mr. and Mrs. R. R. Burtner of Niles Center, Ill., and a daughter named Lauren Ann was born to Mr. and Mrs. Lawrence Sanders of Chicago. The young mothers are daughters of machinist Sanford.

Elaine Brouard, daughter of machinist Chester Brouard of the Perry shops force, was awarded first prize on the Younker Store Junior broadcast on which she appeared March 20th. Elaine is a talented young dancer and presented a specialty dance number on the program.

News of the death of passenger conductor Frank Cornelius brought sorrow to his many friends on the Iowa division the latter part of March. Frank was one of the most popular conductors on the Iowa division and will be missed by the patrons of the road.

Miss Margaretta Heinzleman, daughter of engineer John Heinzleman, was in the Mercy Hospital in Des Moines during April for a major operation.

James Evitts, who has been working as a machinist apprentice in the Perry roundhouse the last couple years, has gone to Milwaukee to serve the balance of his time.

Matt Kirschbaum came to the Iowa division the fore part of April to take charge of the rail unloading gang which was formerly under the supervision of Jack Whalen. Mr. Whalen was transferred to a tie gang on the Illinois division.

Iowa (Middle and West Division)

Ruby Eckman

MISS DOROTHEA FRANKS, daughter of switchman George Franks, who is a senior student at the Des Moines School of Pharmacy, had a pleasant trip to Indianapolis, Ind., in March, where she and a group of other students were guests of the Eli Lilly Company for several days.

Jerrald Heinzleman, machinist at the Perry roundhouse, is going to be a busy man from now on as he has just been appointed Master of a troop of Catholic Boy Scouts. The troop was recently organized in Perry and one of Jerrald's first trips with the boys was to Des Moines where a special mass was celebrated for them.

The eleven-year-old son of operator F. D. Mongold of Rockwell City, has been at a Fort Dodge hospital for some time account illness. The boy was given blood transfusions to help him regain his strength.

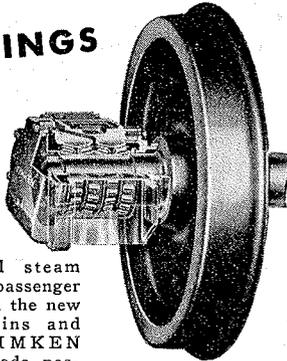
Agent C. E. McGrew of Varina station has been at the hospital at Iowa City for some time. His brother Maurice is in charge of Varina.

Re-examination classes on air brakes and train handling have been held on the Iowa division. The classes were started April 12th at Perry.

The home of James Daniels of the roundhouse force at Perry, was the scene of a pretty wedding Sunday morning, April 11th, when Wendell Daniels was united in marriage to Miss Harriet Miller of Perry. The ceremony was attended by the families of the young people and a few close friends. A wedding breakfast was served and during the afternoon the newlyweds went to Mason City, where they will make their home.

News of the death of Vern Patton, who was killed in the MKT yards at Liberty, Mo., the fore part of April, was learned with regret on the division. Vern worked

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GREATER COMFORT
on TIMKEN
BEARINGS



In conventional steam locomotives and passenger cars as well as in the new streamlined trains and locomotives, TIMKEN Bearings have made possible faster running schedules with fewer stops; easy, gentle starting; and smoother, steadier, more restful riding. Besides all this, they have substantially reduced operating and maintenance costs by simplifying lubrication, eliminating wear and preventing hot boxes. Modern railroad performance is TIMKEN Bearing performance.

THE TIMKEN ROLLER BEARING COMPANY, CANTON, OHIO

TIMKEN

RAILWAY ROLLER BEARINGS

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

D. H. A.

THE whole community was saddened on Wednesday morning, March 31st, by the death of chief dispatcher William P. Moran, who passed away from pneumonia after a few days' illness. Mr. Moran was one of our most beloved officials, having a host of friends all over the division, as well as elsewhere, who will be grieved to hear of his passing. He was a veteran having worked for the company forty-four years. He was born at Shirland, Illinois, on December 19th, 1878, and began his service there in 1893, working on the southwestern division as operator, agent, train dispatcher, chief dispatcher and train master. He came to Moberidge in 1916 and was made chief dispatcher in 1923, having worked in that capacity since. He leaves to mourn his loss a wife, two sons, William and J. R., three daughters, Mrs. Leo Swanton, Ruth and Kathryn; two older brothers and five sisters. Funeral services were held on Friday, April 2nd, and he was laid to rest in Greenwood cemetery. Six old friends and railway associates served as pall bearers; they were W. C. Fuller, H. A. Mosher, Hugh Ross, W. F. Hogan, Ray Paul and A. F. Manley. Relatives from out of town were his two sisters and brother and sister-in-law of Mrs. Moran. Here from the Aberdeen Division were Supt. H. M. Gallick, A. M. Martinson, A. H. Adams, H. P. Gibson, O. E. Blake, W. H. Armstrong and Walter Radtke. From Miles City Supt. A. C. Kolhase, W. Cullen and J. T. Slaevin. From Lewistown, Montana, Asst. Supt. N. H. Fuller and Ole Haanes. We extend deepest sympathy to the bereaved family.

Veteran freight conductor Frank Corey passed away at the Moberidge hospital on March 11th from hemorrhages caused from ulcers of the stomach, after an illness of a few days. He came to Moberidge in 1908 and has been in the employ of the company ever since. His sister Mrs. C. A. McKenzie, of Sioux City, Iowa, was called here by his illness, arriving a short time before his death. Brief farewell services were conducted by the Order of Railway Conductors of which he was a member and the remains were taken to his old home at Odebolt, Iowa, for burial. Mr. Corey had many friends among his railroad associates who will mourn his passing.

Engineer and Mrs. Wm. Catey attended the graduation of their eldest son, Robert M. Catey, who received his degree as Doctor of Medicine, from the University of Chicago. After a brief visit with his parents here, he will return to Chicago to begin his internship in the Lutheran Hospital there.

Mrs. Roy Van Dyne left Friday, April 9th, for Glyndon, Minnesota, to visit her parents and other relatives there.

Mrs. Theo S. Johnson, who was a patient at the Lowe Hospital, is now much improved and is recuperating at her home. Mrs. Milt Riffle of Marmarth, N. D., is spending a few days here visiting old friends.

A son was born to Mr. and Mrs. George Morris on April 9th.

Miss Lorraine Herschleb, who has held the position of private secretary to Harold Lloyd at Hollywood, California, is spending her vacation at the home of her parents here, Mr. and Mrs. Roy Herschleb.

Mrs. C. M. Bono left for Hutchinson, Minnesota, for a visit with her father.

Quite a few changes have been made in the clerical forces on the Trans Missouri division. Second trick car clerk, Edwin C. Carlson, was awarded the night ticket clerk's position at Miles City made vacant by the death of E. C. Olson. His position here will be filled by E. L. Hoehn, formerly cashier at Hettinger. O. H. Bethke, who has been employed as cashier at Lemmon, S. D., bid in the position as general clerk

in the superintendent's office at Miles City. Harold Fuller, who has been working as station helper at Faith, S. D., goes to Roundup, Montana, as expense clerk.

Mr. and Mrs. Emil B. Johnson left for Minneapolis, where they will attend a concert given by the Yankton College Glee Club, their son Dick being a member of the Glee Club.

Mrs. F. C. Williams went to Minneapolis to meet her daughter Frances, who accompanied her to Moberidge, where she spent a couple of days at her home before leaving on a tour with St. Olaf's choir, of which she is a member. This famous choir is giving concerts in many of the principal cities in North Dakota, Montana, Idaho, Washington and California, going as far South as San Diego. Miss Frances has had the pleasure of meeting many former Moberidge friends in the different cities and reports having a very enjoyable time.

moved to Terre Haute, Ind., April 1, where Mr. Galvin is now located as chief carpenter of the T. H. Divn. On March 26, in the Women's Club rooms at Savanna, a farewell party was given in honor of Mr. Galvin, at which time he was presented with a traveling bag with the good-wishes of his associates.

Mrs. Robert Smith, wife of yard cond. Robt. Smith, Savanna, died in the City Hospital in Savanna, Thursday morning, April 8th, following a serious operation performed the week before. Sincere sympathy is extended to the husband and two sons, as well as the O'Neill and Smith families.

Miles Young has been appointed foreman of the angle bar gang, which started on the Illinois Divn. in April, and his position as foreman of the section gang east of Savanna, is being filled by Paul Cole.

To agent and Mrs. H. H. Miller of Lanark, and former Ill. Divn. engr. and Mrs. J. L. Johnson of De Kalb—we extend our best wishes on their 50th Golden Wedding Anniversary, celebrated in April. We hope that the mellow-golden years of their lives will be filled with much peace and contentment and that they will never "grow too old to dream," for many are the hopes and dreams they have shared and seen come true.

Agent and Mrs. Miller celebrated their 50th Anniversary with open-house from 2:00 to 5:00 p. m. and from 7:00 to 9:00 p. m., at their home in Lanark, Sunday, April 4th.

