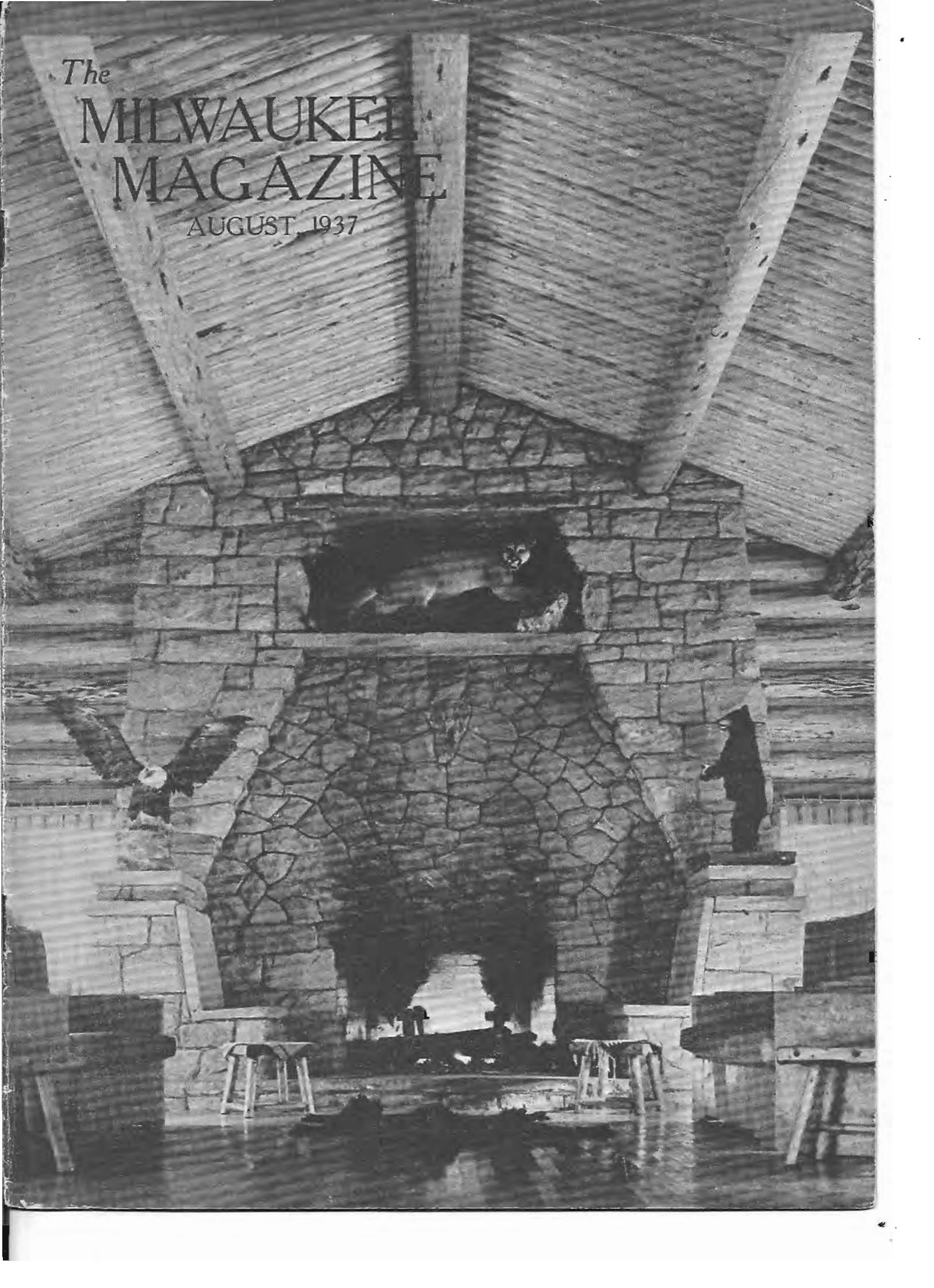


The

MILWAUKEE MAGAZINE

AUGUST, 1937





THE TIRE "BLEW" LIKE A STREAK OF LIGHTNING HIS CAR SHOT OFF THE ROAD

Let LOWELL THOMAS tell you what an unexpected Blow-out did to this New Jersey Motorist

RALPH T. RYAN, JR., of Caldwell, New Jersey, was going East—East on Oxford Road near Montclair, New Jersey. But he almost "went West"—West on that one-way highway on which you can never turn around.

Unexpected Trouble

Like most motorists, Ralph Ryan took his tires for granted . . . never dreamed he'd have a blow-out—until BANG! went his right front tire. The car lurched—zigzagged past a speeding roadster. Seconds seemed like hours before he came to a jerky stop—just in time to miss climbing a tree.

Motorists from every walk of life, thousands of them, are killed or injured every year when blow-outs throw cars out of control. Many of these blow-outs are due to the terrific heat that's generated inside all tires by today's high speeds.

But a well-known engineer told me

that his organization, The B. F. Goodrich Company, in order to provide motorists with the *real* protection needed against high-speed blow-outs, invented the Life-Saver Golden Ply.

The Golden Ply, as described to me, is a layer of special rubber and full-floating cords, scientifically treated to resist *internal tire heat*. By resisting this heat the Golden Ply protects you against those dangerous high-speed blow-outs.

Stay On The Safe Side

Taking tires for granted these days seems like a big risk to take. The *safe* thing to do, I would say, would be to put *safe* tires on your car *before* the damage is done.

Lowell Thomas



You can buy these life-saving Golden Ply Silvertowns at Goodrich Silvertown Stores and Goodrich dealers everywhere.



SPECIAL CREDIT CARD

FOR ALL

Milwaukee R. R. Employees

As an employee of this company, *your credit is established* with the Goodrich Stores listed below. Select the first-quality Goodrich products you need for

safe, trouble-free summer driving. Show us your license identification and make your own long, easy terms. Your purchase is installed at once.

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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.

2406 L. St.

20th & Douglas Sts.

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.

817 W. Second Ave.

Tacoma, Wash.

21st & Pacific Ave.

Vacation Days On a Dude Ranch in Montana

A CERTAIN long distance weather prophet of rather an established reputation in these parts and considerable standing in his line, has predicted that August, 1937, will be an ideal vacation month. So let's gather around and decide at once where to go.

People all around us, and those from far and wide, too, seem to be going "dude ranching" in quite a way. And there are scores of these mountain outing spots scattered about the great state of Montana, with everyone of them promising—and delivering, too, a life of the out-doors packed with good times, with fresh air, hearty food, exercise

first person you become acquainted with after you have made your salutations to mine host and "the missus" at the ranch. He takes possession of you, escorts you to the horse corral, helps you pick out your horse (cayuse, after you've become acclimated) and otherwise gives aid and comfort in the matter of mounting, etc.

In other words, if you don't already know how, he teaches you to ride, and leads you through the stages of getting going astride a horse.

I said he was not Oxonian, though he may, nevertheless, be "collegiate" but out for the summer doing some cowboying, for love of the range, or as means of raising money to continue on with his "schoolin'" or whatever. And girls, surprising romances have developed during that life on the range.

Many of the Montana dude ranches are op-



Rodeo Day at Nine Quarter Circle U Ranch.

aplenty — horseback riding, fishing for the "gamey" ones in cool sequestered waters or in the tumbling, foaming streams — hunting, hiking, picnicking, camping-out; or just relaxing and drinking in the sparkling ozone-saturated air and "looking lazy" at the far-flung scenic panorama.

What is a dude ranch? Now, we just had to ask that question, you know, because we are "tenderfoots" (sic) and new to the vernacular of the range. Well, boys and girls, contrary to the accepted interpretation of the term "dude", dude ranches are anything but dudish. They are places where you don't dress up, where formality having been packed away in moth balls is left back home; where friendliness and good cheer prevail and the out-door life is paramount.

Now what is a "wrangler"? A wrangler, girls, is not an Oxford senior, nor a disputatious individual. Quite the reverse. He is the "Man Friday" of the place, he appears on the scene in cowboy outfit, and it does not matter if the outfit is slightly frayed around the edges with other indications of hard and constant wear. He is about the

erated primarily as real stock ranches, and guests at those places are privileged to enter into the daily activities, "working stock," etc., and if one happens to be on hand at roundup time he can be a part of the real thing.

But wherever you go, to whatever one of the many dude ranches, the first thing you do after inspecting your living quarters of course, is to go

out to the corral with your wrangler and look the "hoss-flesh" over. There are always plenty of ponies, and they are of all dispositions and temperaments. You can have a spirited nag or a quiet, gentle guaranteed-reliable beast. There are mounts for the seniors and mounts for the children, for everyone from "seven to sixty-five" rides out there. Even if you go out with the conviction that horseback riding is not for you, you'll succumb after you've watched the gay riding parties day after day, start off for a morning's fun—or wind off up the hill bent on a "pack trip" of a full day or even camping out over night on the banks of a cloud-land lake or a gay mountain torrent. The horse is the center of interest on the ranch, whatever the other attractions may be. But there are other things, of course, to do, there's fishing in unequalled trout streams, where, outfitted in waders you strike out for the middle of the stream, or you sit on the shady banks and just idly cast your line. If the season is open there is shooting up on the heights where the wild life hides.

Then when you ride back at eventide, there is the big open fire in the ranch house, for evenings are cool in the high altitudes, books, magazines, cards, dancing, or just smoking and "swapping lies" with your fellow guests.

Amateur rodeos are put on from time to time and these are great occasions for the whole countryside, guests from neighboring ranches and natives flock in to see the fun. In front of a tier of bleachers, cowboys,—amateurs and pros—take part in "bulldogging," roping and all the stunts that properly belong to a rodeo. At one of the ranches, a "water rodeo" is a major attraction where thrilling feats are staged by cowboys and trained animals.

Social features of various types are not overlooked at any of the dude ranches, and you can dance evening after evening, to the tune of a victrola, a radio, a piano; and on occasion, an orchestra from some neighboring town appears as an extra special. No formal



Inspecting the Hossflesh.



The Dining Room at Elkhorn Ranch.

clothes, however,—just sports outfits, with clinking spurs and the ubiquitous neckerchief. Never overlook the kerchief. It is worn on all ceremonious occasions.

Take along your fishing tackle, your gun, your golf accoutrements your rackets and everything else that contributes to life in the open: and leave behind your cares and worries, your white ties and tails, your trailing gowns and dancing slippers. Efface from your mind "the gritty paving stones," the skyscrapers, the smell of gas and the hum of motor cars. Renew your acquaintance with your trusty friend, the horse, and go natural.

In the foregoing.



Ready for a Morning's Ride.

In one or more particulars, most of the Montana dude ranches depart from the primitive. They all have running hot and cold water, some "rooms with bath" and all have bath houses and toilet facilities. One does not leave these "comforts of home" behind going to a dude ranch. The buildings are mostly made of logs, and include a main ranch building, where the dining room and kitchen are generally located, single occupancy cabins as well as those for larger groups. One must not neglect dwelling on the attractions of the dining rooms, for ranch life is a mighty developer of appetites. They have to be commodious for when it's time to eat, no one waits for the second call. And how good everything tastes,—fresh milk, cream, butter, eggs, vegetables, fried chicken, bear steak, and venison in the season. In those localities where buffalo herds are maintained, buffalo steak is a special treat. One never goes hungry on a dude ranch, yet curiously enough one is always hungry,—always ready when "soup's on."

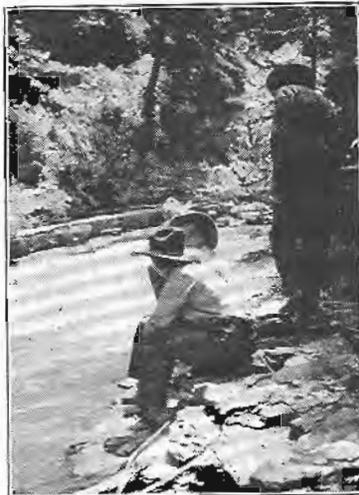
If you are taking the youngsters out on vacation, too, you may choose a ranch where a tutor is available for boy or girl preparing for some particular "major" in the fall. There is always a sand pile for the tots where they play what time they are able to spare off their ponies; and they go wading in the creek, or do most anything else their fancy dictates.

Outdoor sports are provided for the oldsters, too,—even golf, and the links are certainly "sporty courses" with ups and downs galore, hazards, etc. in plenty. Polo fields with trained polo ponies, archery to train your eye and develop your muscles and of course, tennis.

If you don't know just what "they" wear at a dude ranch, and you are undecided about what to take with you, remember "they" are mostly appareled in overalls,—men and women alike, riding clothes of the strongest and least stylish make, sweaters and kerchiefs,—oh plenty of kerchiefs, and a ten gallon hats by all means.



Off for the Trail.



Just a Happy, Lazy Day.

perhaps, I have dwelt rather at length on the appeal of dude ranching to the

on-coming generation and the generation already on the ground, leaving out the possible chance that Father and Mother might be interested in taking part in life on a ranch, so I'd like to tell you how Uncle John and Aunt Mary went out last summer for a month's outing, and stayed all summer, since when they will never go elsewhere in search of their summer recreation.

They are eastern people, Aunt Mary and Uncle John, past the meridian of life, but not senile in any sense. They had never gone far afield in search of variety in vacations. They had repaired quite regularly to the restful scenes "on the Cape," at the seashore or amid the beauties and in the quiet atmosphere at "The Notch." Then one day Uncle John brought home some little booklets that suggested going places

(Continued on page 10)

RETIREMENT AND PENSIONS UNDER NEW LAW

About 1,500,000 Workers Affected by Provisions of New Plan Which Supersedes Previously Enacted Law

The most comprehensive plan in existence for any industry providing for the retirement of employes because of age or disability is embodied in the new Railroad Retirement Act which has just become effective.

The plan was evolved as a result of joint negotiations between representatives of the 21 standard railroad labor unions and railway managements at the suggestion of President Roosevelt who, early in January, asked both sides to confer in an effort to work out a retirement plan for railroad employes that would be mutually satisfactory.

Approximately 1,500,000 employes of railroad, express, sleeping-car companies and their subsidiaries, railroad associations, and railroad labor organizations come within the scope of the plan.

Establishment of a retirement system for railroad employes was brought about by the enactment of two laws. Under one act—the Railroad Retirement Act which was approved on June 24—a retirement plan is set up and will be administered by the Railroad Retirement Board which was established under the Act of 1935 which this Act supersedes. The second law to be enacted is the so-called Railway Tax Act which was approved on June 29 and which provides for an excise

tax on the payrolls of the carriers and an income tax on the salaries of employes.

Principal Points Outlined

The principal points in the plan follow:
1. An employe is eligible to retire voluntarily upon attaining the age of 65 years, but may retire at 60 years of age, after completing thirty years of service, with a reduction in the annuity at the rate of one one-hundred-and-eightieth for each month he is under 65 years of age.

2. Employes may retire regardless of age because of physical or mental disability, after 30 years of service, with full annuity privileges.

3. An employe may continue to work after 65 years of age, but must continue to pay the tax, although he will not be credited with any service earned by such employment after July 1, 1937.

4. Present pension rolls of the railroads were taken over on July 1, 1937, under the plan.

5. No annuity will be paid to an employe unless and until he retires from the employment in which he is engaged at the time of retirement.

All annuities are to be paid out of the United States Treasury.

7. Method of computing the amount of annuity to be paid retired employe is the same under the plan as in the Railroad Retirement Act of 1935.

8. Provides for death benefits for a deceased employe's estate.

Provides for a total tax of 5½ per cent of the payroll not in excess of \$300 for any one month for any employe, to be paid into the United States Treasury, beginning January 1, 1937. This tax increases gradually to a maximum of 7½ per cent after twelve years. One-half of the tax will be paid by railroads and the other half by the employes.

No Compulsory Retirement Age

The Railroad Retirement Plan does not provide for any compulsory retirement age, but does provide for voluntary retirement at or after the age of 65. Employes who remain in service beyond the age of 65 will receive no credit for such service. If a man has 30 years of service and has reached the age of 60 he may retire, but in that case there is a cut-back of one one-hundred-and-eightieth of his annuity for each month the employe is under 65. Persons who are totally disabled are eligible to retire if they have completed 30 years of service regardless of age. Any man who reaches 65 may retire and secure an annuity based on his years of service, even though he is not in railroad service when he reaches the age of 65.

No one is entitled to an annuity based on his period of service prior to January 1, 1937, unless he was an employe on August 29, 1935, the enactment date of the Act to which the present Act is amendatory. An employe is defined as a person in active service or in the employment relation; that is, on furlough, on leave of absence, or absent on account of sickness or disability.

How Compensation Is Determined

The amount of the annuity is determined by multiplying the years of service by a certain percentage of the monthly compensation up to \$300. This percentage on the compensation, as in the law of 1935, is

- 2 per cent on the first \$50
- 1½ per cent on the next \$100
- 1 per cent on all sums over \$150, up to the \$300 maximum.

The compensation is determined by the average monthly compensation earned by an employe so far as the service is rendered after January 1, 1937. However, the employe is entitled to have 30 years of service considered if he has worked that long. In the case of an employe who has less than 30 years of service after January 1, 1937, there is to be added the years of service in reverse order prior to January 1, 1937, in an amount sufficient to make 30. As to the years of service counted prior to January 1, 1937, the actual earnings are not necessarily taken, but the compensation is that of a test period, which includes the years 1924 to 1934, inclusive, with a provision, however, that if an employe did not work in the test period, or if for any reason that period proves to be unfair, the Railroad Retirement Board may adopt such a basis of compensation as is fair and equitable.

Minimum Annuity for 20-Year Men

The Retirement Act provides for a minimum annuity for persons who have had at least 20 years of service, the minimum being related to the monthly compensation according to a graduated scale of percentages. In no event, however, can the annuity be less than the old-age benefit that the employe would receive under the Social Security Act if his service after

December 31, 1936, were included in the term "employment" as defined in the Social Security Act.

The Act also provides for a joint and survivor annuity under which, if the employe so elects, he will be paid a part of his normal annuity when he retires, the balance to be used to purchase an annuity for his wife if she survives him.

Board Will Administer Plan

The Retirement Board shall administer the Act, pass upon pension applications, certify them to the Treasury, make rules and regulations for the administration of the Act, and may call upon the railroads for information contained in railroad records.

All persons subject to the Railroad Retirement Act are excluded from the federal old-age tax and benefit provisions of the Social Security Act.

The Railway Tax Act imposes an income tax on the wages of employes earned subsequent to December 31, 1936, upon the following basis:

- 2½ per cent for the years 1937, 1938, and 1939.
- 3 per cent for the years 1940, 1941, and 1942.
- 3½ per cent for the years 1943, 1944, and 1945.

3½ per cent for the years 1946, 1947, and 1948.

3¾ per cent after December 31, 1948.

The Railway Tax Act also provides for an excise tax on the employers, payable on amounts paid to employes subsequent to December 31, 1936, upon the same percentages and with the same step-up as applies to the wages of employes. In neither case is compensation in excess of \$300 per month to be taken into consideration.

Death benefits are provided for persons who were employes after December 31, 1936. Under this provision, if the employe dies, there will be paid to his heirs or estate 4 per cent of all wages earned by him up to \$300 in any one month after December 31, 1936, less any amounts he may have received in annuities.

The Act provides that, effective July 1, 1937, all persons on railroad pension rolls as of March 1, 1937, shall come under the retirement plan and thereafter be paid such pensions as the private pension plan of the carrier provided, not, however, in excess of \$120 for any one month. Where a retired employe is now receiving a larger pension than \$120 the railroad agrees to make up the difference.

Wisconsin's Last Covered Bridge

IN a sheltered Ozaukee county dale, near Cedarburg, Wisconsin, an island unwashed by the fast-flowing currents of hardroad travel, Wisconsin's sole surviving covered bridge spans Cedar creek—and an age of romantic years gone by. Canting only slightly under the weight of its years, this friendly bridge—it has no name—still creaks and rumbles heartily and bears its passing burdens as trustily as the day its last dowels and wedges were driven tight.

Grayed with the snows and sun of rushing seasons that tumbled past as inexorably as the creek waters break and tumble on below, it might tell a hundred stories to the traveler who would stop and bend a sympathetic ear for the old bridges have a way of telling their stories better than any reporter. This old bridge waits an audience some fifteen miles north of Milwaukee, where it is discovered by the inquisitive a short way due north of



The Boscobel Bridge.

the intersection of Highways 143 and 60, on a narrow but well-kept town road.

Claims advanced for this wooden bridge as being the only one left in Wisconsin are only slightly premature. One other bridge remains, but the summer will see its passing as a new steel span crowds it from its place. This is known as the Boscobel bridge, over the lower Wisconsin river.

Half Rates

"Make me a child again, just for tonight," Once said a Scotsman—and Scotsmen are tight.

"I'm leaving tonight on a rail trip to Ayr; Make me a child and I'll travel half-fare."

—Erie Railroad Magazine

A Little Too Literal

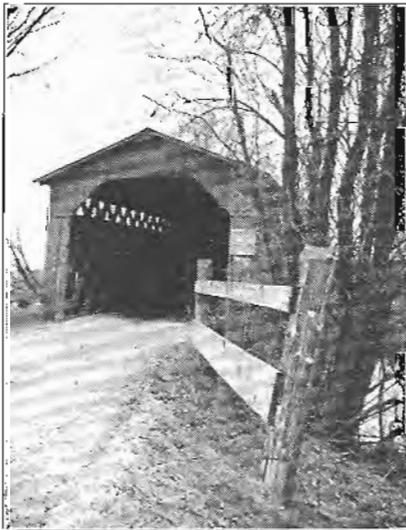
The porter was very strict on veracity. No untruth ever passed his lips.

"Is this my train?" he was asked one day by a lady.

"No, madam," he replied soberly. "It belongs to the company."

"Don't be so smart," she snapped. "I mean can I take this train to Milwaukee?"

"I hardly think you'd be equal to it, ma'am," he replied courteously. "And anyhow, we've got an engine to do it."



The Last Covered Bridge.

Retirement of Pensioners

List of Veterans on Retirement, to July 1st, 1937

WITHIN the past year, increasing numbers of the veteran employes have availed themselves of the opportunity to retire on pension under the conditions and the annuities of the Railroad Retirement Act of 1935. Beginning July 1st, the retirements will be under the new Retirement Act of 1937.

The lists, January 1st to July 1st include the following:

Additional names will be published from month to month and every effort will be made to secure the full list.

Name	Occupation	Location
Warburton, Christopher B.	Loco. Engineer	Milwaukee, Wis.
Haese, Herman William	Coremaker	Milwaukee, Wis.
Murphy, Thomas Joseph	Conductor	St. Paul, Minn.
Simpson, Robert Griffith	Carpenter	Sabula, Iowa
*Burlingame, Charles	Brakeman	Minneapolis, Minn.
Carroll, Fred Augustus	Laborer	St. Paul, Minn.
Donoho, Milton H.	Asst. Rhse. Foreman	Kansas City, Mo.
Langlois, Noah Vetal	Steamfitter	Milwaukee, Wis.
Iusch, George John	Boilermaker	Chicago, Ill.
Stevenson, John	Machinist	Minneapolis, Minn.
Schwartz, Herman	Machinist	Milwaukee, Wis.
Blair, Albert Jay	Machinist	Tomah, Wis.
Slover, William Jackson	Laborer	Ottumwa, Iowa
Moen, Anton	Car Repairer	Council Bluffs, Ia.
Pakenham, James Joseph	Switchman	Milwaukee, Wis.
Mau, John Charles	Crossing Flagman	Sturtevant, Wis.
Smith, Richard Daniel	Car Inspector	Savanna, Ill.
Palmer, James	Machinist	Sioux City, Ia.
Mallon, Peter	Fireman	LaCrosse, Wis.
Wojahn, Frederick Wilhelm	Freight Stower	LaCrosse, Wis.
Curtis, Ralph K.	Loco Engineer	Milwaukee, Wis.
McGorty, Charles Edward	Fire Knocker	Portage, Wis.
Peterson, August Edward	Carman	Sioux City, Iowa
Rice, William Fred	Carman	Harlowton, Mont.
Achey, William Edward	Labr. Loco. Dept.	Atkins, Iowa
Schroeder, John Theodore	Section Laborer	Lyndon, Wis.
Kaun, Frederick Gustave	Carpenter	Dallas, Texas
Stewart, William Henry	Conductor	Sanborn, Iowa
Liddle, John	Engineer	Milwaukee, Wis.
Haley, Albert Sidney	Laborer	Miles City, Mont.
Anderson, Charles Herman	Blacksmith	Milwaukee, Wis.
Koch, Frederick William	Carman	Chicago, Ill.
Mashek, Joseph George	Watchman	Aberdeen, S. D.
Ryel, John Thomas	Engineer	Atascadero, Cal.
Isenard, Paul Louis	Car Rept. Helper	Green Bay, Wis.
Daily, Dennis	Machinist	Milwaukee, Wis.
Johnson, John	Hostler	Milwaukee, Wis.
Brook, Edward Peter	Engineer	Minneapolis, Minn.
Owen, William David	Engineer	Austin, Minn.
Haas, Benjamin Franklin	Engineer	Savanna, Ill.
Lang, John Anst	Machinist	Marquette, Iowa
Hansen, Laurids	Car Dept. Labr.	Council Bluffs, Ia.
Bloomfield, Thomas	Switchman	Portage, Wis.
Hamilton, Lawrence	Engineer	Milwaukee, Wis.
Beaudette, Louis Philip	Agent	Mendota, Minn.
Friend, Charles Herman	Helper, Car Dept.	Chicago, Ill.
Menge, Albert Carl Ludwig	Gateman	Watertown, Wis.
Murphy, Timothy Charles	Loco. Engineer	Portage, Wis.
Gross, Charles Elmer	Freight Clerk	Savanna, Ill.
Krause, Frank Albert	Engineer	Portage, Wis.
Smith, John Mitchell	Agent	Dolton, S. D.
Bleidl, Stefan	Machinist	Chicago, Ill.
Carroll, James D.	Engineer	Chicago, Ill.
Luckiesh, Joseph	Section Labr.	Orlando, Fla.
Stauffer, George W.	Gateman	Charlotte, Ia.
Moore, Benjamin Hendrix	Engineer	Durand, Ill.
Taylor, Jesse	Conductor	Perry, Iowa
Johnson, John B.	Carman	Fond du Lac, Wis.
Grunke, Albert August	Seet. Labr.	Minneapolis, Minn.
Montz, George Peter	Boilermaker	Portage, Wis.
Murray, Henry James	Labr. Loco. Dept.	Bensenville, Ill.
Billig, Milton	Carpenter	Milwaukee, Wis.
Edson, Royal Pascal	Carpenter	Mazomanie, Wis.
Lawler, Patrick James	Train Dispr.	Mazomanie, Wis.
Peterson, John	Conductor	Des Moines, Ia.
Rosar, Joseph	Hostler	Los Angeles, Cal.
Kuhls, William Carl	Machinist	Council Bluffs, Ia.
Breibeck, Anthony	Machinist	Milwaukee, Wis.
Johnson, Matt	Coal Shed Labr.	Portage, Wis.
	Car Repairer	Kansas City, Mo.
	Crossing Flagman	Montevideo, Minn.

*Deceased.

(Continued on page 3)



Above is a picture of an oil-painting done by Ruth Towns, daughter of engineer Ambrus Towns, of Ottumwa. Here also is a poem written by her mother, Cora DeWitt Towns, which was inspired by the picture done by her daughter.

Both poem and picture were exhibited at the Iowa Women's Exhibits in Sioux City and Des Moines. These exhibits were sponsored by the Federation of Women's Clubs in the United States.

The picture and poem will be exhibited this summer in New York City.

Spring Melody

Blow, sweetly blow, on winds of Spring—
Here, where beauties of nature meet;
Trees and flowers their tribute bring
Oh, pipe a tune for dancing feet.

In limpid pool, the willow sees
Each silvery leaf, now face to face.
In blending greens, the shading trees
Lend themselves to beauty and grace.

The breath of violets—primrose too—
Arises from the fairylike tread;
Vieing beauty and dainty hue,
In rhythm, nods each graceful head.

Here where woodland fairies attend,
Gossamer robes in rhythm swing—
With the poetry of motion blend—
Attune with the Melody of Spring.
—Cora DeWitt Towns.

Waiting for the Hiawatha to Go By

MR. DOW, of the office of the Auditor of Investments and Joint Facility Accounts, tells this story: One evening some friends were motoring north of Chicago and came to a street which was crowded with people. There were numerous cars parked along the street. As these friends of Mr. Dow approached the crowd, they became curious and asked a bystander if the cause of all the excitement was an accident. The bystander said, "No, we're waiting for the Hiawatha to go by."

Alarming

"I've just been bit by a dog and I'm worried. I hear whenever a dog bites you, whatever the dog has, you get."
"Boy, then you have a right to worry."
"Why?"
"That dog just had eleven pups!"—Pup-pet.

Or Shrink the Dirt

One of the men spoke: "I dug this hole where I was told to and began to put the dirt back like I was supposed to. But all the dirt won't go back in. What'll I do?"
For a long while the supervisor pondered the problem. Then: "I have it. There's only one thing to do. You'll have to dig the hole deeper."—Punch Bowl.

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



GC

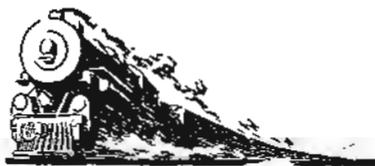
Published
list of names furnishe
on our railroad who we
ment Act.

I think a
faction than those on some railroads because we now know that when
employees fulfill the requirements of the Retirement Act they are assured
of a pension. Many of us, I am sure, have a feeling of lonesomeness
in realizing for the first time that so many of our old associates are
stepping aside and will not be with us in an active way. However,
pleasant memories of their association and the knowledge that those who
have taken the pension, and are applying for it from day to day, have
earned a deserved rest makes us all happy.

We all hope they will be good loafers, retain their
interest in the welfare of, and be good boosters for, the Milwaukee Road,
and continue to feel they are a part of the family.