Mr. and Mrs. Johnson celebrated their golden wedding anniversary on Sunday, April 18, with a dinner in the Johnson home at noon for the immediate family and close relatives, followed by a reception at the home of their daughter, Mrs. C. A. Swanson, De Kalb. Mr. and Mrs. Johnson were married in Cedar Rapids on April 19, 1887, and shortly after that came to Savanna where they resided for 42 years, moving to De Kalb about eight years ago, when Mr. Johnson retired from the service.

Announcement is made of the birth of a daughter, Mary Faye, April 2d, to Mr. and Mrs. Clarence Notz, Savanna. Mr. Notz is employed as supplyman in Savanna Roundhouse.

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

A. T. B.

AND now we have the musical sneeze which has been developed by Steve. Whenever he sneezes Al Groth grabs his note book and starts in to take dictation, mistaking the sneeze for his buzzer.

Al Groth has been busy these days showing his two brothers the interesting points around Milwaukee. The boys drove Al's car down from Mason City recently and Al sure burnt some gas covering the town and country, and will they have some stories to tell the folks back home.

Ralph Haslen is back again handling the work which he did some years ago due to the retirement of Mr. Wible.

Robert Shand, who all the old timers remember, and who is now one of the officers in one of the courts in the new court house, says he still keeps in touch with the office happenings by reading the magazine each month. Hello to you, Bob, from all the gang.

Bernice still has not paid the bet which she made over a year ago. Well! Well!!

Walter Stark has his application in for an audition with one of the radio stations in Chicago so keep listening all you radio fans and send in your vote for our favorite amateur, W. S.

Bill still has his car but no one would know it. What sort of weather must that make of car have to perform in?

Mr. Brock has been down south on a little vacation and rest. "Good Time Had."

Velma has quite a collection of plants growing all around her desk, which she is raising from seeds—grapefruit, oranges, etc.

Another Year Gone By!

and the 8th Annual Reunion of

13th Veterans of the ENGINEERS

Will Be Held
in MILWAUKEE, WIS.

at the Hotel Plankinton

June 18, 19 and 20, 1937

Let's all get together again and make this a real anniversary convention.

Be Sure to Bring the Ladies!

Your 1937 dues of \$1.00 are due and may be remitted to: J. A. Elliott—
Secretary-Treasurer 1316 Cumberland
St., Little Rock, Arkansas

Agent Jim Duvall of McIntosh was taken ill on April 9th and is now being relieved by Charles Richards.

Ding Childers, who has been working as chief dispatcher, has returned to his former position as agent at Walker, S. D. Our new chief dispatcher is Dave Haggerty of Bozeman, Montana.

Engineer James D. Marshall met with rather a freak accident some time ago when he slipped on some ice in front of his garage, breaking his leg. He has now fully recovered and is back on the job again.

Miss Genevieve Staph, who is a nurse at the Eitel Hospital at Minneapolis, is spending a few days with her parents, Mr. and Mrs. Albert Staph.

D. & I. Division, First District

E. S.

ANNOUNCEMENTS have been received of the birth of a son, Robert Cole, March 18, to Mr. and Mrs. Delbert Noren of Chicago. Mrs. Noren is the daughter of dispatcher and Mrs. Fred Cole, Savanna, Ill.

Sympathy is extended to boilermaker and Mrs. Alfred Hansen, Savanna, account the death of Mrs. Hansen's father, Mr. O. G. Torgeson, whose death occurred at his home in Superior, Wis., the early part of April.

Mr. V. E. Engman, of Terre Haute, Ind., arrived in Savanna, April 1st, to take over his duties of chief carpenter of the D&I Divn. Mr. and Mrs. Engman are occupying the Muntz Apartment in Chicago Ave. We welcome the Engman family to Savanna.

Mr. and Mrs. F. E. Galvin and daughter

TM Division (West)

P. R. H.

NEIL GROGAN, dispatcher, Miles City, was called to Belt, Mont., March 22nd, account of the death of his mother. We wish to extend our condolence to Mr. Grogan and family in their loss.

March 24th we had about five inches of snowfall in the vicinity of Miles City. We also understand the snowfall was much heavier east of there and the drifts—Mar-marth to Rhame—were eight to ten feet high. Superintendent Kohlhasse, making an inspection trip at that time, was obliged to abandon his trip and return home on account of the heavy snowfall on the east TM Division.

Mrs. M. J. Farley, wife of roundhouse foreman at Moberidge, has been confined in the Holy Rosary Hospital since March 24th with pneumonia. Reports from the hospital at this writing indicate Mrs. Farley is slightly improved. We sincerely hope for her speedy recovery.

James Fealy, thirteen-year-old son of Mr. and Mrs. J. T. Fealy, was a victim of the gas explosion which occurred last month in New London, Texas. Jimmie was a grandson of engineer R. T. Toombs and nephew of Mrs. H. P. Schultz of Harlowton, Mont. Our sincerest sympathy goes out to the members of these families in their recent bereavement. Engineer Toombs and wife went to New London, Tex., to attend the funeral of this boy.

Mrs. Wicliffe Olson, wife of engineer Olson at Miles City, is confined in the Holy Rosary Hospital at Miles City, following a minor operation April 1st. We understand she is recovering nicely.

Swan Nelson, yardmaster at Miles City, made a business trip recently to Seattle.

Miss Agnes Striker, daughter of electrician W. E. Striker, at Miles City roundhouse, left recently for Washington, D. C., where she has accepted a position in the Veteran's Bureau. We wish her success in her new venture.

Thos. Fahey, assumed his new duties as clerk in the Division Freight and Passenger Agent's office at Miles City, April 1st. He was formerly employed in the superintendent's office, as file clerk, and was succeeded in that position by George Flynn, former roundhouse clerk at Miles City. Kenneth Wall is now employed as roundhouse clerk at that point.

Miss Gladys Gallagher, daughter of Mr. and Mrs. P. J. Gallagher, of Miles City, became the bride of Fenton Francis O'Connell, of Gilroy, Calif., April 3rd, at a very beautiful wedding ceremony. They were attended by Miss Dorothy Virginia McGee, of Miles City, maid of honor, and Charles M. O'Brien, Jr., of San Jose, Calif., as best man. A wedding breakfast was served at the home of the bride's parents to a few intimate friends and relatives of the bride and groom, immediately following the ceremony. Mr. and Mrs. O'Connell departed later in the day for San Francisco, from which city they will make an extended tour of the southwestern states and Mexico. We extend our congratulations to this young couple and wish them many years of happiness.

Mr. and Mrs. Geo. Bennett have returned to Miles City after spending three months in southern California. They went to Hot Springs, Ark., first and then to Hollywood, where they established their headquarters, and enjoyed many trips up and down the Pacific Coast.

Mr. G. E. Leighty, agent at Rhame, N. D., has been appointed deputy president of the O. R. T. and is leaving this month for St. Louis, Mo.

Miss Helen Marie Mullen, daughter of Mrs. Eva Walsh of Miles City, spent the Easter vacation at this point. Helen Marie is attending the University of Minnesota this year.

Chas. Nummerdor, son of chief dispatcher, C. A. Nummerdor of Miles City, who has been spending the past three or four months in Hot Springs, Ark., in the baseball training camp, has signed a contract with the Northern Minnesota League at Crookston, Minn., as pitcher and third

baseman. Those of us who have seen "Chuck" pitch the local team to two state championships in the American Legion contests, know it will only be a short time until Bill Terry and Connie Mack will be trying to sign him up.

Nick Gahr, well remembered agent on the East TM Division, has again returned to service, after an extended leave. All of his old friends welcome his return.

W. K. Griffiths, asst. roadmaster at Miles City, is being transferred May 1st to the Rocky Mountain Division, where he will act as assistant to chief carpenter, E. A. McLeod.

F. N. Hicks, Paul Wilson and other members of the Traffic Department, are in Miles City today, April 12th, renewing acquaintances and attending to business matters.

Spring maintenance work is getting under way on the TM Division. At present we have a thirty man welding gang under foreman Everett; a forty man angle bar gang under foreman Halverson, and a 75 man tie gang under foreman Thompson. We expect to start a thirty man extra gang on the branches as soon as we can accumulate a stock of untreated ties.

Brakeman J. E. Kittinger, we understand, is recovering satisfactorily from an operation for appendicitis recently performed in Spokane.

Gordon Spear, son of conductor Frank Spear, has gone south with the University of Minnesota Baseball Team, with whom he holds first basing job. Don Lee, Short Stop, Don Lindeberg, Center Field, Warren Pickering, Catcher, all of Miles City. Regular first string men are all showing up nicely on the University team—we understand.

H. G. Klickman, warehouse foreman at Miles City, has been confined in the local hospital for the past few weeks, due to gall bladder attack. He is reported getting along as well as can be expected. Mr. Klickman is being relieved by Norman Anderson of Miles City.

Recent changes in the clerical forces on the TM Division include E. C. Carlson, new night ticket clerk at Miles City, E. L. Hoehn replacing him as yard clerk at Moberidge, Byron Bywater taking the cashier job at Hettinger, Archie Bryan, newcomer from the Rocky Mountain Division, assigned to the cashier job at Lemmon, Harold Fuller taking job as expense clerk at Roundup.

Welcome to our midst—John Holloway and Warner Blake. These men are rodmen added to the engineering force at Miles City recently.

At the city election held in Miles City April 5th, Master Mechanic H. E. Riccio was re-elected mayor, boiler foreman F. L. Denson as alderman. Machinist inspector W. H. Lancaster also elected alderman. Congratulations.

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

Nora B. Decco

Two shovels in the pit, and extra gangs here and there; gravel trains and new faces in train and engine service; robins in the cotton woods; blue birds house hunting, and Henry Peck looking more or less speculatively around the lilies on the west lawn. Spring has arrived even if the green grass is shy, and snow caps yon hills. Oh, my yes, grass grows pretty fast and snow melts pretty fast we know, so we are cheerful, at least every one I see seems to be.

First item of interest is the arrival of a daughter to lineman and Mrs. Bucklin, at Bozeman, March 3rd. This is the second child in this family and Mr. Bucklin will have to work now, no matter if it is spring, and he just as soon not. Congratulations.

Mrs. Davis, wife of engineer Charles Davis, has returned from a visit with home folks and friends at Minneapolis.

Leo Kemp and wife, of Deer Lodge, have returned from a trip to Wisconsin, where they visited with relatives for a few weeks last of March.

Mrs. Archie McDonald, wife of conductor McDonald, has returned to her home in Portland after a visit with Mr. McDonald here.

A card from Cuba from the James Beatsons denotes Jim might have fallen for the Rhumba, or something of the kind—at least that is what we gather from the Spanish on the bottom of the card, but from the plain United States on the back of the same card, which is as far as any one knows, the only language that Jim speaks, we feel that Millie is along with him, so everything must be all right at that. More later. They have been taking a vacation in some of those places those bright folders tell us about, places we have always heard about, read about, but never knew any one who was really there; but now we do, and they have been and we will say some more after we see Jim and Millie Beatson. Imagine, Havana, Cuba!

A lovely little wedding of interest to us all on this division was that of Miss Edith Townsley and James Flint, Jr., at Butte, April 9th. The bride is a daughter of engineer and Mrs. Ed Townsley and was raised in Three Forks, and up to the time of her marriage was for the past year assistant postmaster here. Mr. Flint is the second son of attorney Flint of Pony Montana, and they expect to make their home in Butte. We extend this happy and popular young couple our very best wishes for a happy life.

Leslie Neuman, local claim adjuster, who has been in Butte for many years, has been transferred to Spokane, in place of Mr. A. J. Bullwinkle, retired on account of ill health. Mr. J. G. Spierling, from Mr. Webb's office, but whom we all know well, will take Mr. Neuman's place in Butte. We extend our best wishes for success to each in their new locations.

We regret to write of the sudden death of Mr. E. R. Collins, agent at Lennep, Montana, morning of April 4th. Mr. Collins came to this division in 1916 and had worked several stations on the Rocky Mountain division and was at the time of his death agent at Lennep where he had been for many years. He was well liked by every one. A sister in Pennsylvania is as far as known, the only surviving relative, to whom we extend our sympathy.

The death of Edward Boyer occurred in Butte, March 26th, after an illness in a local hospital there of several weeks. Mr. Boyer was the oldest conductor in point of service on the Rocky Mountain division, having started work here January 22nd, 1908; the last work he did was on the Gallatin Valley local between Three Forks and Bozeman, and he then took a lay off to visit in Jacksonville, Fla., with Mrs. Boyer, who was ill, and who died a few months before Mr. Boyer passed away. A son, Noel Boyer, survives, and we extend to him our deepest sympathy in this loss.

Makes for Cordial Relationships and a Happy Trip

En route on The Olympian, Mrs. Edith M. Blumenthal, director, Singing Trail Camp for Girls, San Francisco, Calif., writes:

To Whom It May Concern:

I am writing to congratulate you on the service, the courtesy, cleanliness and general "atmosphere" of this train.

The passengers cannot help but reflect the attitudes of those who man the train, and it makes for cordial relationships and a happy trip.

My best wishes for a continuation of this fine standard.

Sincerely,
(Mrs. Wm. H.) Edith M. Blumenthal.

Preferred Protection for Railway Employees!

Health - Accident - Life

Our Six-in-One Plan **6** No Medical Examination

PAYS:

ACCIDENT BENEFITS effective immediately from first day of Disability.

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ACCIDENTAL DEATH, Total Dis-

The life insurance, in connection with your health and accident indemnity in the Employees Mutual Benefit Association is issued by the Guaranty Life Insurance Company, an Iowa Old Line Legal Reserve Life Insurance Company, operating under the stringent insurance laws of the State of Iowa.

ability, and Natural Death (Life Insurance).

HOSPITAL BENEFITS—For Hospital Confinement, you receive ONE and ONE-HALF times Monthly ACCIDENT or ILLNESS benefits—for two months.

Make application today

EMPLOYEES MUTUAL BENEFIT ASSOCIATION

Endicott Bldg.

St. Paul, Minn.

Tomorrow may be too late

La Crosse-River Division, First District

Scoop

THE month of March of this year will be a sad memory for several LaCrosse division families.

Ira D. Morehouse, veteran conductor, son of the late Nathan Morehouse also a veteran conductor, passed away at his home in Portage after a siege of sickness. He was born in Portage and was 51 years of age. He is survived by his wife and daughter. Burial was at Portage under Masonic auspices.

Daniel Smith, veteran conductor, aged 72 passed away at Sparta after a heart attack. He was taken to Portage for burial under Masonic auspices. He is survived by his wife and a sister.

William S. Wright, veteran telegrapher at Oconomowoc since 1915, passed away suddenly at Chicago in a hospital, where he had gone for treatment. He was a brother of the late Charles Wright, veteran conductor on the LaCrosse division. He was 67 years old having followed the railroad since he was 13 starting as a callboy. He was buried at Oconomowoc and is survived by his wife, one son and one daughter, a brother of Tomah, Wis., and a sister at St. Paul.

Otis Young, veteran passenger brakeman, passed away at Milwaukee after a lingering illness. His father, Brigham Young, is a retired passenger conductor living at Milwaukee.

Mrs. Ralph Peck, wife of agent Ralph Peck, Rio, passed away at her home in Rio after a long illness. She was laid to rest at Rio.

The sympathy of the entire division is with the bereaved ones. These employees all had enviable records and were all well esteemed for their genial personalities and faithfulness to duty.

We have several new faces at the different stations, appointments having been made as per bulletins. J. E. Ostrom is now the agent at Morrisonville, place of L. N. Lord, who went to Cashton as regular agent. W. R. Smith is regularly appointed agent, Wyocena, vice Herb Graf, who bid in job at North Avenue, Milwaukee.

J. B. Spratt is the new agent, Oakdale, permanently.

C. G. Wallace is agent, Westby, permanently, and the two operators assigned to Milwaukee terminals are J. C. Meyer and F. H. Ryan.

Assistant chief dispatcher J. C. Brown has returned from California and says the weather was unusually cold this winter out there.

Now that the ice has gone out of the river and lakes and the spring rains have

come the hunt will be on for choice angle worms to entice the fish. If somebody could invent a way to take that word "if" out of the common phrase one hears nowadays, "If the pension goes through," it would be nice, wouldn't it?

West I. & D.

Edna Ann Hall

WE have all been so busy getting the petunias planted and listening to the rain on the roof that we almost forgot about this matter of news, because really, rain on the roof was just about the most exciting news that the West I&D had heard for some time. But anyway we will try to think of something which may interest you besides the weather conditions.

We have had several visitors out here this spring, among them, Mr. J. T. Kelly, general storekeeper from Milwaukee; Mr. J. V. Anderson, district storekeeper from Minneapolis, and Mr. Smola from Mason City. Mr. Kelly takes credit for our rains, since it always rains when he visits us. We wish he would come more often, not alone because of his influence with the barometer, either.

M. R. Bost, assistant water inspector of Chicago, made a trip over this territory in company with Pete Roller, local water inspector. Mr. Bost is the son of M. A. Bost of the engineering department.

Mr. Ingraham, Mr. Doud and Mr. Tusler have been over the "west end" several times this spring, and Mr. John Turney also visits us occasionally.

Carl Anderson is now working as dispatcher at Mitchell, taking the place of Frank Bloom, who took the second trick at Madison. We were sorry to see Frank leave and hope that he and his family will enjoy their new home in Madison. We welcome the Andersons to Mitchell and hope they may stay with us for a long time.

Florence Paullin was elected president of the Mitchell Women's Bowling League recently, and she also took third place in the women's singles in the State Tournament.

We are glad to report that Jack O'Neil, former warehouse man at Mitchell house, is somewhat improved in health. Mr. O'Neil has been ill for almost two years.

James Frye, of the Mitchell roundhouse, took the pension recently and Milt Shoemaker, section foreman, Alexandria, also is retiring at this time.

Helen Hasslinger was a Minneapolis visitor recently for a day or so.

We regret to report the death of Mr. Fred Harges' father, who passed away at his home in Sanborn, Iowa. Our sympathy is offered to the family.