A handwritten signature in cursive script, reading "J. D. Finick".

Chief Operating Officer





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

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Railway Industry's Exhibit Now On Tour

If you go into one of the larger railway stations in the United States some time this year and see a large crowd milling around a spot other than the ticket windows, don't be alarmed. The chances are that the object of interest will be the railway industry's new traveling station exhibit. The exhibit pictured nearby is now touring the key cities of the country, bringing before the public a pictorial illustration of modern railroading and its importance to the community and to the nation.

The exhibit consists of a panel 40 feet long by 10½ feet high, containing one central showcase, or diorama, eight feet deep, with three smaller showcases at each side. In these showcases, by means of animated displays and dioramas, important facts that the public should know are vividly and graphically portrayed. Across the top of the panel is a streamer reading:

"The American railroads pioneered in providing the transportation which made possible the settling of the continent . . . the building of a nation. Pioneering still goes on, as the American railroads continue their constant progress in improving the world's safest, most dependable, most economical transportation."

In the central showcase is depicted a complete model city. An elaborately equipped three-track railway is in the foreground, with stations, signals, cross-

ing gates, etc., along which a passenger and two freight trains are operating constantly. Above this central showcase is a traveling electric sign reading: "American Railroads have earned the right to ask for that equality of treatment and opportunity to which a progressive, competently managed and essential business is entitled."

At the extreme right is a showcase consisting of a stage with a drop curtain. In this diorama ten successive and different stage settings illustrate, in part, the continuous story of research and investment in plant and equipment to make railroad service better. The other five showcases are devoted to railroad taxes, safety, employment, diversity of the railroad "shopping list," and the volume of purchases.

Built as a joint enterprise of the Association of American Railroads and the Railway Business Association, the exhibit was first shown under the auspices of the latter at the Atlantic City Convention and Railroad Exposition in June. From there it started on its tour of America under the sponsorship of the Association of American Railroads, going first to the Pennsylvania Station in New York City for a three weeks' stay. During the month of August it will be set up in North Station, Boston, and from there it will go to other key cities. It has attracted

very favorable comment from the public.

If you have an opportunity be sure to see the exhibit. Invite your non-railroad friends to see it also.

Edgar A. Patterson

AT Washington Boulevard Hospital, Chicago, on June 30th, occurred the death of Edgar A. Patterson, superintendent of Telegraph Department and a veteran employe of over sixty years of service with this company. Mr. Patterson's death resulted from injuries received when he was struck by an automobile while on his way to his office in Union Station, Chicago, that morning. Witnesses to the accident said apparently Mr. Patterson became confused while crossing a street. He was taken to the hospital where his passing occurred late in the afternoon.

Mr. Patterson was born in New York, was 79 years of age and entered the service of The Milwaukee Road as a messenger in Madison, Wis., in 1876. He was telegraph operator at several stations in Wisconsin and became chief operator at Milwaukee in 1888, transferring several years later, to the same position in Chicago. He was appointed assistant superintendent of telegraph in 1905 and in 1913 was promoted to superintendent of telegraph, which position he held at the time of his death.

During the long years of his service with this company, Mr. Patterson enjoyed the respect and confidence of his superior officers and was held in high regard by his associates and employes. He is survived by his widow to whom the sympathy of The Milwaukee family is offered in her bereavement.

Mr. Patterson was a Shriner, member of Medinah Temple, Chicago. Funeral services were held on July 2nd and were largely attended by officers and employes and a host of friends who mourn his passing.

Commissioner Mahaffie, of the Interstate Commission, declares that the greatest single transportation problem before the country is how to use to the best advantage in the interest of all the country each agency of transportation as a part of a national system, so that each agency may render the most efficient service of which it is capable, at the lowest practical cost consistent with its efficient maintenance as a part of the national system. He adds that a process for solving this problem is in active preparation, presumably by the commission.

(Continued from page 6)

Name	Occupation	Location
Bunce, William Theopholis	Brakeman	Milwaukee, Wis.
Conners, James William	Boilermaker	Pasadena, Cal.
Stafford, William Robert	Yard. Condr.	Portage, Wis.
Bennett, Alfred Lyon	Conductor	Marinette, Wis.
Brockman, Fred John	Labr. Loco. Dept.	Portage, Wis.
Barr, James Marion	Engineer	Marquette, Ia.
*Foley, Elvin Kentucky	Station Helper	Excelsior Springs, Mo.
Corso, Antonio	Lumpman	Chicago, Ill.
Loofboro, Elmer Elsworth	Loco. Engineer	Albion, Wis.
Helm, Charles Fredrick	Blacksmith	Milwaukee, Wis.
Gelenski, August	Section Laborer	LaCrosse, Wis.
Riley, Harry	Machinist	Milwaukee, Wis.
Brown, Edward August	Trucker	Chicago, Ill.
Ellis, Ellis Foulk	Engine Oiler	Milwaukee, Wis.
Guinup, Isaac Hoover	Conductor	St. Bernice, Ind.
Howes, Frank Earl	Engineer	Minneapolis, Minn.
Johnson, Fred Douglas	Section Laborer	Rockford, Ill.
McNally, John Edward	Crossing Watchman	Dubuque, Iowa
Mansur, Eugene John	Cabinet Maker	Milwaukee, Wis.
Wyatt, Frank	Switchman	Terre Haute, Ind.
Neisen, Hans Peter	Coach Cleaner	Council Bluffs, Iowa
Fluck, Phillip Henry	Arent	No. English, Ia.
Papenfuss, Carl Ferdinand	Mach. Helper	LaCrosse, Wis.
Meyer, Henry	Blacksmith	Milwaukee, Wis.
Hornor, Fred L.	Carpenter	Kittredge, Ill.
Burkhiser, Grant Henry	Teleg. Operator	Sanborn, Iowa
Towle, William Clarence	Agent	Littleport, Iowa
Brennan, Charles Alfred	Eng. Watchman	Linton, N. D.
Johnson, John Solomon	Laborer	Minneapolis, Minn.
Nelligan, Patrick	Crossing Watchman	Chicago, Ill.
Kriens, John	Coal Heaver	Bird Island, Minn.
Provis, Alonzo Harvey	Sect. Laborer	Sabula, Iowa
Hattendorf, George Henry	Operator	Glenview, Ill.
Booth, Harry Judson	Clerk	Chicago, Ill.
Richards, Thomas Henry	Switchman	Milwaukee, Wis.
Wiedner, William Fred	Carman Helper	Milwaukee, Wis.
Meyer, Frank Nelson	Agent	LeRoy, Minn.
Blake, Hubert Lamberton	Crossing Flagman	Dubuque, Ia.
Walter, Fred	Crossing Flagman	Columbus, Wis.
Cahill, James Joseph	Crossing Watchman	Elmwood Park, Ill.
Erickson, Charles John	Hostler	Austin, Minn.
Parrish, John	Engineer	Rock Island, Ill.
Friess, Stephen August	Claim Investigator	Chicago, Ill.
Sherwood, Charles Wesley	Section Laborer	Marion, Iowa
Brown, John William	Section Laborer	Davis Jet., Ill.
Long, Barney	Machinist	Minneapolis, Minn.
Ham, Schuyler Sigle	Section Laborer	Newtown, Mo.
Young, William Harrison	Engineer	Perry, Iowa
Ruhloff, John Carl Gustav	Blacksmith	Tacoma, Wash.
McCullum, Charles Leroy	Agent	Vivian, S. D.
Gallihur, Joseph Henry	Carpenter	Spokane, Wash.
McCurdy, John Charles	Laborer M/W	Panama, Iowa
Weller, Charles Amos	Carman	Tacoma, Wash.
Rogne, Andrew	Carman Helper	Minneapolis, Minn.
Stebens, Herman	Trucker	Davenport, Iowa
Nisja, John Olson	Carman	Minneapolis, Minn.
Homann, August	Section Laborer	Guttenberg, Iowa
Schilling, Carl Albert	Section Foreman	Horicon, Wis.
Bartlett, George R	Conductor	Ottumwa, Iowa
Johnson, John Jacob Hoberg	Section Foreman	Lime Springs, Ia.
Crandell, Delos Adrain	Section Laborer	Gibbs, Idaho
Paulson, Ole Peter	Towerman	Seattle, Wash.
Benson, Nels	Car Repairer	Stoux City, Iowa
Lawrence, Frank Henry	Flagman	Madison, Wis.
Taylor, Willis Walter	Yard Foreman	Janesville, Wis.
Fouty, William Joseph	Section Laborer	Seattle, Wash.
Kasten, Fred Carl	Section Foreman	Merrill, Wis.
Foreman, Albert Milton	Laborer Loco. Dept.	Othello, Wash.
Morgan, Alonzo William	Bunkhouse Custodian	Perry, Iowa
Cartmell, Clarence Howard	Chief Operator	Mobridge, S. D.
Heilman, Frank John	Crossing Flagman	Milbank, S. D.
Rupprecht, Conrad	Laborer Car Dept.	Dubuque, Iowa
Tatro, George Washington	Agent	Alder, Wash.
Layne, Harry Vernon	Mach. Helper	Tacoma, Wash.
Artlip, John Douglas	Brakeman	Beloit, Wis.
Kucera, Jake	Section Foreman	Elberon, Iowa
Waiston, Charles James	Engineer	Sanborn, Iowa
Buckley, Walter	Air Brake Repairman	Tacoma, Wash.
Scott, Robert Franklin	Track Laborer	Ottumwa, Iowa
Becker, Frank	Section Foreman	Melbourne, Iowa
Schmidt, Mads Hanson	Toolhouse Caretaker	Savanna, Ill.
Anderson, David	Section Laborer	Britt, Iowa
Canar, George	Brakeman	Milwaukee, Wis.
Costerisan, Francis Marion	Section Foreman	Genesee, Wis.



"Dick" Humphrey.

At the End of the Steel Trail

THE arrival of the Olympian at Minneapolis on June 25, 1937, marked the retirement from active service of Richard W. Humphrey, who for the past fifty-three years has served the Milwaukee Road in the train service on the Hastings & Dakota Division.

Conductor Humphrey or "Dick" as he is familiarly called, entered the service as a freight brakeman in 1884, serving in that capacity until 1887 when he was promoted to the position of freight conductor. In 1902, he was set up as a passenger conductor and since that time has been identified with the passenger runs on the division. On May 28, 1911, when the Coast trains were put in service, Mr. Humphrey was assigned to Nos. 15 and 16 and it is said he was the conductor on one of the first westbound Olympians to reach Aberdeen twenty-six years ago.

The entire division will remember Dick as an honest and conscientious worker, ever ready to accommodate passengers in every way possible and extending the utmost courtesy to the patrons of the road as well as to his fellow employes. He practiced courtesy to the highest degree and probably never in his entire career failed to make one feel that he was sincerely happy to be of service.

Mr. Humphrey in a remarkable degree had the ability to make friends, not only personal friends, but friends for the railroad he so faithfully and loyally served. He held the esteem and friendship of the traveling public throughout the entire territory traversed by the Olympian trains and enjoyed the confidence and affection of his employers and fellow workmen.

Conductor Humphrey takes into retirement with him the best wishes of his many friends and associates, together with the best wishes of a wide circle of friends among the traveling public.

Vacation Days

(Continued from page 4)

and doing things quite removed from the expected. They told of the attractions of vacation living on Montana dude ranches situated in the heart of mighty mountain ranges where snow-topped peaks looked down on snug little valleys; and where sparkling streams of limpid water spoke of trout,—eastern brook, cut-throat, locklaven and rainbow—air clear as crystal and "freshness, freedom and farness" everywhere.

He and Aunt Mary read about the log cabins, the corrals and the horses—"ah-h-h the horses" said Uncle John;



Taylor Creek Falls

"um-m the horses" said Aunt Mary. He liked the fishing and the horses, she liked the log cabins, the big fireplaces, the evenings of music and "Bridge,"—but she was some doubtful about horses at least for "old folks."

She read on and finding assurance that there were horses for all ages—"seven to sixty-five," decided perhaps it might be safe for Uncle John. She never dreamed of the day that was to come when she and her gray hairs would be astride a cow pony. But such it was to be. That summer was an eye-opener for those eastern folk. Uncle John having been brought up on a horse, took to the life like a veteran. It took more time and some persuasion to get Aunt Mary "up" but after it became an accomplished fact, never a party left the ranch on "pack" or "trail" that Aunt Mary was not of the number. The young folks loved her, and the days when she herded the kiddies on their ponies and went off for a picnic, their joy was boundless.

Sometimes Aunt Mary would observe that John seemed to tire more easily than she did, ahorseback. Well, perhaps he did; his mount had a bit of the broncho in him, and took more and harder "handling."

So despite years and grey hair, the old folks go to dude ranches and get as much fun out of their vacations there as do the younger ones. There doesn't seem to be any age limit.