Process-Aging Prevents Tongue Bite



Here's Edgeworth's Guarantee

TONGUE BITE is the bane of pipe smokers. We guarantee that Edgeworth will not bite the tongue.

The use of the finest Burley tobaccos will not prevent tongue bite. It's the processing that does it. As every tobacco expert knows, pipe tobacco can be rushed through the plant and save big sums of money. It is pipe tobacco, but it is *not* Edgeworth.

Our method is Process-Aging—a process as vital as the aging of old wines. There are twelve required steps, each under laboratory control. It takes 4 to 7 times as long as might seem necessary. But in no other way can we guarantee that Edgeworth will not bite the tongue.

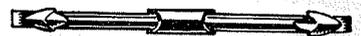
We ask you to try it under our money-back guarantee. If Edgeworth bites your tongue, return it and get your money back. You can't lose.

NOTE: There are three kinds of Edgeworth for you to choose from:

1—Edgeworth Ready-Rubbed—a cool, long-burning tobacco preferred by seasoned smokers.

2—Edgeworth Plug Slice—for the smoker who likes to crumble the tobacco in his hands until it's just right for him.

3—Edgeworth Jr.—the same tobacco also Process-Aged, but cut for a milder, more free-burning smoke.



Please accept 50¢ Gold Plated Collar-Pin for only 10¢ when you buy Edgeworth. Merely send inside white wrapper from any tin of Edgeworth with your name and address and 10¢ to Larus & Bro. Co., Dept. 400, Richmond, Va.

EDGEWORTH AND EDGEWORTH JR.



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OUR cars are heavily insulated and maintained in a high state of repair. Carriers can depend on this equipment to protect them against claims due to lading damage by heat or cold.

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NORTHWESTERN MOTOR CO.
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MANUFACTURERS

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RAILWAY MOTOR CARS—RAIL AND FROG GRINDING
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Miners and Shippers of

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

Serving the Milwaukee
Road's urgent needs for

STEEL

has been our privilege
for many years

A. M. CASTLE & CO.

Makers of "The Milwaukee" Lite
Cote Welding Wire.

CHICAGO

LUMBER
FOR EVERY PURPOSE

We can fill your lumber requirements, no matter what they may be.

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DROP SIDING **SHINGLES**
GRAIN DOORS
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PINE FIR MAPLE
WHITE OAK RED OAK
HEMLOCK

No Order Too Small—None Too Big
Write Us for Information.

The Webster Lumber Co.

2522 Como Avenue, West
ST. PAUL, MINN.

We probably will never get our office dusted now, as Jimmie, the janitor, has a car, a "Chevie," in fact, and what with these nice spring days who can blame him if the dust rag does look rather tiresome? Mr. H. B. Peterson, chairman of the local claim prevention committee, held a claim prevention meeting recently. Due to bad weather the attendance was not large, but a most interesting meeting was held. Frank Parsons, boiler worker, Mitchell, was called to Kansas account of the death of his sister. We are all sorry to learn of this sad event.

**Notes from the Local Freight
Office, Spokane, and the
Coast Division, East**
R. R. T.

WITH sincere regret we learn of the passing away of Mrs. Lillian Taylor of Othello, who died about the end of March at that town, where she had been making her home with her son Henry Taylor, of the Othello roundhouse force; another son, William, is one of our firemen out of that terminal. The remains were taken for burial to her old family home at Texarkana, Texas. The sincere sympathy of their many friends will go out to the bereaved survivors.

We are pleased to see friend R. McIlmoyle, claim clerk at Spokane local freight office, sufficiently recovered from his recent serious illness to be able to do light clerical work again around the office, although he is not yet strong enough to do his former work, which in the meanwhile has been looked after by Henry Harris. We sincerely congratulate Mac on his recovery and hope he may soon be as well as ever.

Chief dispatcher P. L. Hays of this city has been sick at home for a week or two because of an attack of influenza but at this writing has recovered sufficiently to go back to work within a day or two; we shall all be glad to see him at his post again. In the meanwhile his duties have been performed by Fred Beal of the first trick at Spokane, who in turn was relieved by John Maddox, while H. L. LaMarche was temporarily on the third trick.

Conductor Bill Cummings is laid up at this writing with a sprained ankle; we trust that it may not keep him from his duties for very long, as the passengers will miss his genial smile and pleasant courtesy. George Louiselle has been taking his place for several trips.

While George Louiselle is wearing the brass buttons Nate Jones is conducting the Spokane-Marengo run.

Fireman Fred Cunningham, who spent several weeks in a Spokane hospital because of a bad case of influenza, is again well enough to be back at work. Congratulations on his recovery.

Engineer Joe Flynn, who was visiting his old home in Michigan during the winter, has returned to work; doubtless he had his reasons but we must admit that the state of Michigan, with all its good points, would not exactly appeal to most of us as a winter resort.

The assignment of Jay Dyer, demurrage clerk at Spokane local office, has been changed so that now he has Sunday as day of rest instead of his former Saturday. Needless to say that the change suits Jay and his family very agreeably.

If we haven't mentioned it before that Mr. Fred Hart, agent at Metaline Falls, is back on the job again after a protracted spell of illness, we must do so now; we shall soon see the effects of his return in the increase of cement shipments.

Chief operator F. E. Dahl of Plummer Jct. is away from his post for a few days. J. H. Schmirler is relieving him.

Engineer Jimmie Reigart is now engineer on the new Coeur d'Alene-Post Falls-McGuire run, while Bill Williams is doing the firing on the same run. Dan Kelly is the conductor. We believe the entire crew commutes back and forth from Spokane every day, accommodations at Post Falls being limited.

Because of the present elimination of Spirit Lake as terminal on the Pend

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mination of the Pend

Oreille line, engine maintainer George Dolan has been transferred from Spirit Lake to Post Falls.

Joe Anderson, second trick switch tender at the east end of the Spokane Union Depot, after having foregone a car for a year or two, has now again blossomed out as the proud owner and chauffeur of a Chevrolet coupe; we trust he and Mrs. Anderson may have many a pleasant ride in it and meet with no mishap.

John Qaeley, roundhouse laborer at Spokane for many years, has taken a three months' leave of absence and has gone back to Chicago and thereabouts to visit his old haunts in and around that metropolis; we trust he may have a pleasant visit and safe return. Von Browning, son of fireman Claude Browning, is working in his place for the time being and getting his foot on the railroad ladder.

Our line has recently been handling a number of CCC specials from various points in eastern and southern states; it is rather amusing (and frequently flattering to us who are proud of our western states) to hear some of the newcomers express their appreciation of our mountains. Conductors Vandercook and Schlatterer of the Rocky Mountain Division were recent visitors to Spokane in charge of such trains.

If you wish to see some fast action you should see how quick conductor Meeks, who has the Spokane layover on the Spokane-Metaline Falls run, can get out of town on his arrival in Spokane Saturday evening in order to get to his home at Spirit Lake over Sunday.

Twin City Terminals

F. A. M.

RUBYE LEFEVRE and Dayton Johnson of the Accounting Department chose April 17th for their wedding day. On Tuesday, April 6th, Helen Le Vig, Irma Montgomery and Martha Benson entertained for Rubye at a dinner and miscellaneous shower in the Women's Club Room. The girls of the office—twenty strong—were guests. The bride-to-be received many lovely gifts. The office party for Rubye and Dayton was a dinner at Ellis Log Cabin at Robbinsdale Tuesday, April 13th—more later on this.

Glad to see Eleanor Moran and Russell Fisher of the Accounting Department back on their jobs after their illness.

Harry Hagen, OS&D clerk, local freight office, and family spent a week's vacation at Kansas City and report a "swell" time.

The three Mac's in the local freight office—McCabe, McCauley and McCluskey—are away from their work due to illness. Reports are they are all doing nicely, and we will be glad to see them back in the very near future.

The New Hub of the I. & D.

Wm. Lagan

ON MARCH 31st, 1937, engineer Wm. Bowers retired from service with the Milwaukee Road after over sixty years' service with the Company. In 1874 Mr. Bowers went to work on the old Chicago, Dubuque and Minnesota Railway as a brakeman. This railroad later became a part of the Milwaukee System. In 1879 Mr. Bowers transferred to the River Division and went to work as a fireman. He again transferred to the old S. C. and D. division in 1887 and had worked continuously since that time. Mr. Bowers leaves a record that will be hard to beat. During his many years of service there was not one "black mark" ever chalked up against his record. He was honored many times by being asked by the company to be the engineer on special trains on the division. He recalls that he pulled the special train during the campaign of Wm. McKinley when he was running for president of the United States.