Name	Occupation	Location
Sherman, Albert John	Car Inspector	Sioux Falls, S. D.
Petrusch, Emil Albert	Eng. Watchman	Marion, Iowa
Hlatki, Fred	Section Laborer	Vining, Iowa
Snell, Charles Hugo	Crossing Watchman	Chicago, Ill.
Rasmussen, Everett	Section Laborer	Atkins, Iowa
Newberry, John Alfred	Dining Car Steward	Chicago, Ill.
McCormick, Hubert Uzal	Engineer	Milwaukee, Wis.
Klucas, Albert Christof	Pumper	Montevideo, Minn.
Horsch, Charles	Engine Hostler	Milwaukee, Wis.
Shortell, Patrick Henry	Section Foreman	Eagle, Wis.
Carlstrom, Daniel	Car Repairer	Miles City, Mont.
Lyne, Frank Edwin	Engineer	Madison, Wis.
Boyer, Marion Edwin	Conductor	Deer Lodge, Mont.
Berdes, George	Laborer	Milwaukee, Wis.
Nelson, Robert Milton	Engineer	Wauwatosa, Wis.
Fullam, Thomas	Groundman	Seattle, Wash.
Moran, John William	Section Foreman	Burns City, Ind.
Krabbe, Carl Frederick	Section Laborer	Walworth, Wis.
Laabs, Frederick August	Section Foreman	Milwaukee, Wis.
Anderson, August	Boilerwasher	LaCrosse, Wis.
Snaith, Robert	Carman	Tacoma, Wash.
Kuntz, Fred August	Section Man	Marinette, Wis.
Andrews, Joe	Yard Condr.	Seattle, Wash.
Czamanske, Edward J.	Carpenter	Wausau, Wis.
Anderson, Ambrose Nicolay	Toolman	Tacoma, Wash.
Wilkinson, Anthony Gladstone	Engineer	Shullsburg, Wis.
Kriesel, Charles	Stower	LaCrosse, Wis.
Chuidt, Anton	Laborer	Poynette, Wis.
Hodges, William Francis	Stockyard Laborer	Mitchell, S. D.
Eide, John Andrewsen	Boilermaker Helper	Stoux City, Iowa
Buck, George Murton	Switch Engineer	Mason City, Iowa
Hartland, Peter Jons	Trucker	Minneapolis, Minn.
Tracy, Don Joel	Engineer	Merrill, Wis.
Crouch, Charles	Baggageman	Minneapolis, Minn.
Dudley, Arthur Stanhope	Tax Comm'r	Milwaukee, Wis.
Renbarger, Harry Delos	Brakeman	Montevideo, Minn.
Lindberg, John Adolf	Loco. Painter	Minneapolis, Minn.
Livingston, David	Hostler	Milwaukee, Wis.
Hahn, John Benton	Mach. Loco. Dept.	LaCrosse, Wis.
Earling, William Henry	Conductor	Seattle, Wash.
Anderson, Andrew Johan	Frt. Office Clerk	Montevideo, Minn.
Helm, Charles Edward	Machinist	Milwaukee, Wis.
Hauptert, John	Laborer Car. Dept.	Dubuque, Iowa
Dimmock, Charles Carlton	Crossing Flagman	Milwaukee, Wis.
Rieger, Michael	Crossing Flagman	Milwaukee, Wis.
Lind, Chas. Frederick	Boilermaker Helper	Milwaukee, Wis.
Rissler, Henry Charles Louis	Machinist	Milwaukee, Wis.
Larson, Peter	Crossing Flagman	Milbank, S. D.
Schultz, William Edward	Carman	Spaulding, Ill.
Spoceri, Casper	Storeroom Helper	Miles City, Mont.
Miller, Axel Leonard	Depot Custodian	Emmetsburg, Iowa
Owen, Thomas Hugh	Engineer	Chicago, Ill.
Dick, Dale Irwin	Engineer	Sanborn, Iowa
Parks, Frank Hinton	B&B Carpenter	Tacoma, Wash.
Vanceve, Ora	Boilermaker Helper	Ottumwa, Iowa
Rubesky, Fred	Boilermaker	Dubuque, Iowa
Kressel, John George	Engineer	Miles City, Mont.
Hoyer, Ernst Wille	Cabinet Maker	Milwaukee, Wis.
Dettman, Ernest Fred	Crossing Watchman	Dubuque, Iowa
Wilson, Harry Willington	Conductor	Tacoma, Wash.
Cook, John Henry	Machinist	Bedford, Ind.
Bates, Orin Lawrence	Store Dept. Foreman	Tomah, Wis.
Homewood, Isaac	Conductor	Madison, Wis.
Severson, Halver	Section Foreman	Artesian, S. D.
Chipman, William Gettys	Switchman	Savanna, Ill.
Falls, George Laffy	Section Foreman	Spirit Lake, Idaho
Studt, Frederick William	Check Clerk	Kansas City, Kans.
Braun, Mary Gertrude	Stenographer	Seattle, Wash.
Adams, Thomas Perry	Engineer	Menominee, Mich.
Erickson, John	Loco. Carpenter	Minneapolis, Minn.
Ames, Stephen Benjamin	Conductor	Minneapolis, Minn.
Stelzer, Martin	Trucksmith	Milwaukee, Wis.
Kenevan, William Patrick	Agent	Lakehead, Minn.
Parker, Hiram Burdette	Agent	Hopkins, Minn.
Brady, Harry Emmett	Engineer	Savanna, Ill.
Brennen, Thomas Mathew	Carman	Minneapolis, Minn.
Sale, Stewart	Tel. Operator	Seattle, Wash.
Meyer, Joseph David	Fireman	Calmar, Iowa
Kocha, James	Mach. Helper	Green Bay, Wis.
Houghton, Elmer Elsworth	Brakeman	Austin, Minn.
Thompson, Melgrum Adelbert	Yard Switchman	Green Bay, Wis.
McShane, James David	Engineer	Madison, Wis.
McCartney, John Joseph	Crossing Watchman	Chicago, Ill.
Altenbern, Edward Walter	Conductor	Elgin, Illinois
Furlong, William Joseph	Special Officer	Chicago, Ill.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

The District Meeting Chicago, May 19th

THE district meeting held in Chicago on May 19th, convened in the Town Room of Hotel Knickerbocker, with a large attendance. A few words of welcome from Mrs. Kendall, president general, preceded the roll call, as follows:

The General Executive Committee

Mrs. Scandrett, Honorary President General.

Mrs. Kendall, President General.

Mrs. Loderhose, 1st Vice-President General.

Mrs. Sparrow, Treasurer General.

Mrs. J. T. Gillick, General Director.

Mrs. Wiedner, General Director.

Miss Lindskog, Secretary General.

Mrs. Dolan, Recording Secretary-General.

Mrs. Ryan, General Constitution Chairman.

Mrs. Soergel, General Annual Luncheon Chairman.

Chapter Presidents or Representatives

Beloit, Wis., Mrs. Smith, President.

Bensenville, Ill., Mrs. Brossard, President.

Black Hills, S. D., Mrs. Core, President.

Chicago-Fullerton Ave., Mrs. Frandsen, President.

Chicago-Union Station, Miss Doyle, President.

Janesville, Wis., Mrs. Lovas, President.

Marion, Ia., Mrs. Coakley, President.

Marquette, Ia., Mrs. Trask, President (absent).

Mitchell, S. D., Mrs. Paullin, President.

Sanborn, Ia., Mrs. McDonald, 1st Vice-President.

Sioux City, Ia., Mrs. Rohson, President.

Sioux Falls, S. D., Mrs. Wheeler, President.

Terre Haute, Ind., Mrs. Curtis, President.

Mrs. Speckner, president Madison, Wis., Chapter, was a guest.

Mrs. Sparrow, treasurer general, gave her report showing a balance in the governing board treasury of \$13,276.40; receipts during March, per capita, \$3.87; vending machine commission, \$259.58. Disbursements, refund of duplicate payment of per capita tax, \$13.10; for annual meeting and luncheons, \$125.31. For all other expenditures, including postage, supplies, miscellaneous expenses and allowance for expenses of the secretary general, \$80.

Balance on April 30th, \$13,316.44, of which \$270.66 belongs to the veterans' relief fund.

This meeting was Mrs. Sparrow's first appearance this year at the district meetings. She has faithfully served as treasurer general for many years and she was warmly welcomed.

Miss Lindskog's report followed, covering the membership figures and the activities of the club for the year 1936 and for the first three months of 1937. She reported that the general governing board had, since January 1st, sent \$150.00 to local chapters for welfare work—\$50.00 to Beloit and \$100.00 to Wausau, Wis.

Miss Lindskog read letters from the executive officers of the railroad congratulating the club on the splendid membership showing of 1936, and she extended her thanks to the membership for the good work they had accomplished in bringing up the membership this year to the figures already given. She said she realized the hard work they had done, and expressed confidence that the total membership

at the close of the season would equal if not exceed the last year's total, which was the largest in the history of the club.

Mrs. Loderhose, 1st vice-president general,—no report.

Mrs. J. T. Gillick, general director, gave a very comprehensive report on the work accomplished by the Sewing Guild of the Chicago Chapters, of which group she is the secretary.

She reported six comforters tied in addition to several infant's blankets, kimonos and other garments made, showing that the Guild had been busy during the past year and a great deal of excellent work accomplished. The women have been crocheting medallions of a bedspread, requiring several hundred to complete the work, which is now about done; and when completed it will be sold to realize funds to carry on the sewing.

One hundred and four dollars had been netted from the sale of a silk comforter made by the Guild, and the money used to purchase materials for the sewing. She extended her personal thanks to all who had helped in this work. It was hoped that a large sum might be realized from the sale of the bedspread as the sewing funds were nearly depleted.

Mrs. Kendall thanked Mrs. Gillick for the fine report. Other members of the Executive Committee were called upon but had no reports.

In the absence of Miss Many, ways and means chairman, Miss Lindskog reported the sum of \$707.80 received as commission from vending machines for the first three months of the year, and \$1,824.71 commissions for the year 1936.

An invitation was extended on behalf of the two Chicago Chapters to all out-of-town guests to take a sight-seeing drive around the city, following the luncheon.

Mrs. Soergel, luncheon chairman made some announcements concerning the luncheon which was to follow immediately after adjournment of the business meeting.

Mrs. Kendall urged all chapters to be very alert to find all cases of need which should come under the attention and care of the club, and expressed her happiness because of the increased employment on the railroad, reducing the number of cases requiring help from us.

Reports of chapter presidents:

Beloit; Mrs. Smith: 22 voting and 24 contributing, 3 junior members; \$65.50 spent for welfare; \$94.44 cleared on ways and means; balance in treasury, \$127.66. She said the outside agencies in Beloit were always willing to cooperate with the chapter in giving aid. One veteran who has been receiving aid for a few years is now endeavoring to get the retirement pension, and the chapter is aiding him in his effort.

Bingo parties have been successful as money raising; 144 personal and phone calls have been made, 25 families reached and 27 messages of good cheer sent.

Bensenville, Ill. Mrs. Brossard, reported 77 voting, 170 contributing members, total 247, compared with 197 last year. \$11.48 was spent on welfare since January 1st and \$45.89 cleared on ways and means.

She gave some specific cases and said that the public agencies were cooperating with the club. They secure their members by calling on them and said that the department heads helped with the contributing membership.

Bensenville chapter has a very fine library and rents books to the townspeople as well as to the members. On October an annual dinner party is given for voting and contributing members, but children are not invited to this party as the Christmas party is given for them.

Black Hills Chapter, Mrs. Core, president, reported no welfare work for a year and a half as "everybody is working." Care has been exercised to find any or all cases, but none have been reported. At time of death, the ladies go to the home and arrange for food, etc., which attention is always greatly appreciated.

The membership chairman takes care of membership in town and out on the line, the men help, collecting both voting and contributing dues. The territory extends about 150 miles out on the line.

Dances are the most popular form of ways and means entertainment, and have accomplished much in the way of publicity for the railroad. They are invitation affairs and have become so popular that they could never take care of all wishing to come. Therefore the invitations are confined to a certain number and those not invited in one month are sure of their invitation the next.

The men are asked to the regular meetings, and they play cards during the business sessions. Also for those who do not play cards other forms of amusements are arranged.

This chapter has, through its dances, been able to maintain around \$200.00 in its treasury at all times, and as soon as the sum falls below that figure, another dance is given.

The men are very proud of the dances, and all agree that nothing that has ever been done in Rapid City has helped so much to advertise the railroad.

Fullerton Avenue, Chicago Chapter, Mrs. Frandsen, president, reported 329 voting, 411 contributing, 4 junior contributing members. Spent on welfare, \$582.57; families given aid, Good cheer, \$38.41, 71 families reached.

Welfare chairman had been of great assistance in getting information regarding railroad retirement pensions for those wishing to take the pension.

Regular visits are made to Milwaukee Road employes in Washington Boulevard Hospital, and magazines, fruit, etc. are given.

To increase the voting membership a small gift was offered to everyone bringing in one or more new voting members by May 12th.



Top: Passenger Representatives With Dan Young on a Dude Ranch. Bottom: l. to r.—L. B. Renchard, Detroit; Mrs. Miller, of Elkhorn Ranch; W. S. Critchfield, Philadelphia; W. D. Goss, Boston; R. E. Brazda, New York.

A glee club last year was quite successful and this year knitting classes have been held.

Most of the money has been raised through the dues and the cafeteria operated in the Fullerton Avenue Building by the Chapter.

To date this year over \$900.00 has been cleared from the cafeteria. Varied programs are arranged for each meeting—such as Home Talent, Charm and Personality lectures, Trip to Chinatown, and a cake each meeting for those who have birthdays in that month.

Have Mother's Day celebrations which are well attended, three mothers joined at this year's meeting.

Held Open House in the club rooms Christmas Eve, inviting all the employees in the Fullerton Avenue Building. Served coffee, sandwiches, relishes, nuts, candy, cake and cookies.

Union Station Chapter, Miss Doyle, president, reported membership, 160, voting; 878, contributing. Spent on welfare, \$361.33 and told of some special cases which the chapter had cared for. Good cheer chairman makes regular calls at Washington Boulevard Hospital, taking fruit, flowers, etc. One of their regular ways and means activities is the sale of Flower Show tickets on which a commission is allowed. Realized \$45.00 on the sale this year. Have a November party each year to raise money for the Christmas baskets.

Have cards and lectures at the monthly meetings and keep "open house" for Milwaukee Road employees in Union Station, each Christmas Eve. Serve sandwiches, cake and coffee.

Janesville, Wis., Mrs. Lovas, president, reported 153 voting, compared with 127 last year; and 128 contributing, compared with 89 last year. Spent for welfare work since January 1st, \$46.78 and have a balance of approximately \$400.00 in the treasury. Gave aid to a veteran and supplied a nurse for another, who has since passed on. Have more call for good cheer than aid, as there has been much sickness and death. Have taken food into homes at the time of sickness and death.

Membership is handled by a drive with two teams and two captains. The losing team entertains the winner at the close of the drive. At the end of the contest this year, the teams were tied, and the chapter entertained both teams.

New furnishings are needed in the club house and a special party will be given to raise money for that purpose.

Last Fall, gave a dinner for the veteran employees in Janesville—those who had seen 35 years or more of service, and their wives. 200 attended. It was very successful and greatly enjoyed.

Marion, Iowa, Mrs. Coakley, president, reported 139 voting compared with 107 last year; contributing, 187 compared with 150 last year; \$24.70 spent for welfare, with balance of \$416.83 in treasury.

Chapter has been helping some veterans for some time, collecting used clothing and furniture to give to needy persons. Donated \$5.00 to tubercular drive in Marion.

The chapter receives one hundred per cent cooperation from the men. Hold an annual Christmas party. The Sunday before Christmas have a nice party and tree in the depot, giving away candy to the children.

Membership drive terminates with a May breakfast for paid voting members. The chairman handles the drive and selects her own committee, choosing generally those who drive cars, so they can call for dues. Heads of departments cooperate with the contributing membership.

Marquette, Iowa, not represented.

Mitchell, S. D., Mrs. Paulin, president, reported 60 voting, compared with 35 last year; contributing, 61, compared with 104 last year. Spent on welfare, \$30.62; cleared on ways and means, \$50.00. One of the activities which brought good returns and much amusement was that of one member

baking a cake at the beginning of the year and placing a dime in the cake. The member who drew the piece of cake containing the dime made the cake for the next meeting, putting in the dime—and so on each month. Mitchell Chapter has had its club room enlarged and are now equipped to hold their parties in their own club room.

Sanborn, Iowa, Mrs. McDonald, vice-president, reported a paid membership of 25 voting, 15, contributing. Not much actual welfare work, but have a wonderful good cheer chairman who reported 130 phone calls, 98 personal calls, 40 messages of good cheer and 52 families reached. Card parties are their most successful activity.

At time of death instead of sending flowers, a committee prepares dinner the day of the funeral—a different committee acting in each case. The dinner is taken to the home and the family and friends served there.

Several veterans have been helped with their retirement papers.

Sanborn Chapter joins with the Commercial Club for the annual Christmas party. Have a nice program and give out candy, nuts, etc. Also every elderly person in the town is reached.

The park adjoining the station which was sponsored by the chapter is cared for each year and the spruce tree planted there in honor of Mrs. Byram is carefully tended.

Commenting upon this activity, Mrs. Kendall reminded the members that all such efforts brought the railroad into favorable prominence with the public.

Sioux City, Iowa, Mrs. Robson, president, reported a membership of 57 voting, 94 contributing. Spent in welfare, \$5.10 and on good cheer, \$42.95. Not much welfare work required due to the increased employment. She mentioned one family who had been reluctant about accepting help that was really needed, but their hesitancy was overcome by sending a good cheer basket containing fruit, etc., and placing therein an envelope with \$25.00 and a snappy little friendship card.

Reached 51 families with welfare and good cheer. Have card parties and pot luck dinners preceding the regular meetings. Have a \$2.00 bank night at every meeting, which is very popular. Average attendance is around 60. Hold a division picnic each summer, with other railroad organizations joining in.

Served a dinner at the Shops during Railroad week, last year, netting \$50.00. Have a Christmas party the Sunday before Christmas, the children furnishing the program. Have a turkey contest before Thanksgiving. Provide dinner for mourners at time of death.

At the pot luck dinners last winter, we played children's games, and did other unusual things; worked puzzles, had charades, etc. Men took part in them and everyone enjoyed this form of entertainment for a change.

Sioux Falls, S. D., Mrs. Wheeler, president, reported 34 voting membership; 75 contributing, junior, 1. Spent \$30.75 on welfare and donated \$19.00 to the Red Cross flood relief. Have a picnic in June and an annual dance on Easter Thursday, which is always successful. Have a Christmas party with Santa Claus arriving on an engine. Contributing members secured by the chairman going over to the freight house on pay day. The men know when they see her what she is there for, and they willingly pay. Departments give splendid cooperation.

Terre Haute, Ind., Mrs. Curtis, president, reported 78 voting, 137 contributing members. Spent \$130.31 on welfare since January 1st; \$4.50, good cheer, and \$10.00 to Red Cross Flood Relief. Made 57 personal and phone calls and sent 25 cards. Balance of \$343.63 in treasury.

Hold a summer picnic and a Christmas party. Pot luck dinners precede every regular meeting, the men and children attending. The men of the car department contribute a stated sum every month and send it to the club in a lump sum.

Mrs. Kendall introduced Mrs. Speckner,

president, Madison, Wis., Chapter attending as a guest from another district.

Under New Business, Mrs. Kendall reverted to the activities that formerly carried on under the "Lydia T. Byram Scholarship Fund" and suggested that since the relief work had been reduced because of more employment, possibly some good might be accomplished in the way of helping the young people in their school work. She said we could not, of course, at the present state of our funds, undertake to send a student through college or provide thorough educational facilities, but we could undoubtedly be of help in the way of outfitting children and students for school, providing graduation clothes, buying books, etc. This activity was very close to Mrs. Byram's heart and Mrs. Kendall said she would not like to see it entirely overlooked, especially as there seemed to be sufficient amounts in most of the local chapters to proceed with Scholarship work.

Also, with regard to caring for veterans, Mrs. Kendall requested that all possible assistance be rendered these old people wherever necessary, and that they be given help in the matter of applying for the retirement pensions, in case they seemed not to know just how to proceed to make such application or hunt up the necessary records.

Some questions and answers followed, one being as to whether the furnishings in the various club room were to be considered the property of the railroad or of the chapters. The answer to that was: that any furnishings supplied by the railroad company were still property of the company; anything purchased by the chapters for the club room's use, were the property of the chapters making the purchases.

Another was: Concerning use of the club rooms and holding of keys by others than a certified member of the chapter. Officers of the railroad are of course, permitted to use club rooms for meetings, etc., and should have access to a key to the rooms, but the chapter president should be advised when such meetings were to take place and who will get the keys. It is not desirable to have keys to the club rooms in possession of a number of persons.

Meeting adjourned.

Luncheon was served in the picturesque Oceanic room of Hotel Knickerbocker, 162 in attendance. Representation from Chapters as follows: General executive committee, 10; outside guests, 2; Beloit, 9; Bensenville, 13; Chicago, Fullerton Avenue, 28; Chicago, Union Station, 18; Janesville, 14; Marion, 12; Mitchell, 6; Sioux City, 1; Sioux Falls, 2; Terre Haute, 25; Sanborn, 2; Black Hills, 2. From chapters in other districts: Milwaukee, 13; Madison, Wis., 2; Dubuque, 2; Portage, 1.

During the luncheon we were favored with two vocal selections by Mrs. Hill, accompanied by Miss Wallbaum.

After the luncheon, out of town guests were taken for a sight-seeing tour of the city, through the courtesy of the two Chicago Chapters, and returned to the club rooms of Union Station Chapter for rest before taking trains for home.

A vote of thanks was extended to Mrs. Soergel, chairman of arrangements and others who had helped to make the day so pleasant. She again expressed her pleasure at meeting so many from the different chapters and thanked them all for coming.

At 2:45 p. m. 94 guests took the drive through the Chicago Parks and Boulevards.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

THE Wausau chapter held an interesting and pleasant meeting at the Gordon hotel, Minocqua, Tuesday, June 8. A large delegation from Wausau and other points along the line enjoyed the trip through beautiful northern Wisconsin, past glistening lakes and stately pines. The train passes through country where one can go far from "the madding crowd," where not a sound can be heard but the wild bird

calling to his mate, and the gentle lap of water against a tree-fringed shore.

A luncheon at the Gordon hotel was followed by cards. During the business meeting, it was decided to hold the next meeting at Tomahawk, July 13. The treasurer's report showed a balance on hand of \$266.80, after \$50 had been expended for sick benefit and \$10.21 for sunshine and other welfare work.

At the May meeting which followed a "covered dish" luncheon at the clubhouse, Mrs. Felix Slomski gave an interesting report of the Milwaukee meeting. It was announced that the chapter was "tops" in membership, thereby securing the \$30 prize. The award was earned through the diligent efforts of the officers. It was reported that the welfare committee had made thirty-seven calls and spent \$29.

At the April meeting, Mrs. Emily McCarthy was given a vote of appreciation for her work on the welfare committee. That department of the chapter has sponsored the hospitalization and care of a friendless sick man who passed away. The club also assumed the expense of his funeral. The little group of mourners was pathetically small, composed only of a few members of the railroad club, who had befriended a dying man.

Another very worthy act of the club was sending a railroad man to a better climate for his health. Since spending some time in the west, his condition has shown quite a marked improvement.

Savanna Chapter

Marie J. Clifford, Historian

THERE were 61 members of the Savanna Chapter present at the May luncheon, held at the Radke Hotel, Monday noon at 1 p. m. The tables were decorated with cut flowers.

Following the luncheon a program was given consisting of two songs sung by the Milwaukee Women's Club Chorus consisting of Mrs. Wm. Smetz, Mrs. G. Watson, Mrs. H. Carmichael, Mrs. Raymond Phillips, Mrs. Oscar Kline, Mrs. D. R. Davis, Mrs. Boyd Latham, accompanied by Mrs. Hans Greison.

Mrs. Albert Greison also sang two selections, accompanied by Mrs. Raymond Phillips.

Following the program the business meeting was held and reports read from the chairmen of committees. Mrs. H. P. Buswell, the president, gave an interesting account of her trip to Kansas City, where she attended the district meeting held on April 22nd.

Three new members were introduced, namely Mrs. C. E. Kinney, Mrs. V. E. Engman and Mrs. Wm. T. White.

The attendance prize was drawn by Mrs. Jas. J. Roe.

The amount spent for relief work during April amounted to \$2.99, good cheer \$5.89.

Twenty-five members attended the June meeting of Savanna Chapter held in the Lydia T. Byram clubrooms Monday evening, the 14th, Mrs. Buswell presiding.

Reports from officers and committee chairmen were read which showed that \$8.64 was spent during May for relief work. The good cheer chairman reported two sprays of flowers were sent at time of death, 10 personal calls were made and 16 families reached during the month. Ways and means chairman collected \$7 during May for clubhouse rental.

All were pleased to learn that the thirty dollar membership prize had been received and Mrs. Buswell thanked all who were instrumental in bringing about the increase in membership.

The chapter will sponsor a boat ride on steamer J. S. on June 28th.

The attendance prize of \$1.50 went to Mrs. John R. Brown.

The meeting was followed by a beano game which was arranged by the clerks in the superintendent's office. Dainty refreshments were served.

St. Paul Chapter

Mrs. O. D. Wolke, Historian

ST. PAUL CHAPTER held its regular monthly meeting May 11 in the club rooms in the Degree of Honor hall.

A chicken pot-luck supper was served at 6:30 to 75 club members. Social chairman Mrs. Sitzmore was in charge of the supper, assisted by her committee, Mesdames Baxter, Morgan, Braw, Curtin, Marlin, Maher, Young and Allen. Much praise was given Mrs. Sitzmore and her committee for such a fine supper. And it was served in the usual fashion as nobody but this committee could do.

Following the supper ways and means chairman Mrs. George Brew conducted the drawing on prize article, Mrs. Sniker being the winner. Profit on this article was \$2.15, which was added to our treasury. These prize articles are used as awards at regular meetings. It has made a big hit among club members and it's like waiting for Santa Claus until the drawing is over. We are all hoping ways and means chairman Mrs. Brew does not discontinue these drawings.

Voting members present were called to order by our president, Mrs. F. M. Washburn, and while the business meeting was in session the contributing members spent the time playing cards. President Mrs. Washburn opened the meeting with forty-eight members present. Welfare chairman Mrs. Maher reported \$2.69 spent for month of April, one family being reached. Month of May, \$7.32 spent for one family. Club voted to buy \$4.50 worth of tickets to help the Hiawatha baseball club of Minneapolis purchase new suits.

Membership chairman Mrs. Johnston reported 93 voting, 261 contributing; total membership, 354 members.

This number brings St. Paul Chapter membership quota for 1937 over the top, winning the \$20 prize and also the extra \$10 prize given for getting our quota by May 1, 1937. We are very proud of Mrs. Johnston as membership chairman, and also president Mrs. Washburn, who worked so hard with Mrs. Johnston. Much credit is due them for this splendid showing. Good-cheer chairman Mrs. Chamberlain reported \$1 spent for month of April for sympathy and cheer cards. Ten families were reached. For month of May, ten cheer cards, three sympathy cards sent. One personal and six telephone calls made.

Mr. Pothan reported on parks for picnic as follows: All parks suitable for picnics were leased, therefore the usual picnic will not be given this summer. Something for the fall may be planned later.

President Mrs. Washburn closed the meeting by declaring a three months' recess of regular meetings for June, July and August. Board meetings to continue.

After the business session the favorite game of bunco was played and several very useful prizes were given.

Regular monthly board meeting was held Thursday at Seventh and Wabasha, with a delicious 1 o'clock luncheon. Nine members were in attendance and reports were given. It was planned at this meeting to meet for the July board meeting at the dock of the steamer Capitol, July 13, at 9 o'clock a. m., and spend the day gliding along on the Mississippi river from St. Paul to Hastings, where St. Paul Chapter's future plans and activities will be discussed.

All members attending the district meeting in Minneapolis from St. Paul Chapter reported a very enjoyable time.

Spokane Chapter

Mrs. W. N. Hunter, Historian

A FITTING climax to a busy year's work before summer vacation was the May meeting of Spokane Chapter, at the home of our past president, Mrs. Geo. H. Hill. Mrs. Hill invited the membership to be her guests for a dessert luncheon. The table decorations were beautiful, the flowers coming from Mrs. Hill's lovely garden.

At the tea table Mrs. G. A. Roszbach and Mrs. James Murphy poured. Assist-

ing in the dining room were Mrs. Clem Shook and Mrs. Harold Linnehan.

After this very delightful luncheon was served to over forty people there was a short board meeting, followed by the regular meeting presided over by our president, Mrs. Chas. Lillwitz. Reports were read showing good work done and marked interest in all departments. The good cheer chairman, Mrs. Frank Fisher is always on the job while Mrs. Joseph Ashback did creditable work as membership chairman. Delegates for the convention at Tacoma for June 3rd were appointed and special arrangements made for our president to represent our chapter there.

Suggestions were made to think about this vacation which by the fall meeting may be found workable. Aiding worthwhile students of our Milwaukee members came in for a good share of discussion. Unusual interest seemed to center around this idea.

The thirteen delegates who attended the convention at Tacoma report a very profitable and most enjoyable time, in fact our president made the statement that it was unusual in its helpful suggestions. When our meetings open after our vacation months, our president probably will let us know about these projects from which benefits may be derived. We who were unable to attend feel we missed a great deal. The fellowship and touch of a kindred spirit often helps us with one's difficulties and problems, so these get together meetings certainly make for good.

Our treasurer, Mrs. Ashton, went to Wisconsin to meet her son in the University at Madison. Mrs. G. H. Hill's letter explaining her absence was read before the assembly. Neuritis kept the historian from enjoying the trip and all that goes with a lively convention. Among others beside our president, Mrs. Lillwitz, present, were Mrs. F. Watkins, vice president, Minnie Harnick, P. L. Hays, E. Breeden, W. Cutler, Gist Webster, Skinner, H. McGinnis.

Mason City Chapter

Mrs. W. L. Gaffney, Historian

Mason City Chapter met for the usual monthly meeting May 26. Mrs. Eddie Adams presented Margaret Larson who sang three popular numbers. She was accompanied by Lucille Granitis.

Mrs. C. H. Kirsch reported 401 paid memberships to date; 156 voting, 231 contributing, and 12 junior members contributing. She also reported our \$10 prize from the Governing Board and we are looking forward to another \$15 prize. Both Mrs. C. H. Kirsch and Mrs. Sizer are to be commended for our fine membership. Mrs. R. Goltz, treasurer, reported \$546.43; Mrs. J. C. Tuslar, sunshine chairman, reported 13 personal and telephone calls and 4 cards sent.

The report was given of the District meeting which was held at Minneapolis in the grand ballroom of the Nicollet Hotel. All were so glad to again greet Mrs. Carpenter Kendall, president general and Miss Etta Lindskog, secretary general, as well as representatives from 13 chapters. Reports were given in the forenoon. Many inspiring and helpful suggestions seemed to induce us with renewed energy. Luncheon was held at 1:30 followed by a sight-seeing trip. We were then served tea in the Minneapolis club room by the combined chapters of St. Paul and Minneapolis. The following ladies from our chapter attended: Mrs. E. G. Patton, Mrs. Ruby Potter, Mrs. H. R. Howard, Mrs. C. H. Kirsch, Mrs. C. Smola, Mrs. Robert McClintock, Mrs. Leo J. Cook, Mrs. John Balfanz, Mrs. R. L. Goltz, Mrs. Louis Walter, and Mrs. Rae Sizer. We were proud of our president's report as well as the report given by Mrs. C. H. Kirsch, our membership chairman. 401 paid members has meant a lot of hard work on the part of some one.

Plans were made for a combined dance and card party to be held the first week in October. We are still going and hope to be much more alive as years go by.

Sioux City Chapter

Lillian Rose, Historian

CONTRASTING northwest Iowa's joyful anticipation of a bountiful harvest with last year's drouth, every member of our Milwaukee family in these environs is grateful indeed—good harvests, to us, mean good business on our Road.