Mr. and Mrs. Bowers have moved to Sioux City from Sioux Falls and will live at that place for the present. Their many friends wish them many more years of health and happiness and with the hope that both of them will always keep in touch with their many friends on this rail-

Hamilton

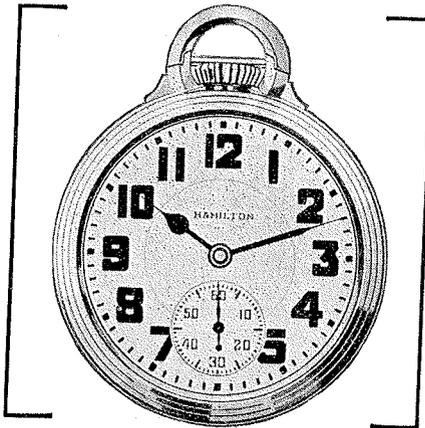
"THE WATCHWORD OF THE AMERICAN RAILROADS"



"SON, if you really want to be a railroad man, take a good look at the name on this watch—Hamilton. Remember it. Hamilton was the watch railroad men relied on for accurate timekeeping when I got my first job.

When you get yours, Hamilton will still be timing the trains. For the Hamilton people don't rest on their laurels. They improve their watches all the time. Look at this new Model 10 of mine. A beauty, isn't it? No wonder Hamilton is the watchword of the American Railroads."

Look at the Model 10 yourself. It's protected against inaccuracies caused by magnetism, moisture and extreme temperature changes by the famous Elinvar* hairspring. Ask your jeweler or time inspector to show you this handsome model. Write for literature describing "Elinvar" and your free copy of the new 1937 time book. HAMILTON WATCH COMPANY, 900 WHEATLAND AVENUE, LANCASTER, PENNSYLVANIA



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HAMILTON—THE RAILROAD TIMEKEEPER OF AMERICA

Twenty-five

Wisconsin Valley Division
Lillian

MRS. WALTER FREEBORN and daughter Doris have departed for a two weeks' visit in Miami, Florida; while there they will also attend sessions at the national convention of the Women's Benefit association.

Mr. and Mrs. John Biringier have returned home from their winter's stay in Oakland, Cal. En route home they visited in Portland, Ore., Seattle, Wash. and Chicago.

Lothair Hahnheiser passed away at a local hospital Sunday evening, March 23rd, after an illness of about three weeks. He was employed at the Rothschild station as clerk for the past sixteen years. Funeral services were held Wednesday morning and burial took place in St. Joseph cemetery. The Milwaukee employes of the Valley Division extend sympathy to Mrs. Hahnheiser and daughters.

Mr. and Mrs. E. J. Czamske have moved to Randolph, Wis., where they will make their future home. Mr. Czamske having retired from the position in the car department which he has held for many years. Members of the Milwaukee Women's Club gave a farewell party in honor of Mrs. Czamske at the home of Mrs. A. L. Lathrop Tuesday afternoon, March 16th. Prizes at guessing contests which provided pastime for the afternoon were awarded Mrs. Henry Rege and Mrs. Jay Campbell. Lunch was served at 4:30. Mrs. Czamske received several attractive gifts.

John Brown, chief clerk in the freight department, spent the week end of April 1st at New London, Wis., where he promised himself to catch a fine string of fish. We hope he made good his promise.

Arthur Sternetzkey, student at Marquette University, spent the Easter vacation with his parents at Wausau.

Carl Hoffman, 62, 716 Washington street watchman at the Washington street crossing for twenty years, died Monday, April 12, at 1 o'clock at the Marathon county home and hospital. Although Mr. Hoffman had been in poor health for two years, it was only since April 2 that he had been compelled to be away from work. Funeral services were held April 13.

Kansas City Division

K. M. G.

HOWARD E. COKER, son of lineman R. J. Coker, spent two weeks during March visiting with relatives in Ottumwa. He was accompanied by his wife, the former Elizabeth Allison of Ottumwa, and they departed from here for Pensacola, Florida, where Mr. Coker will take a year's training as a pilot. They had recently been located in Long Beach, Calif., where Mr. Coker was in the radio service on the battleship West Virginia.

On March 11 Mrs. Tom Kemp fell while returning to her home from the grocery store and sustained serious internal injuries. She was confined to her home for several weeks, but is improving nicely and is now able to be up and out. The Kemps have changed their residence to 113 North McLean street.

Conductor Mike Reynolds recently purchased the old Wm. Reynolds home at 714 West Second street and is now occupying it. Chief carpenter Louis Koehly and wife are also occupying a small apartment in the Reynolds home.

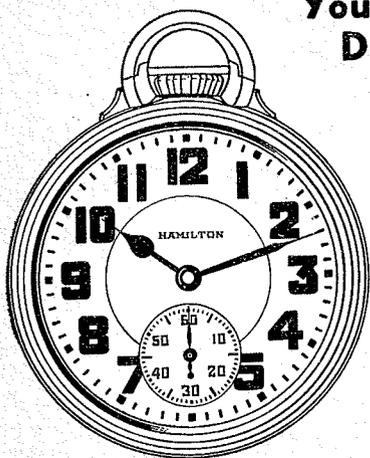
On March 8 Mrs. Tony Genochio, wife of engineer, fell while working in the basement of her home and broke her arm.

Mrs. W. C. Givens and son Bill were in Ottumwa on March 17 and made a special call at the office. Mrs. Givens was a guest of honor at a party given by a group of her friends during the afternoon. Both Mr. and Mrs. Givens were invited to attend the banquet and the engineers' group at the Hotel Ottumwa the evening of April 6.

The position of agent and telegrapher at North English has been assigned to C. C. Carnes.

R. N. Sisk, conductor, and wife, departed

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Union Station Bldg. -:- Chicago, Illinois

MILTON J. HEEGN
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F. H. BARTHOLOMEW
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in 1936—and
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AND
JACKETS
than ever before!



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New York

—PLANTS—
Hammond, Indiana

Youngstown, Ohio

ley Division

EBORN and daughter departed for a two Florida; while there sessions at the name Women's Benefit

ringer have returned's stay in Oakland, they visited in Portish, and Chicago. passed away at evening, March 24th at three weeks. He tothschild station as ten years. Funeral Tuesday morning and t. Joseph cemetery of the Valley Divi to Mrs. Hahnheiser

Czmanske have moved ere they will make . Czmanske having ion in the car deas held for Mrs. Milwaukee Women's party in honor of home of Mrs. A. rnoon, March 16th, rnses which provided noon were awarded Mrs. Jay Campbell :30. Mrs. Czmanske ive gifts.

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Division
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March 22 for Toledo, Ohio, to visit in the home of the sister of Mrs. Sisk, Mrs. C. W. Baker, and with her niece, Mrs. James Montgomery. At one time Mr. Baker was an operator at Excelsior Springs, Missouri. Mrs. Sisk spent Easter Sunday in Chicago, while Mr. Sisk returned to Ottumwa to resume work.

Some of the veterans who joined the Veterans' Association have been furnished with their fifty years' service buttons, among them are conductors H. J. Russell, Albert Mann and J. N. Brown; Wm. Kelly, conductor, is wearing a sixty year button.

Roadmaster F. M. Barnoske is on an indefinite leave of absence. He spent two weeks at Excelsior Springs some time ago, during which time he had his tonsils removed. Also, made a short visit out to Hastings, Nebr., to see his son Francis. J. A. Farrell is acting roadmaster during the absence of Mr. Barnoske.

Betty Carnes, daughter of agent at North English, was elected president of the Women's Self-Government Association at Grinnell college for the year 1937-38. she will take up her duties next September. Departed on March 24 with a party for Seattle, thence to Portland and down the coast to Los Angeles. Their itinerary includes a stopover at the Grand Canyon.

Fred E. Orvis, engineer, recently purchased a new Oldsmobile; however, he made the purchase on one condition, and that was that the Milwaukee Railroad be favored with business of handling new cars to Ottumwa and the outcome was two cars of automobiles, with the hope that there will be more. Good work.

Harold Peters, son of engineer E. F. Peters, was confined to his home during March with small pox.

Perishable freight inspector W. E. Brown has been assigned to the night job at Mahant as inspector, vice H. O. Everson, who resigned effective with April 1. F. L. Lanham, who has been assigned to the night job in Coburg, came to Ottumwa to replace Mr. Brown.

C. C. Clinker of Moberidge, S. D., arrived in Ottumwa in March to take the position of water service inspector. His wife and daughter will move to Ottumwa the latter part of April.

The death of James Morlock occurred on March 17 at his home in Ottumwa. Mr. Morlock was one of the veteran Milwaukee employes, having been in the service for over fifty years and having worked in a rail-laying gang while the Kansas City division roadbed was under construction; later he was appointed pumper at Prompton and eventually was selected as water service foreman, which position he held for many years. In the spring of 1933 he retired from the service and had been in ill health for the past few years. Funeral and burial in Ottumwa. He is survived by his wife, one son in Urbana, Ills., and one daughter, of Ottumwa.

Mrs. Elizabeth Cooper, sister of chief carpenter Louis Koehly and conductor. J. B. Koehly, passed away at her home in Chillicothe on April 3 at the age of 63. Funeral services and burial in Chillicothe the following Tuesday morning. Mrs. Cooper had been ill for several months. Her sister, Mrs. E. A. Bronson, and her husband, of Needles, Calif., attended the funeral.