In March, Mrs. W. L. Eckert entertained the Board with Mrs. Arthur Nelson as co-bosses. The scheduled meeting for April found us at Mrs. N. E. Capwell's. Mrs. A. G. Class assisting. The June calendar reminded us that Mrs. Homer Snow and Mrs. C. H. Embick would welcome us in the home of the former. In May, Mrs. R. F. Doud entertained with Mrs. Earle Murphey assisting.

At Mrs. Snow's, the Board gave Mrs. Robson, our president, a rising vote of thanks for the interesting resume she gave us of the Chicago meeting.

Our relief chairman, Mrs. Embick, reports the club gave \$25.00 towards a needy hospitalization. The work of the club in this line has lightened considerably during the past months. We are, of course, always happy to be of service to those who need it. But it is cheering to know that more available work is putting many back on their feet again.

Perhaps because of the above condition, it has been rough sledding for the membership chairman. When pressed by actual needs, we meet with ready response, but when times are good we grow lackadaisical. However, after an intensive drive of several weeks, Mrs. Earle Murphey reports a membership of 247. The Board congratulates her on her efforts and the results.

At our pot-luck dinners, Mrs. A. G. Class has added to her laurels with some more unique entertainment. Two youngsters, Colleen Kellogg and Vernon Cownic, gave us an exhibition of an Apache dance. When the brave warrior dragged his captured maiden around on the floor by her hair and then pulled her upstanding to receive our acclaim, we were on our feet in admiration of the excellent performance. In April Miss Marjorie Griffith sang for us; Miss Frances Borisek at the piano. In May a card party with cash prizes brought out a goodly attendance.

The seeming lethargy toward club activities does not daunt our lady of ways and means, Mrs. Arthur Nelson. A card party in May at the Y. W. C. A. netted \$12.00. She is now selling chances for a \$5.00 bill to be drawn at the annual picnic.

Mrs. R. F. Doud, of Sunshine and cheer, reports an expenditure of \$36.16 since the first of the year. One hundred and thirty-seven calls made; 53 families reached. Also \$22.00 was spent that was donated by the members.

To Mrs. Elmer Taylor of Hawarden, Mrs. Arthur Nelson, and the Erlich family, the club wishes to extend sympathy in their recent bereavements.

Start your regulating apparatus which makes bodily adjustments to the varying degrees of temperatures (yes, honest, the doctors say so); put the red flannels in cold storage, keep an unruffled disposition and an unjaundiced eye and before you know it, the lovely summer will be gone.

Beloit Chapter

Mrs. J. E. Yohn, Historian

OUR last meeting of the season held on June 9th was preceded by a pot-luck supper at 6:30 p. m.—25 in attendance. Everyone bringing a generous dish to pass a bounteous supper was the result, together with a grand time.

Regular meeting followed at 8:00 p. m. Reports were read by officers and committee chairman. Treasury balance, \$134.49. Welfare chairman spent \$17.50 for relief, made one personal call, 11 telephone calls and clothing amounting to \$2.00 given, without expense to the club. One family reached.

Sunshine chairman reported 48 personal and 10 telephone calls made and 5 messages of good cheer sent. 12 families reached.

Sixteen

(Continued from page 11)

Name	Occupation	Location
Beattie, George Brown	Engineer	Portage, Wis.
Hallahan, Jerry	Car Stower	Dubuque, Ia.
Lawless, Lou Lavert	Machinist	Wausau, Wis.
Rowland, Walter Augustus	Agent	Roy, Mont.
Schwartzman, John Ernest William	Section Laborer	Merrill, Wis.
Thomas, Joe	Section Laborer	Momence, Ill.
Porsov, Sr., William Frederick	Molder	Milwaukee, Wis.
Cartwright, James Byrd	Laborer	Perry, Iowa
Williams, William	Laborer	Merrill, Wis.
Moriarty, Thomas Henry	Brakeman	Minneapolis, Minn.
Houghton, Abel Howard	Crossing Watchman	Minneapolis, Minn.
Montel, John	Carman	Dubuque, Iowa
Benter, Emil	Crossing Flagman	Hastings, Minn.
George, Thomas Edward	Engineer	Madison, Wis.
Daniels, Daniel Olaus	Conductor	Wausau, Wis.
O'Connor, Timothy Charles	Store Helper	Beloit, Wis.
McGrath, Cornelius	Car Inspector	Savanna, Ill.
Trapp, William Fred	Carpenter	Chicago, Ill.
Thompson, Engbret	Section Foreman	Harlowton, Mont.
Swanson, Frank	Freight Handler	Minneapolis, Minn.
Miller, Eben Edgar	Machinist Helper	Mobridge, S. D.
Binger, Theodore	Section Laborer	Middleton, Wis.
Chown, Robert Allen	Section Laborer	Auburn, Wash.
Massey, Frank	Engineer	Savanna, Ill.
Gulicandson, Carl August	Section Laborer	Wentworth, S. D.
Barrick, Simon	Pumper	Madrid, Iowa
Colvin, George Alexander	Blacksmith	Sanborn, Iowa
Kizershot, Joseph William	Leverman	Montgomery, Minn.
Affeldt, August	Carpenter	Milwaukee, Wis.
Richter, Louis Barney	Conductor	Aberdeen, S. D.
Mayer, Bernhard	Section Laborer	Ipswich, S. D.
Griot, John Adam	Box Packer	Milwaukee, Wis.
Boaz, James Thomas	Yard Clerk	Sioux City, Ia.
Thomas, Charles Wesley	Boilermaker	Portage, Wis.
Boone, Phillip Sheridan	Section Laborer	Madrid, Iowa
Ryer, Joseph Louis	Clerk	Camp Douglas, Wis.
Gillis, James Arthur	Operator	Prairie du Chien, Wis.
Hoff, Christian Bernhard	Section Man	Canton, S. D.
Peterson, Swan	Ex. Gang Labr.	Deer Lodge, Mont.
Eveland, Abraham Lincoln	Switchman	Minneapolis, Minn.
Murray, William Francis	Switchman	Milwaukee, Wis.
Shively, Richard Owsley	Hostler	Marion, Iowa
Scholberg, Martin Cornelius	Crossing Flagman	LaCrosse, Wis.
Ober, John Theodore	Engineer	Austin, Minn.
Kuehn, Benedict Charles	Machinist	Milwaukee, Wis.
Tierney, Timothy James	Engineer	Portage, Wis.
Christianson, Adolph Fredrik	Loco. Painter	Minneapolis, Minn.
Fane, Thomas	Conductor	Merrill, Wis.
Deckert, Emil Seamon	Section Foreman	Wisconsin Dells, Wis.
Cain, John	Engineer	Savanna, Ill.
Leetz, August William	Boilermaker Helper	Milwaukee, Wis.
Brown, Fred Diederick	Warehouseman	Dubuque, Iowa
Campbell, Alexander	Section Foreman	Deer Lodge, Mont.



Above is the detail of Milwaukee Road police officers that accompanied the Chippewa exhibition train on its tour prior to beginning high speed service between Chicago-Milwaukee and Green Bay-Iron Mountain.

The efficient and courteous manner in which the company police handled

crowds visiting the train and the natty uniforms they wore created much favorable comment.

Pictured alongside the train are, left to right: Special Officer Chas. E. Schremser, Capt. C. F. Carlson, Capt. W. H. Block, Genl. Supt. Police Dept. L. J. Benson, Lt. H. R. Robinson, Lt. Eldered Wolff, Capt. Wm. R. Monney.

Name	Occupation	Location
Reynolds, George Mortimer	Mach. Helper	Kansas City, Mo.
Waldie, William Franklin	Carman	Tacoma, Wash.
Wilson, Frank Zelotes	Blacksmith	Aberdeen, S. D.
Cikanek, Albert	Truckman	Galewood, Ill.
Dorlon, John Edward	Brakeman	St. Maries, Idaho
Frizzell, James Albert	Section Laborer	Chillicothe, Mo.
Ehrhardt, Emel Fredrick	Carpenter	Bellevue, Iowa
Schmidt, Adam	Blacksmith Helper	Milwaukee, Wis.
Griggs, Henry C.	Conductor	Milwaukee, Wis.
Steffen, Adolph Frederick	Tr. Baggage man	Chicago, Ill.
Hart, Frank	Warehouseman	Milton Jct., Wis.
Stai, Julius Knudson	Crossing Watchman	Badger Mills, Wis.
Benn, Theodore Raymond	Custodian	Cranston, Ia.
Teodon, Carl	Crossing Flagman	Boscobel, Wis.
McDonald, Wilber	Section Laborer	Fountain, Minn.
Simons, Michael	Shopman	Milwaukee, Wis.
Anderson, Albert	Shopman	Milwaukee, Wis.
Kolstad, Krist Christoferson	Section Laborer	Kenyon, Minn.
Westphal, Carl Frederick August	Laborer	Tomah, Wis.
Hutchings, William Henry	Station Agent	Lake, Wis.
Aulert, William	Air Brake Man	Chicago, Ill.
Montag, Henry	Coach Painter	Milwaukee, Wis.
Baker, Charles Henry	Section Laborer	Reeseville, Wis.
McMullen, Herbert Barton	Baggage man	Milwaukee, Wis.
Theobald, Paul	Machinist	Dubuque, Iowa
Scheunemann, Albert August	Coremaker	Milwaukee, Wis.
Platz, Albert	Store Helper	Milwaukee, Wis.
Emright, James Patrick	Station Agent	Mauston, Wis.
Gumaer, John	Machinist	Tacoma, Wash.
Malloy, Terrence Patrick	Mach. Helper	Tacoma, Wash.
Baek, Frank John	Conductor	La Crosse, Wis.
Benson, John August	Carman Helper	Tacoma, Wash.
Bullock, Herbert John	Telegrapher	La Crosse, Wis.
Eaton, William Kinsey	Switchman	Miles City, Mont.
Akers, Harry Claflin	Section Laborer	Chillicothe, Mo.
Clark, Edward	Train Baggage man	Marquette, Iowa
Bernie, Arthur John	Telegrapher	Tomah, Wis.
Dean, Hugh	Gateman	Chicago, Ill.
Buttles, Frank Edward	Brakeman	Milwaukee, Wis.
Berger, George	Core Maker	Milwaukee, Wis.
Fuhrman, Peter Edward	Switchman	Tacoma, Wash.
Bednarski, Andrew	Airbrake Insp.	Milwaukee, Wis.
Bolin, Peter	Yardman	Excelsior Springs, Mo.
Boland, William Francis	Sta. Custodian	New Lebanon, Ill.
Dowd, Jerry	Yard Conductor	Kansas City
Craft, Lawrence VanEverett	Sta. Baggage man	Ottumwa, Iowa
Diedrich, John Conrad	Section Foreman	Hilbert, Wis.
Harry, Nicholas William	Fireman	Marion, Iowa
Wyatt, John Newton	Fire Builder	Cedar Rapids, Iowa
Spake, Thomas Francis	Machinist	Galewood, Ill.
Stewart, Milton Norman	Store Helper	Tacoma, Wash.
Kalberg, John Alfred	Section Laborer	Summit, S. D.
Sullivan, John Patrick	Blacksmith Helper	Milwaukee, Wis.
Miller, Charles Henry	Crossing Flagman	Racine, Wis.
Modeland, Isaac Newton	Brakeman	Spokane, Wash.
Long, William Ellsworth	Machinist	Savanna, Ill.
Warnke, August Gustav	Section Foreman	Markesan, Wis.
Lombardo, Fred	Crossingman	Chicago, Ill.
Marter, Jacob	Crossing Watchman	Madison, Wis.
Hendricks, Henry	Custodian	Wausaukee, Wis.
Thompson, Walter Burr	Crossing Flagman	Milwaukee, Wis.
Olson, Ole	Conductor	Farmington, Minn.
McNamar, Francis Marion	Section Laborer	Mystic, Iowa
Orton, Marlon Stanley	Pipe Fitter Helper	Othello, Wash.
Maloney, John Daniel	Ass't Foreman Loco. Dept.	Tacoma, Wash.
Barry, Thomas Garret	Car Repairer	Tacoma, Wash.
Dettman, John Charhe	Crossing Flagman	Dubuque, Iowa
Haktorsen, Andrew Johan	Crossing Watchman	Janesville, Wis.
Raymond, John Thomas	Train Dispatcher	Marion, Iowa
Gibson, Joseph Penn	Agent	New Lisbon, Wis.
Soderlind, Louis	Carman Helper	Minneapolis, Minn.
Hillyer, William Eugene	Brakeman	Joliet, Ill.
Earl, Frank Lafayette	Trucker	Council Bluffs, Ia.
Fuller, Frank J.	B&B Carpenter	Marion, Iowa
McDonald, Logan David	Telegrapher	Tacoma, Wash.
Brady, Francis James	Crossing Flagman	Milwaukee, Wis.
Burns, Frank Patrick	R. H. Laborer	Portage, Wis.
Johnson, William Edward	Car Clerk	Kansas City, Mo.
Fite, Damascus Lieuceitures	Porter	Chicago, Ill.
Rau, William John	Checker	La Crosse, Wis.
Eidemiller, Willett Spencer	Conductor	Fond du Lac, Wis.
Kirwin, Charles Francis	Crossing Watchman	Madison, Wis.
Brown, Thomas	Engineer	Miles City, Mont.
McElhiney, Alberto Edwin	Agent	Alberton, Mont.
Ryan, George Patrick	Telegrapher	Owatonna, Minn.

Membership stands at 23 voting and 27 contributing members. Special efforts are being made to try to bring our membership above last year's quota in order to earn the prize offered by the General Governing Board. Ways and Means cleared \$8.55 on their last "Bingo" party. A total of \$11.70 was cleared on a dessert bridge on June 8th. A pot-luck supper was planned for June 19th for all voting and contributing members and their families. The possibilities of a picnic, for sometime this summer, were discussed. A Thank-You card from Mr. and Mrs. Gilbert in appreciation of a surprise birthday party on them by club members on May 26th was read. They declared it to be one of the greatest thrills of their lives: 28 members turned out for the party. A great talk-fest and social time was enjoyed by all present. Ice cream and birthday cake were served. The couple received 36 cards from members and friends and were made very happy. We are wishing Mr. and Mrs. Gilbert many happy returns of the day.

Our president, Mrs. Smith, gave a very interesting report on the district meeting held in Chicago on May 19th. Mrs. Flanagan and Mrs. McIntyre, who also were present at the meeting, were called upon to describe and relate the different happenings. Many worthwhile activities were reported.

Luncheon at the Knickerbocker proved all that could be asked. We feel that Beloit Chapter was especially honored by having no less than 3 of its members seated at the president's table. The bus trip following the luncheon was much enjoyed. We had an excellent driver and a wonderful announcer, roll-call revealed that there were 5 states and 7 chapters represented on that bus. Truly, the hospitality of the ladies of the Chicago Chapters will linger long in our memories.

A social hour followed the close of our meeting.