Special credit must be given to Mrs. Lloyd Frost, wife of engineer, and agent E. D. Kennedy, Ottumwa, must also be given special mention for securing the high school musicians' special train over the Milwaukee from Ottumwa to Washington, Iowa, and return on April 9, when 128 persons went to Washington, where the school musicians competed in the district music contest. Arthur Abington, stepson of Clyde Ward, employe in the Ottumwa freight house, is a member of the robed choir of the Ottumwa high school which was awarded a superior rating, entitling the group to go to Iowa City in May to compete for State honors.

Engineer Elmer Rudolph made his yearly trip to Hot Springs, Ark., in March, making his headquarters at the Milwaukee



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Throw-away-when-empty
Flexophane Model, about 900 applications, ON DISPLAY AND INSTRUCTIONS 30¢ CARD EACH

USED BY EVERYBODY IN SOME WAY, THE FOLLOWING GENERAL USES SUGGEST ENDLESS OTHER USES:

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- OFFICES: Bicycles, Window, Furniture.
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- AUTO: Locks-Door, Switch, Tire, Door Dovetails, Checks, Window Slides, Motor Oil.
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- FACTS: Locks, Tools, Gaskets and Threaded Joints, Machinery, Bearings, Gears, Chains, Pianos, Coin Devices, Linotypes, Alarm Boxes, Windows, Seats, etc.

Locks, Planters, Coating Seeds, Gaskets, Packing, Pipe Threads, Machinery, Pumps, Bearings, Gears, Chains, Field and Hand Tools, Motors—see Auto Uses, etc.

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DIXON'S "JUNIOR" GRAPH-AIR GUN
WITH MICROFINE POWDERED GRAPHITE
INVESTIGATE OUR OTHER "FAMOUS FIFTY" GRAPHITE PRODUCTS

Hotel. He had a birthday recently, do not recall the exact date nor the exact age, but here's "Happy Birthday" anyway.

I. & S. M. Division, East
H. J. S.

GLAD to see Ray Hoffmann back on the job again, and doing nicely.

August Damm, retired engineer, is recovering from a recent operation in the hospital at Rochester.

F. D. Bacon, switchman at Austin, has been confined to the St. Olaf Hospital for the past few weeks, having undergone an operation for mastoids. Hope to see you back on the job again soon, Dee Dee.

S. C. Sorenson and E. W. Rudloff are on sixty-day leave of absence. O. C. Peed and E. H. Laugen working first tricks; Wm. G. Ende and J. M. Moudry relieving.

F. M. V. moves into his new home next week. Says he is going to have a "Bee." Bring your spade, rake and hoe as he wants to get his garden in early.

E. A. Meyer, manager Safety First and Fuel Conservation, paid us a visit April 13th.

Pete Berg relieved in dispatcher's office at Madison, S. D., the past few weeks until Frank Bloom checked in on 2nd trick, account F. N. Williams bid in job at Montevideo. F. E. Powell working operator's job at Austin during Pete's absence.

Our sincere sympathy is extended to G. M. Cook, operator at Northfield, whose son passed away at Mankato April 10th due to pneumonia.

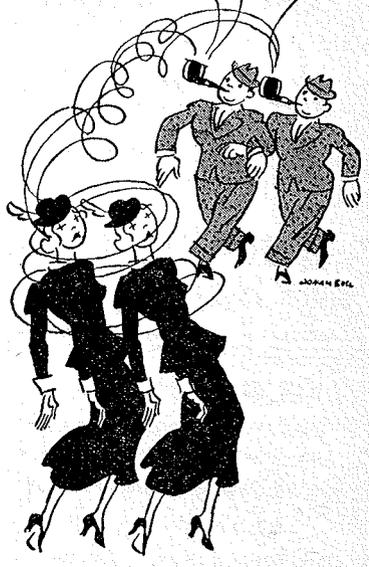
R. G. Laugen bid in Albert Lea agency for 90 days account illness of Fred Edwards. H. E. Wilson is working Spring Valley.

J. E. Felker, agt. at Ramona, returned to work Mar. 19th, after being off from Jan. 25th. A. F. Malek, agt. Vienna, off Apr. 1st for few days. M. C. Bloom, opr. Wessington Springs, off April 2nd for few days.

Following appointments have been made: A. W. Harnoss, agent, Mazepa, Minn.; A. M. Ray, agt., Medford, Minn.; K. A. Laugen, 2nd opr., Mendota, Minn.; H. W. Anderson, temporary agent, Kasota, Minn.; H. O. Otterness, agent, Plymouth, Ia.; A. W. Finnegan, agt., Elko, Minn.; D. E. Thurston, agt., Pratt, Minn.

The many old friends on the I&SM Div. will be grieved to hear of the death of John

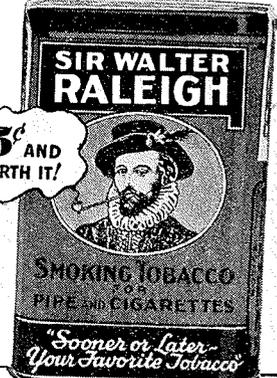
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.. then they switched to the brand of grand aroma



SMOKY Joe and Cinder Pete took the hint! They invested in some pipe cleaners, and then bought a *mild* tobacco. And when we say *mild*, we mean Sir Walter Raleigh, the one smoking tobacco that really justifies that important adjective. Blended of selected Kentucky Burleys, Sir Walter spares you the misery of tongue bite. It has a sweet, full-flavored aroma that is a positive delight. Try a tin!



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Game, Fruits and Vegetables

E. A. AARON & BROS.
CHICAGO, ILLINOIS

E. Murphy, which occurred Mar. 24th at his home in Los Angeles, Cal., at the age of 89 years. Mr. and Mrs. Murphy lived at 910 E. Water St., Austin, Minn., for many years before moving to Madison, S. D., where he was a passenger engineer until he retired about 20 years ago. Mr. Murphy was a great favorite of all who came in contact with him. He leaves to mourn his departure, his widow, and two daughters.

Clerk Robt. Kindig has been helping out at Albert Lea freight house during the absence of agt. Edwards.

Sec. foreman Geo. Bachtold was taken suddenly ill March 16th and taken to the hospital at Albert Lea for an operation. He is getting along nicely and we expect to see him back on the job soon. Art Peterson is taking his place during his illness.

Roadmaster T. A. Ealy was a visitor at the supt.'s office on April 2nd. Also, divn. master mechanic J. Turney has been in several times the past month.

The following employes have resigned from active service and applied for pension:

S. B. Ames, conductor, began working for the Milwaukee Mar. 15, 1894, promoted to frt. cond. Aug. 27, 1895, and to passenger cond. in 1904; retired Mar. 30, 1937.

E. E. Houghton, passenger brakeman, began work Mar. 13, 1892, and retired Jan. 24, 1937.

Thos. McGreevy, frt. conductor, began work Oct. 9, 1901, promoted to conductor Aug. 3, 1907, retired Apr. 1st, 1937.

Ole Olson, conductor, began work Jan. 1, 1894, promoted to cond. May 3, 1899. Retired Mar. 2, 1937.

Herbert N. Warfield, began work Oct. 23, 1902, promoted to cond., Aug. 25, 1908. Retired Mar. 24, 1937.

S. E. Pettingill, engineer, began work as fireman Dec. 12, 1885, promoted to engineer Oct. 25, 1891. Retired March, 1937.

Wilbur H. Shattuck, promoted to engineer in April, 1885. Retired Mar. 31, 1937.

Peter Nerdahl, sec. laborer, Madison, S. D., retired Mar. 15, 1937, after many long years of faithful service.

B. M. Hutchinson, transit clerk, Fari-bault, retired from service Apr. 7, 1937.

I. & S. M. Division, West

N. E. M.

Frank L. Campbell of Madison and Miss Orvilla Fulweider of Ramona were married at the residence of the bride's parents, Mr. and Mrs. Ed. Fulweider. After a wed-

ding supper Mr. and Mrs. Campbell left on a short wedding trip. Mr. Campbell is employed by the Milwaukee Road.

Dubuque, Illinois, Division, Second District

E. L. S.

WE welcome as our new freight and passenger agent at Dubuque, Mr. R. E. Beauvais, who came to this division on March 18th, succeeding agent J. P. Whelan, who passed away March 7th. Mr. Beauvais formerly was freight and passenger agent at Freeport, and we hope he will like his new work and new home.

On March 19th, a 6:30 dinner was given in Mr. Beauvais' honor at Dubuque, at which 34 division officials and employes at Dubuque were present. We hope this introductory get-together dinner has brought about the spirit of co-operation necessary for a better understanding among our employes and of bigger and better business in the future.

If you notice an unusually bright smile on engr. Joe Chaloupka, just glance on his coat lapel and notice the new shiny 51-year service button. Congratulations to you, Mr. Chaloupka, on your long years of successful service.

H. C. Care received the agency at Littleport on bulletin account retirement on annuity of agent Towle.

Trainmaster Munson and family of La Crosse visited with friends at Dubuque Sunday April 11th. Mr. Munson also dropped in at the shops to visit with his friends there, who were glad to see him again.