Ottumwa Chapter

K. M. G., Historian

HAD an excellent attendance at our annual Milwaukee employes picnic, Sunday, June 13, notwithstanding the fact that the weather was most unfavorable, in fact rained most of the morning. A good crowd sat down to a most appetizing dinner at one o'clock in the Women's Club building; due to the increased attendance it was impossible to serve them in the building and a number were served on the walk leading to the club house, where a table was placed to accommodate the overflow. The members of the club served ham, which was furnished by Ottumwa Chapter, also, rolls, coffee, ice cream and cake with pop for the youngsters. Preparations had been made during the week preceding to have a real ball game between Bowen's Wildcats and the Lions from the roundhouse. After the dinner the weather cleared and the majority drove to Leighton Park to witness the ball game, which got in full swing about 2:30 p. m. Batteries: Blackaller of the division engineer's office as pitcher and roadmaster Weiland, catcher for the office force. Roundhouse foreman Rabun, pitcher, and Gage, catcher, for the shops, replaced by Link and LeBow. The final score was 18 to 11 in favor of the shops. The highlights of the game—home runs by Johnson, Blackaller, J. Harness, Carroll, Link. Spectacular playing of first base by superintendent Bowen in second inning, when he retired the side unassisted. The route of the office force in the fifth inning when the shops scored twelve scores, and the feature play of the game by trainmaster Stewart, who ended the wild fifth inning with a one handed circus catch of Carroll's long fly to left field.

Meetings have been discontinued for the summer months.

"Waitress, what's wrong with these eggs?"

"I don't know. I only laid the table."

SPECIAL COMMENDATION

Our Business Getters

The following named employes have been instrumental in securing revenue business for our line; and they are entitled to special commendation for their interest:

L. M. Albright.....	Chief Clerk, Division Office.....	Davenport, Ia.
Arthur Lind.....	Fireman, Superior Div.....	Green Bay, Wis.
Miss Harriet Stewart.....	Montana State College.....	Missoula, Mont.
Walter Maronn.....	District Accountant's Office.....	Milwaukee, Wis.
F. W. Runk.....	Switchman.....	Chicago, Ill.
Mrs. Ann Whaley.....	Clerk, Superintendent's Office.....	Butte, Mont.
Miss Holzman.....	S. & D. C. Dept.....	Chicago, Ill.
A. J. Greer.....	Brakeman.....	Spokane, Wash.
J. P. Downey.....	Conductor.....	Spokane, Wash.
M. C. Helmer.....	Operator.....	Spokane, Wash.
Harry H. Hook.....	Conductor.....	Spokane, Wash.
L. A. Geiger.....	Police Dept.....	Aberdeen, S. D.
G. F. DeFrates.....	Office Ticket Auditor.....	Chicago, Ill.
Earl Karner.....	Brakeman.....	Wausau, Wis.
E. M. Nortvedt.....	Minneapolis DTA.....	Minneapolis, Minn.
Mrs. O. W. Dynes.....	Chicago, Ill.
John Phillips.....	Superintendent's Office.....	Green Bay, Wis.
George Lowrie.....	Room 270, Union Station.....	Chicago
W. P. Heuel.....	Aud. Overcharge Claims.....	Chicago
Miss Catherine Martin.....	% C. L. Whiting, Superintendent Terminals.....	Chicago
T. H. Strate.....	Division Engineer.....	Chicago
F. D. Stevens.....	Storehelper.....	Chicago
B. F. Fuelleman.....	Fireman.....	Watertown, Wis.
E. C. Helmerle.....	Clerk, Freight Auditor's Office.....	Chicago
H. E. Salzer.....	Ticket Agent.....	Spokane, Wash.
Herman Enters.....	Machinist, Milwaukee Shops.....	Milwaukee
C. E. Murphy.....	Passenger Brakeman.....	Aberdeen, Wash.
L. J. Lutgeon.....	Cashier, Freight Office.....	Aberdeen
W. J. Beckel.....	Storekeeper.....	Aberdeen
Albino Gavarla.....	Cook, SS&DC.....	Chicago
W. H. Woodhouse.....	Baggageman.....	Mason City, Ia.
Morgan Nyberg.....	Signal Dept.....	Milwaukee
Z. D. Jenkins.....	Train Baggageman.....	Sioux Falls, S. D.

The following named employes have been instrumental in securing revenue business for our line; and they are entitled to special commendation for their interest:

Mrs. W. S. Burroughs, wife of cashier, Tacoma, one round trip, Tacoma-Des Moines.

H. E. Salzer, trav. auditor, Spokane, one round trip, Spokane-Chicago.

Clara Carrotti, clerk, Tacoma, one round trip, Tacoma-Chicago.

W. T. Farnsworth, baggage man, Spokane, one round trip, Spokane-Seattle.

J. S. Johnson, conductor, Coast Div. tip, proposed eastern trip.

Lou Borden, Gen. Chman., Trainmen, one round trip, Tacoma-Minneapolis.

H. E. Salzer, trav. auditor, Spokane, one round trip, Spokane-Boston.

Mose Smith, sleeping car porter, Tacoma, one round trip, Tacoma-Chicago.

F. J. Alleman, agent, Tacoma, one round trip, Tacoma-Flint, Mich.; tip on two proposed trips.

F. F. Glover, freight office, Tacoma, one round trip, Tacoma-Philadelphia.

J. S. Eccles, c.c., supt. office, Tacoma, one round trip, Tacoma-New York.

Mrs. W. S. Burroughs, wife cashier, Tacoma, one round trip, Tacoma-New York.

A. Pentecost, gen. foreman, Tacoma, two one-way tickets, Tacoma-Detroit.

W. C. Lorence, sec. foreman, Lohrville, Ia., one ticket, Lohrville-Milwaukee.

E. J. Hall, brakeman, Spokane, one-way ticket, Tacoma-Pontiac, Mich.

Harry Hendricks, brakeman, Tacoma, one-way ticket, Tacoma-Chicago.

J. Downey, conductor, Spokane, one-way ticket, Chicago-Spokane.

Fred Best, lineman, Tacoma, round trip, Tacoma-Chicago.

Otto Fredricks, Tomah, Wis., four round trips, LaCrosse to San Bernardino, Cal., diverted from competing line.

George Friend, sub-station opr., Morel, Mont., one round trip, Butte-St. Louis, Mo.

J. H. Clark, dist. accountant, Tacoma, one round trip, Tacoma-New York.

F. F. Clover, care freight office, Tacoma, tip on future business.

Oscar Lindquist, switch foreman, Bellingham, four round trips, Seattle-New York.

Thomas Manton, perishable freight inspector, one round trip, Marion, Ia.-Watertown, Wis.

C. M. McCauley, conductor, Spokane, one-way ticket, Spokane-Chicago.

J. Downey, conductor, Spokane, two round trips, Spokane-Washington, D. C.

T. G. Novotny, switch tender, Spokane, two one-way tickets, Spokane-Chicago.

A. J. Greer, brakeman, Spokane, one round trip, Spokane-Seattle.

Harry H. Hook, conductor, Spokane, two round trips, Spokane-Des Moines.

J. Downey, conductor, Spokane, two round trips, Spokane-Seattle.

W. H. Campbell, agent, Seattle, two tickets, Seattle to Chicago.

J. W. Remmel, engineer, Tacoma, one round trip, Tacoma-Milwaukee.

F. J. Alleman, agent, Tacoma, four tickets, Tacoma-Flint, Mich.

R. V. Bement, yard clerk, Tacoma, one-way, Tacoma-New York City.

Harry Micklethwaite, engineer, Tacoma, one round trip, Tacoma-Washington, D. C.

Conrad Evans, machinist, Deer Lodge, Mont., one round trip, Deer Lodge-Chicago.

S. C. Whittemore, agent, Raymond, Wash., two one-way tickets, Tacoma-Warren, R. I.

F. E. Wilson, machinist, Tacoma, tip on future travel, Minneapolis-Tacoma.

A. H. Gleb, freight house, Tacoma, one round trip, Tacoma-eastern points.

Mrs. C. Schmidt, president, Tacoma Chapter, Women's Club, three tickets, Tacoma-Chicago.

A. H. Gleb, freight house, Tacoma, one way ticket, Chicago-Tacoma.

Roland McIlmoyle, clerk, Spokane, two and one-half two-way tickets, Spokane-Lansing, Mich.

Burk Nicholay, switchman, Bellingham, Wash., two round trips, Seattle-St. Paul.

Byron P. Walker, engineer, Tacoma, one round trip, Seattle-St. Paul and two round trips, Seattle-Butte.

Herbert A. Bowers, brakeman, Bellingham, two round trips, St. Paul-Seattle.

Elmer Vaught, telegrapher, Ottumwa, Ia., three round trips, Ottumwa-Chicago.

Gilbert Garrison, clerk, Seattle, tip on business going east.

J. E. Edgman, section foreman, Monroe, Wash., two one-way tickets, Monroe-Chicago.

F. J. Alleman, agent, Tacoma, tip on future business.

M. DeChant, operator, Butte relay office, two round trips, Butte-Portland.

W. E. Bowers, conductor, Tacoma, one-way ticket, Tacoma-Detroit.

J. K. Patton, substation operator, Cle Elum, Wash., was instrumental in securing shipment of automobiles, Chicago-Cle Elum.

Good Old Dubuque Shops

Lucille Miller

YE scribe took a little trip part way around the world, on her vacation—enjoying the beauties of Grand Canyon and the great northwest.

The Izaak Walton League must have had a rally around the plant as the only sport you hear mentioned is of that particular order—all other vacations are out. A brief resume is given below of one outing in particular, the participants being Ray Bliss, "Red" Brandt, and Charley Abraham.

It wasn't the fish they caught, folks,
It wasn't the catch of the day,
But it was that great, big whopper—

The fish that got away!
They started bright and early,
Close to the break of day,
A half a paycheck's worth of bait

With Ray leading the way.
Charley and Red were right behind
Toting throwlines, rod and reel,
(One little mishap started 'em off—
Red didn't see the eel!)

The boat was soon in action placed—
Of course, 'twas the wrong location;
By the time Chas. swished and rowed a
bit

The fish were on vacation,
Ray said, "They bit real good last week;
Right in this very spot."

Red looked at the sun and at the bank
('Twas beginning to get hot!).
He snoozed a bit while Charley and Ray
Coaxed, cajoled, cussed and squirmed—
(Perhaps the minnows weren't flavored
right—

Why don't they try a worm?)
They sat on the bank an hour or two
(While Red kept snoozing on).

Then all of a sudden, like a flash—
IT'S A BITE! THEIR BAIT IS GONE!
The sleeper was rudely awakened—
See those anglers pull and tug,
They get in the way of each other—

Then Charley (that great big lug)
Goes out to grab "nice fishy,"
"Come here to Charley, come."
Gets in the boat and paddles out,
But "nice fishy" wasn't so dumb!

He stretches himself to his full size
(At least two foot and a half),
Shakes himself—then down he dives
And gives the boys the laugh!

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

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

Mrs. Lillian Atkinson.....Care Asst. Superintendent, Wausau, Wis.
 William Lagad.....Care General Agent, Sioux Falls, S. D.
 Mrs. Dora M. Anderson.....Care Local Agent, Moberly, S. D.
 A. M. Maxeiner.....Local Agent, Lewistown, Montana
 Mrs. Edna Blinliff.....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 Alledad.....Seattle Local Freight Office
 Howard Lawrence.....Care A. T. Berg, Bensenville, Ill.

Notes from Tacoma and Vicinity Coast Division, West

R. R. T.

IT is with sincere regret that we record the sudden death of Mr. John F. Dickinson, agent at Elbe, who succumbed to an attack of heart disease a month ago. He had been telegraph operator at Tacoma Yard Office for a number of years but failing health forced him to take the easier position at Elbe a few months ago. Though belated, we offer our sincerest sympathy to the bereaved family.

Another death in Milwaukee circles is that of Mrs. Conover, wife of section foreman William Conover, at Doty, who passed away a month ago. We have just learned of it and hasten to express our belated sympathy to the family. The funeral took place at Mrs. Conover's old home in Spokane.

As this is written, we learn of the sudden death yesterday of Robert Weinhart, nineteen years of age, son of lumber inspector Merrill Weinhart of Tacoma. The lad was struck by a passing automobile as he was about to get on a truck on the highway near Ashford. He was rushed to Pierce County Hospital at Tacoma but died a few hours later. Our sincere sympathy, with that of many friends, goes out to Mr. Weinhart and the relatives.

Mr. Jim Davidson, agent at Ashford, is at present at St. Joseph's Hospital, Tacoma; a very serious operation was performed on June 25th but we are very glad to hear that he is doing well and hope that he may soon recover entirely. He is being relieved by L. B. Pravit.

Mrs. McMahon—better known to most of us as Florence Hall—assistant superintendent Hamilton's stenographer, has been on the sick list for three weeks but is now convalescing so that we may hope to see her back on the job before long.

We have just heard that Frank J. Welch, assistant chief carpenter at Seattle, was taken very sick and was hurriedly taken to St. Joseph's Hospital, Tacoma; we extend our sincere wishes for his early recovery.

Engineer Wm. Bunnell of the Tacoma Eastern line, who has been a patient at St. Joseph's Hospital, Tacoma, for some time, following a serious operation, has just recovered sufficiently to return to his home and we trust that he may soon be quite well again.

Roy Takahashi, the always smiling red cap at Tacoma passenger station, was very sick and away from the job for about a month, but is now able to be at work again. Congratulations!

Miss Ann Johnson, timekeeper in district accountant Clark's office, has been away from work for two months due to illness which necessitated a serious operation, but is now again at home, slowly recovering. We offer our best wishes for her early restoration to health. Mr. John Burr has been working in her place.

Miss Vera Regan, operator at Beverly, who was severely injured in an automobile accident several months ago, is still in the

hospital at Ellensburg but is now on the way to recovery, we are glad to learn.

Bob Davidson, husky Scotchman and extra gang timekeeper on the West End, recently had the misfortune to be bitten on the eyelid by one of the ferocious, man-eating mosquitoes which infest the lowlands where his gang is working near Tacoma—and, would you believe it? the eye swelled up so terribly that he could not see and had to be off duty for several days. We should hate to have any of our Eastern readers notice this item, lest they form a mistaken idea of the dangers of life on Puget Sound. Charles Ganty relieved Bob while he was suffering from the bite.

Glenn Russell, baggageman at the Tacoma Passenger Station, had a narrow escape the other day when on an outing with the family at one of the neighboring lakes. He was swimming with his little daughter Jeanette on his back when he was suddenly taken with a cramp and went under; it was only by timely aid reaching him that he managed to reach shore. Doubtless he will be a little shy of the water the rest of the summer.

Mrs. Blanche Williams, stenographer in the car department office at Tacoma Shops, is at present on a vacation trip, visiting various points in California and having a general good time.

Chief train despatcher T. E. Corbett is away on his vacation just now; he is spending most of it in visiting various Puget Sound cities. During his absence H. E. Peterson is handling affairs. Operator W. A. Horn from Malden is relieving on the various tricks in the despatcher's office during the vacation season.

Mr. George Pyette of the district accountant's office has just returned from a week's absence spent in a trip to Berkeley, California.

We are glad to learn that Mrs. E. T. Brewster, wife of Mr. E. T. Brewster of the same office, is now well on the road to recovery after a long siege of illness; our best wishes for her complete restoration to health.