Northern Montana

Max

MISS HELEN M. BARCLAY, daughter of C. E. Barclay of the Railway Express Agency, Lewistown, left for Washington, D. C., April 13th, where she will represent the State of Montana at the meeting of the convention of the Daughters of the American Revolution, having been selected in the good citizenship contest. Miss Barclay had the endorsement of the student body of the Fergus County High School, of the faculty, the County Superintendent and the State Association of the D. A. R. She was accompanied by Mrs. Arthur Rahn, State Regent.

F. N. Hicks, western traffic manager, J. F. Bahl, assistant general passenger agent, and Paul T. Wilson, of Seattle, Wash., called on the business men at Lewistown and made the trip to Health, Mont., to look over the large plant of the U. S. Gypsum Company. They went from Lewistown to Great Falls by auto with division freight and passenger agent, C. S. Winship.

Assistant superintendent N. H. Fuller and roadmaster Ole Haanas returned from Mobridge, S. D., where they went for the funeral of chief dispatcher Moran.

Born, to Mr. and Mrs. Robert Rankin at the Deaconess hospital at Great Falls

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Ties (All Kinds) Lumber

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Methods of Treatment, Also Adding
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NEW YORK

Campbell left
Mr. Campbell
Lake Road.

Division, District

ew freight and
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April 9th, a fine baby boy. Mother and baby getting along fine.

We were pleased with a fine visit from Jay Gove, of Deer Lodge. He was accompanied by Robert Frank, of Harlowton. Mr. Gove, who was division storekeeper at Lewistown for a number of years, made many friends in Lewistown and the territory.

Oliver S. Porter was re-elected alderman for the third ward in the city of Lewistown by the largest vote ever polled by anyone running for such an office. He received 101 more votes than his nearest opponent.

Miss Mabel Newbury, who went to St. Joseph's hospital at Lewistown on March 27th for an operation, is getting along very nicely. Her many friends hope to see her back at her desk real soon. Her parents from Tacoma, Wash., have been with her during her illness.

District surgeon Fred F. Attix returned from Seattle, Wash., where he went to attend the western meeting of the American Medical Association.

Mrs. W. H. Harper, who was taken to the St. Joseph hospital after a slight stroke of paralysis, has returned to her home. Her many friends hope for a speedy recovery.

J. Z. Ramsey, of Denton, has returned from Seattle, Wash., where he went to get acquainted with his new granddaughter.

A. A. McCabe, of Butte, has taken the position of cashier at Great Falls, succeeding Roy C. Spogan, promoted to chief clerk in the office of the division freight and passenger office.

J. W. Osterholm, of Danvers, has returned to work after having undergone an operation for appendicitis. F. M. Byrne was relief agent in Mr. Osterholm's absence.

R. A. Bame went to Tacoma, Wash., where he will work in the office of the district accountant for about a month.

Mrs. T. J. Hansen entertained the members of the Milwaukee Women's club.

Mrs. A. M. Maxeiner attended the state convention of the Episcopal church at Great Falls April 4th to 6th.

La Crosse-River Division, Second District

Ira G. Wallace, Red Wing, Minn.

ENGINEER WINJUM of Northfield has displaced Earl Wood on the Cannon Falls branch line. Due to the possibility of the abandonment of the branch, he will not move his family at this time. Engineer Wood has returned to work at Austin.

Operator Moore of Hastings has been assigned the agency at Caryville, Wis.

Switchman Bones McMillan rounded out an even thirty years of service in the Eau Claire yard last month.

On April 7th, the Hiawatha club entertained sixty Milwaukee employes at the Frank Walton club house at Red Wing. A sumptuous chicken supper was served which was followed by a full evening of

Present Day
SAFETY Requirements
DEMAND the Best
Equipment
**LAKESIDE
FUSEES**
Fill the Bill
SAFE DEPENDABLE EFFICIENT
**LAKESIDE RAILWAY
FUSEE COMPANY**
Beloit, Wisconsin

entertainment. We want to, at this time, again thank the committee in charge for the real party.

L. M. Traux attended the regional safety first meeting held at Minneapolis, Minn., on April 12th.

Bert Mottweiler, who for the past several years was located at Durand, has been assigned the ticket clerk job at Lake City.

Construction of the dam at Lock 3 is expected to get under way about the first of May, providing high water does not interfere. This project will take about 5 months to complete.

Agent Hanson of Lake City is at present confined at the hospital with a bad infection in his arm. His condition is said to be quite serious, but we are all looking forward to a speedy recovery.

MILWAUKEE ROAD WOMAN AUTHOR

"Daughter of Suzanne", Title of Novel by Mrs. Rheta Rhynsburger, of Butte, Mont.

MRS. RHETA RHYNSBURGER, wife of division engineer Rhynsburger, of Butte, Montana, has achieved success in the author's world, with her novel, "Daughter of Suzanne," and her Milwaukee Road friends are justly proud of her accomplishment. Mrs. Rhynsburger is a talented writer and has been a generous contributor to the Magazine, giving us from time to time, a number of charming poems which have always received a welcome from her readers.

The Magazine offers congratulations and hopes her novel may find a place on the book shelves of Milwaukee Road families.

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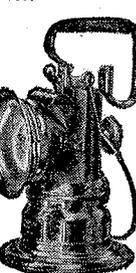
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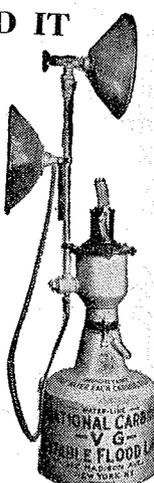
Handy Light
The Handy Light is of the safe and economical carbide-to-water type. The feed plunger automatically drops the carbide into the water only when the light is in use and shuts the carbide off instantly when the light is turned out.



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National Carbide V G Light

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

For work under ground, for night construction, loading, railroads, etc., or work on dark Winter afternoons, this "portable daylight" is always at your command to increase the speed and efficiency of the job.

A reflector of new design spreads a full, even beam of about 8,000 candle power right where you need it. It is always ready for instant use and will run either intermittently or continuously.

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The use of these columns is FREE TO EMPLOYEES of the MILWAUKEE, who have personal property to exchange or sell. Your copy must reach the Editor not later than the 15th of the preceding month. Your name and department for which you work must be sent in on a separate slip.

FOR SALE—One 30 ft. x 125 ft. lot at 3441 N. Oak Park Ave. near good transportation. For full particulars call Columbus 1879 or write J. Dulen, 427 N. Leclaire Ave., Chicago, Ill.

FOR SALE—Six summer cottages with furnishings, equipment and boats, situated on lake front of Grass Lake, one of the Chain of Lakes in northern Illinois near CMStP&P RR. Approx. 2 acres of high ground. A fine opportunity for an employee ready to retire. Price reasonable and terms. Address inquiries to R. E. Dove, Box 225, Roselle, Ill.

FOR SALE—A beautiful two-story dwelling, all modern. Lot 75 x 176, 6 fruit trees, large lawn and garden, also celotex lined garage. 1 block from high school, 2 blocks from Catholic and 3 blocks from Protestant churches, 4 blocks from C. M. St. P. & P. Depot. A bargain that will soon be taken. Address Guy E. Sampson, 8 Pine Ave., Bensenville, Ill.

FOR SALE—In Kansas City, Mo., 5 rooms, modern Queen Anne, brick and stucco, one block and half from street car line, near schools and stores. Write for further information, W. F. A. Burkett, 207 S. Monroe, Kansas City, Mo.

I AM offering all Giant double Dahlia Zlowd Zinnias of the following strains in mixed colors and mixed strains: Kelways Show & fancy, Bodgers Giant, Bodgers Gold Medal choice, Hornesfield Giant, The California Giants, and seeds of the double dwarf African Marigold shown in beds and borders. I also will

include seeds of the Scabiosa in mixed colors. This flower also known as the Morning Bride, or the Old Maids Pin-cushion. Please enclose dime to cover cost of mailing and packing. Address to Harry Tebbe, 1529 S. Bush St., Red Wing, Minn.

FOR RENT—4-room flat in Bensenville, 8 blocks to C. M. St. P. & P. station. For further information, Call Bensenville 89W.

PHOTO FINISHING—Any 6 or 8 exposure Kodak film developed with 8 Glossy Velox prints. For quality work and prompt return service mail Roll and 25c coin to Wm. Klomp, Jr., care of City Ticket Office, 179 W. Jackson Blvd., Chicago, Ill.

WILL SELL, OR TRADE, for good used car, a twelve grave lot, at Elm Lawn Cemetery, Elmhurst, Illinois. Address Wm. R. Donegan, 598 Lewis St., Burlington, Wis.

FOR SALE—Six Room Home in Deerfield. Nicely located—3 minutes from depot—good schools and churches—paved streets. House is substantially built and is modernly equipped throughout. Taxes are low. Inquire of HARRY G. FOWLER, Box 185, Deerfield, Ill.

RANCH FOR SALE: 240 acres—160 acres under irrigation—balance dry land and pasturage. Located in Kittitas County, Washington. Land and location ideal for Dude Ranch. Particulars given to anyone interested. OTTO J. CHRISTENSEN, 412 N. Jay St., Tacoma, Wash.

FOR RENT—Completely Furnished 4 Rooms—Private bath—Garage—3 Blocks from Milwaukee Station. Good Suburban Service. Roselle, Ill. Telephone 223.

FOR SALE—Modern bungalow, 4 rooms and sleeping porch. H. W. best. On 73rd Ave., Elmwood Park, Ill. Owner, River Grove 2285-M. Bargain.

FOR RENT—Comfortable double room with private family in Itasca, Ill. Meals if desired. Reasonable. Phone Itasca 11.

FOR SALE CHEAP—160 acre farm near Thorp, Wash., in the Kittitas Valley, about 50 acres under irrigation. The ranch is under cultivation and produces all kinds of small grain and hay. House on property but needs repairs. Fences in fair condition. Excellent climate. Good schools, etc. Hunting and fishing. Write Box A, care of Milwaukee Magazine, 111 Union Station Bldg., Chicago, Ill.

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.

FOR SALE

Frame house. Six rooms and bath; electricity; furnace heat; large wooded lot. One block from station at Wooddale. Price \$5,000.00.

Six-room house at Bensenville. Three blocks from station. Price \$6,250.00.

F. H. A. Financing
WESLEY LUEHRING
101 Orchard Street
ITASCA, ILLINOIS

2 DOG WORM CAPSULES

Now Combined in

ONE TREATMENT

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

Expels
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WORMS



PULVEX WORM CAPSULES

Thirty

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Announcer and
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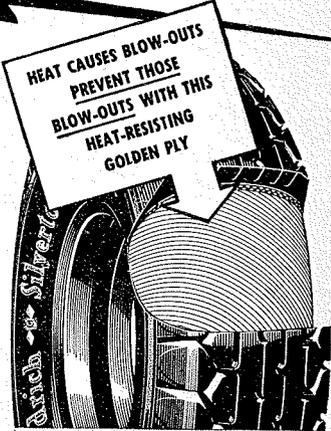
HE WAS HEADING FOR "HOME SWEET HOME" WHEN - BANG! A BLOW-OUT!

Read TED HUSING'S Vivid Account of a Chicago Motorist's Terror-Crowded Moments . . .

TRAFFIC was heavy that hot summer afternoon as Mr. E. P. Keenan of Chicago sped along Waukegan Road. His passenger did most of the talking. Mr. Keenan was too busy keeping one eye glued on the oncoming speeding traffic in the other lane.

Bang! Like a thunderbolt the staccato crack of a blow-out rose above the roar of the motor. Keenan froze to the wheel. In desperation he gave the wheel one final, frenzied tug. The car bolted—lurched to the right—and came to a

safe, but lucky stop at the brink of a deep ditch. It took Goodrich engineers to provide American motorists with a real defense against treacherous high-speed blow-outs like this. They invented the now famous Life-Saver Golden Ply, a layer of special rubber and full-floating cords, scientifically treated to resist the terrific blowout-causing heat generated inside the tire. By resisting this heat, the blow-out that might have been, never gets a start. See these life-saving tires. *The sooner the safer.*



GOODRICH INVADES THE LOW-PRICED TIRE FIELD!



2 TIRES \$11.10
FOR **30 X 3 1/2**

Don't buy any low-priced tire until you've seen how much more you get for your money in Goodrich Commanders.

Cash price subject to change without notice

SPECIAL CREDIT CARD FOR ALL CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R. EMPLOYEES

As an employee of this company, your credit is established with the Goodrich Stores listed below. Just select the Goodrich Products you need for safer, more

comfortable summer driving and make your own long, easy terms. No red tape. No delays. Your purchase will be delivered or installed at once. Come in today.

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- Chicago, Ill.
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- Council Bluffs, Iowa
301 W. Broadway
- Davenport, Iowa
4th St. & Pershing Ave.
- Des Moines, Iowa
8th & Grand Ave.
- Dubuque, Iowa
7th and Iowa Sts.

- Kansas City, Mo.
15th & Olive Sts.
3744 Broadway
- Madison, Wis.
515 University Ave.
- Mason City, Iowa
125 First St., S. E.
- Milwaukee, Wis.
1401 W. Mitchell St.
1223 W. Walnut St.
132 E. Kilbourn at Edison
- Minneapolis, Minn.
209 Washington Ave., S.

- Omaha, Nebr.
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- Ottumwa, Iowa
Cor. Main & Washington Sts.
- Rockford, Ill.
227-229 S. Church St.
- St. Paul, Minn.
942 Payne Ave.
1636 University Ave.
6th & Exchange Sts.

- Seattle, Wash.
Cor. Virginia & Westlake Ave.
535 First Ave., S.
- Sioux City, Iowa
5th & Jackson Sts.
- Sioux Falls, S. Dak.
Main Ave. & 10th St.
- Spokane, Wash.
827 W. Second Ave.
- Tacoma, Wash.
21st & Pacific Ave.

"Please pass the berries-1200 miles"

WHAT does it mean to you and yours when you read that "the speed of freight trains has been stepped up 43% in recent years"?

—or that "the railroads haul a ton of freight a mile at rates averaging less than a penny"?

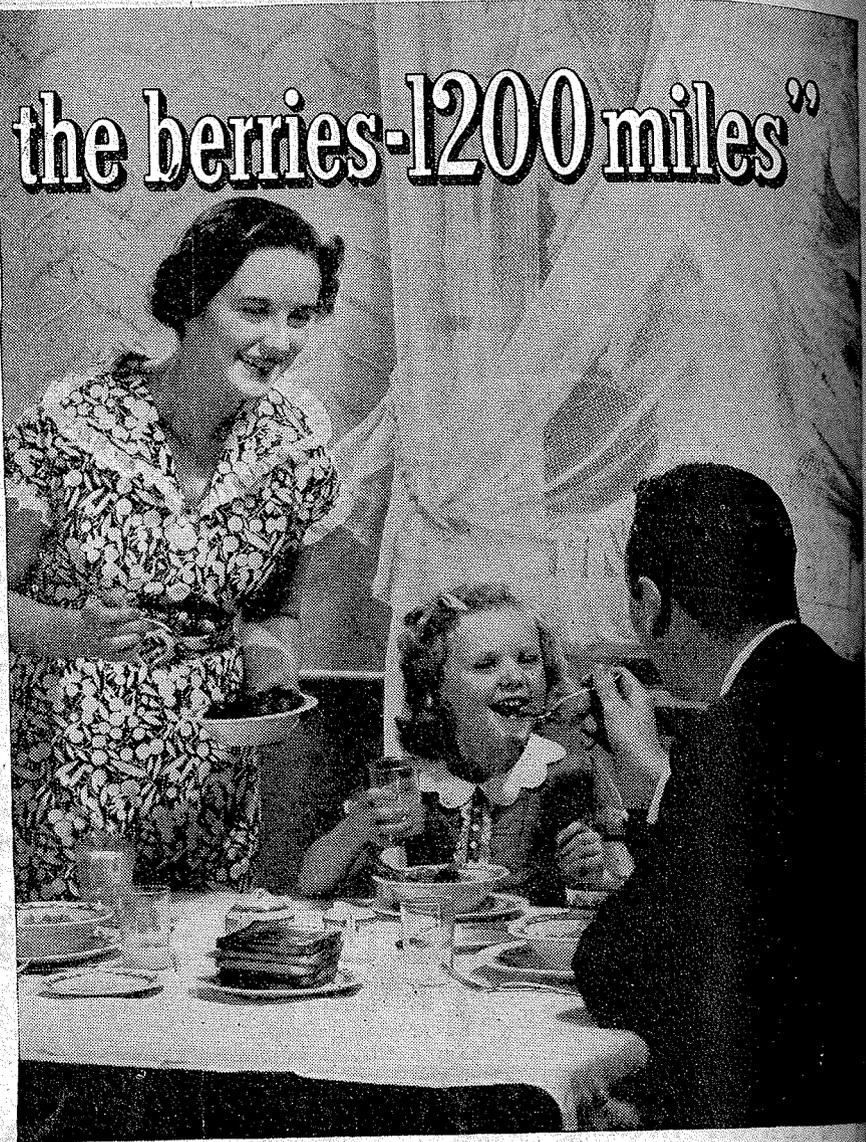
Right on your breakfast table you'll find a part of the answer—in things you take for granted in this day of modern miracles.

Fresh berries, for example, travel by rail an average of 1,200 miles before they're served.

The butter for your toast averages 927 miles by rail.

The rail mileage of cereals is 627 on the way to the breakfast table—and of eggs it's 1,353.

Or if you want some really big figures, you can take oranges or grapefruit—they average 2,125 miles by rail. And the amazing fact is that



many of the advancements in railroading which make these comforts possible were developed during hard times.

Steadily, in tough years as well as good, the railroads have pushed forward—laying heavier rails, developing better brakes and more powerful engines, speeding up the sort-

ing of cars and doing many other things that the public seldom sees, in order to give better service.

No wonder a railroad man is proud of his job—and proud of the enterprise which keeps American railroads in the forefront as *the finest transportation system in the world*.

SAFETY FIRST—
friendliness too!

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