Our good friend "Billy" Alleman is now on a combination clerical shift at the Tacoma depot ticket office during the forenoon, while ticket agent, Mr. George S. Freestone, is now at last relieved from a split trick and works right through from 12:30 to 3:30 p. m. Billy, by the way, has just bought a fine new home on the North Side and is now living right among the other highbrows, only a block from the College of Puget Sound.

Mr. Rudolf Kilgas, boiler-maker at the Tacoma Shops, was away on a two weeks' vacation trip to Wisconsin, visiting his old home at Kaukauna and his later stamping grounds at Manitowoc. We learn that both places look quite a little different from what they were when we knew them.

Mr. W. E. Campbell, general supervisor of the car department at Tacoma Shops, has just returned from a trip East in attendance on the A. A. R. convention at Atlantic City, New Jersey, where he spent

four interesting days. In spite of its being at the seashore he found the weather there very hot indeed and was very glad to get back to the cooler climate of Puget Sound.

Chicago Terminals

"Stout"

ELECTRO-MOTIVE Diesel engine No. 647 paid a visit to the Terminals recently and after four days in the field this piece of machinery definitely established itself as a very important factor within the very near future insofar as handling railroad equipment on rails is concerned. This engine weighs 125 tons and through the use of oil for fuel it developed some 700 horse power. The most outstanding feature of this engine is the fact that it has a short wheel base, flexible trucks and is able to go any place that the average car can go.

Also the cost of fuel is surprisingly low. The fuel for this unit costs sixty cents an hour while the coal for an engine used in the same kind of service that the Diesel was used costs approximately one dollar and three cents an hour.

It is much faster in increasing speed than an L-2 engine.

The cab, insofar as visibility is concerned, is well arranged and gives the operator a good range of vision. The operating levers and controls are well arranged so that the operator can handle all of them nicely without having to take his line of vision from yardmen who are giving signals.

(Thanks are extended to Mr. J. L. Brosard, Asst. Master Mechanic of the Chicago Terminals, for the above article.)

Car Foreman Ike Thompson, in the employ of the railroad since November, 1915, is now in St. Anne's Hospital as the result of a major operation and may possibly have to undergo another one before a cure for his ailment is brought about. Ike's many friends in the Terminals and outside of them wish him a speedy and complete recovery.

Well, by the time you read this the long discussed Wagner-Crosser bill has become a law. Briefly, the major provisions of this bill provide—

Privilege of retiring at 65, or at 60, provided the worker has 30 years' service or is permanently and totally disabled. However, in the latter case, the pension would be cut one-fifteenth for each year the applicant was under 65.

Retirement at any age for those with at least 30 years' service who have been totally and permanently disabled.

Transfer of pensioners on private railway pension rolls to the national roll administered by the railroad retirement board.

Death benefits regardless of whether the worker has retired.

A gardenia goes to special agent Michael Conway for his efforts in breaking up a gang of car thieves. Officer Conway, in making his rounds, came upon fifty boxes of cheese cached under a warehouse platform at N. Green and W. Kinzie Streets. He secreted himself under the platform

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.

UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin

where he waited for the thieves to pick up the loot taken from box cars, thus effecting the capture of one of the three robbers.

Word reaches us that re-examination of employes on the book of rules and air-brakes will be started at once.

Yardmaster: "Can you tell me the color of a helch?"

Conductor: "Purple."

Harold Schulze of the Galewood freight-house, together with his brother Charles, traveled up to Nile Center recently where they won first place in the Northwest Lutheran Bowling Tournament with a very neat score of 1187. By the way, Harold, has anyone asked you what you bowled in the five man event at the State Tournament recently bowled at Peterson's, 35th and Archer Alleys? In case they don't, it was a very classy 475. Or was it less?

How many of us are aware of the tremendous amount of money that is paid out every year for claims account rough handling and subsequent damage to the contents of cars? This figure is simply appalling and is something that we never get back. If we are paid a hundred dollars or so to bring a carload of merchandise from some point on our rails into Chicago and then, after the car is unloaded, paid out a claim of three or four hundred dollars the transaction has been a detriment rather than a help.

In the final analysis this question of rough handling is squarely up to the forces who handle the cars and we ask that you read carefully all the bulletins that are placed on the boards having to do with claim payments and rough handling so that you will be better able to combat this evil which is constantly eating into the profits that the railroad is honestly entitled to and is using to keep the road going on a sound basis which, in turn, insures all of us a position from which we get our livelihood.

Some serious thought applied to this

question will bring about surprisingly good results so let's all put our shoulder to the wheel, as it were, and lend one hundred per cent co-operation in the stamping out of this evil.

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

D. H. A.

GOOD old summer is with us again, but we will not complain this year, as we have had some wonderful rains during June and crops and gardens are looking fine. All South Dakota needs is plenty of moisture for our soil is the best. It sure does help the morale of our people to get some rain.

Mr. and Mrs. C. W. Nath are enjoying a visit from their daughter and son-in-law, Mr. and Mrs. B. L. Braskamp of San Gabriel, California.

Jack Johnson, a nephew of Ludy Johnson, our warehouse foreman, is now attending an air service school at Alameda, Calif.

Death has again invaded our midst and taken from us Mrs. C. H. Cartmell, who passed away Wednesday morning, June 30th, after a long illness. Mr. and Mrs. Cartmell have been residents of our city for 29 years, Mr. Cartmell having been wire chief at the relay office. Mrs. Cartmell leaves to mourn her loss, her husband, a brother, and a sister, Miss Sadie Drake, of Cleveland, Ohio, who came by plane to be with her sister. She had a host of friends who will miss her. Had been a faithful member of the Eastern Star having served as their treasurer for 20 years, also a member of the Rebecca Lodge and of the Congregational Church. Eastern Star services were held on Friday morning and she was laid to rest in Greenwood Ceme-

tery. Deepest sympathy is extended to the bereaved family.

Mrs. W. J. Perry, formerly of Moberg, was called back here by the serious illness of Mrs. C. H. Cartmell.

Cecil McNeeley and family are spending their vacation at Seattle and on the West Coast. George Morris is filling his position while he is away.

Mr. and Mrs. W. P. Ohern of Wapakala were called to Graceville, Minn., by the death of Mr. Ohern's mother, who passed away on June 30th. We extend our sympathy.

Mr. Percy Sherman, one of our popular engineers, was taken to the sanitarium at Sanator, S. D., where he is receiving treatment and his many friends are glad to know he is progressing nicely.

Mr. and Mrs. Louis Scheffelbein are enjoying a visit from Louis's uncle, George Bethke, and daughter Ruth, of Oconomowoc, Wis. Mr. Bethke is one of the genial engineers on that division.

Mrs. C. N. Vincent, wife of the agent at Regent, N. D., passed away June 27th after a long illness.

Frank Hoesly, formerly agent at Timber Lake, S. D., has been appointed agent at McIntosh and Joe Paul gets Timber Lake station.

Dora Anderson has left for Oakland, Calif., to visit her mother and sister.

I. & S. M.

E. J. S.

FRED EDWARDS, Albert Lea, has extended his leave of absence 90 days. R. G. Laugen will continue in his place.

A Freight Claim Prevention meeting was held at Albert Lea, Tuesday evening, June 28th, with a good attendance, interesting talks being given by supt. Dodds and frt. serv. Inspr. Bradford.

Fireman Al DeLienne advises he will have to retire from service account ill health. Al has been firing the switch engine at Albert Lea for the past three years—going there from Madison, S. D.

A mystic at the theatre recently put a "Hex" on Pete Williams' automobile—saying the car would be involved in an accident within 15 days. How about it, Pete? Was he telling the truth?

Time Reviser Rose Krulish has been in Chicago working on special assignment since July 6th. L. M. Flannery is handling her work, while Virginia Valentine is doing Leonard's work.

Chief Clerk McGovern moved his family from Savanna to Austin on July 7th. Welcome to our city—we're sure you'll like it.

Operator Pete Berg returned to work the 12th, after relieving brother Carl at Madison for two weeks, and spending some time with his father, who is very ill.

Violet made a trip to Madison, Wis. (business and pleasure), on June 26th, riding the Hiawatha from La Crosse to Portage. Understand the CGW has nothing to compare with our train.

Wonder if F. G. H. made out a 171 report when the package of book matches caught fire and burned his hand? Those instructions on the outside cover mean just what they say, Frank.

TALLEYDALE MINE is located a few miles north of Terre Haute on the C. M. ST. P. and P. Railroad, the billing point being West Clinton. • Third Vein Coal in Indiana has long been known as a powerful, high-grade fuel, but one that contained a certain amount of free impurities. • An immense washing and dry-cleaning plant at TALLEYDALE removes these impurities. • With sizes to meet every need, this pure, high-grade coal is making a grand reputation for itself wherever it goes.

WALTER BLEDSOE & COMPANY

First National Bank

OF
Everett, Washington

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

D. Kneeskern and family vacationed in the northern part of the State with the Verne Evenson family for a week, commencing June 25th. Evidently the fishing wasn't so good. I had to get my pike at the meat market.

Trainmaster Ayars moved his family from Aberdeen to Austin on June 26th. Hope you will like your new location, folks.

Harry Keek is still off, account doctor's orders. Hope you are much improved at this writing, Harry.

The depot hotel has been the scene of much activity the past few days, with Mac and his helpers cleaning up the record room.

Jos. Kvasnicka has been appointed custodian at Pratt, Minn., account the agency being discontinued June 16th, 1937.

M. E. Hopperstad has been appointed agent at Medford, Minn., account P. W. Haling, former agent, bidding in LeRoy, Minn., station.

H. O. Otterness has been appointed agent at Plymouth, Iowa.

A. E. Finnegan has been appointed agent at Elko, Minn., and A. W. Harnoss has been appointed agent at Mazeppa, Minn.

Minnie H. Smith, who claims to be the oldest woman agent-operator in the U. S., made application for the pension latter part of June.

A very enjoyable dinner meeting of the Board of Directors and Supervisory and Credit Committees of the Milwaukee Employees Austin Credit Union was held at the Hotel Austin the evening of July 13th. The Credit Union now has 220 members. Every employe on the I&S&M Divn is eligible to membership. If you haven't joined yet, do it now. Ask the fellow you work with—find out how the Credit Union has helped him in time of need, as well as assisting him in saving money for that vacation, buying new furniture, paying off old bills, etc. The Credit Union is a good place to bank that pension refund check so you will have it where you can get it when you want it. During the month of June \$1,782.00 was loaned to the members. The Share Account as of June 30, was \$12,316.65. Total loans since Jan. 1, 1937, \$11,460.00.

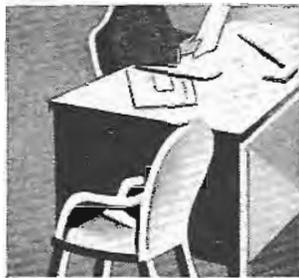
The only bad feature of the dinner was that J. M. F. ate too much and woke up about 4:00 a. m. with a "tummy" ache.

Our sincere sympathy is extended to Pete and Carl Berg due to the death of their father, which occurred at Rushford, Minn., this morning (July 15). Funeral arrangements have not yet been completed.

The second trick operator position at Wessington Springs, S. Dak., was abolished on July 8th. This was a tough blow to R. W. Schulze, who was appointed second trick operator at the Springs. Hope that you will have better luck next time, Dick.

W. A. Aldrich, operator at Pipestone, Minn., left the hospital at Pipestone on July 8th, where he was cared for after his accident, when he fell out of a tree on Memorial day. Wes tells us he suffered a broken collar bone, three ribs, and a punctured lung, but he is coming along fine and plans on resuming work some time after the 15th of July.

Mr. C. A. Berg, 1st trick despatcher at Madison, resumed his duties on July 1st after spending his two weeks' vacation at Portland and Seattle, Wash. C. A. B. says it was a wonderful trip and hoped that



Friendliness

Customers know the feeling of welcome that prevails at officers' desks where advice is given by men who have long been trained in the policies of sound banking. Here banking problems are personally discussed in a friendly, informal manner. Close association between management and our clientele has been a most important factor in the success of this institution. We will welcome an opportunity to present our complete banking service to you.

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he would be able to take another one like that next year.

Miss Melvina Severson of Vienna, S. D., is relieving at Airlie, Minn., during the absence of Mr. W. A. Sellman. Understand that Sellman is going to fish for the pension. Mr. Sellman tells us that he has been employed by the Milwaukee road for 57 years. This is almost a record and we take our hats off to our good friend, Bill.

Mr. M. C. Bloom has taken over the agency at Okabena, Minn., on July 3rd, which he received on Bulletin. Swed says that it sure is a beautiful state of Minnesota.

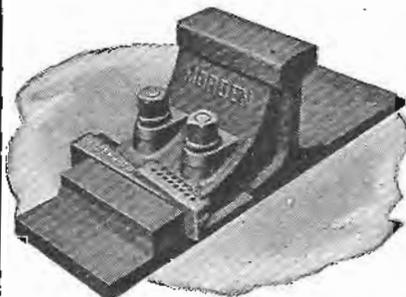
We all express our sincere sympathy to Mr. Fred Peterson of Iona Lake, Minn., on the loss of his wife, who passed away at Rochester, Minn., on June 29th. Mr. and Mrs. Peterson had retired and moved their household goods to Iona Lake.

Mr. Geo. Jackson of Vienna, S. Dak., was appointed section foreman at Iona Lake, Minn. How does it feel to be in Minnesota, George?

Mr. Ed. Scheid, clerk at Lakefield, Minn., has returned from his fishing trip up north. Ed tries to tell us that he caught a northern pike that weighed 19 pounds. We think this is one of Ed's long fish stories again. We were also told that Ed was a very good elephant trainer. The elephant at the celebration at Lakefield, Minn., on June 29th, went wild and it took Ed to make him know that he was boss, so if anyone wants an elephant trainer, just wire Ed at Lakefield.

Mr. V. Goldman of Egan, S. Dak., is relieving Donald Bradley as section foreman at West Springs. Mr. Bradley is foreman of the extra tie gang for a period of six months.

We should compliment Mr. F. D. Barr, agent at Colman, S. Dak., for the pretty flower bed that he has built up between the main track and house track. Must have been a lot of work connected with it. Floyd, but guess that it is worth it.



MORDEN SECURITY ADJUSTABLE RAIL BRACE

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Designed for super-strength to meet the requirements of modern high-speed traffic.

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G. W. B.

IN roundhouse No. 2 on June 28th, machinist John Warzala, Sr., completed 50 years of faithful service for The Milwaukee Road. Several of the officers of the Mechanical Department called on him at the roundhouse on that date to congratulate him on his successful years of employment. On July 12th, his fellow employes called on him at his home, 1847 Ludington Ave., Wauwatosa, and presented him with a dandy pipe and enough tobacco to last a year. The boys brought the "cats" along and there was enough for John and his family, too. On July 1st, he made application to the Railroad Retirement Board for pension. John Warzala was always a man held in high esteem by the officers and the men with whom he worked, and they all hope that he may live long to enjoy the pension that is on its way to him.

Engineer John H. (Alderman) McKane has been confined to the hospital at the Soldiers' Home since May 14th. After his operation June 29th, he has been gaining and has now nearly recovered. It will not be long we hope until he will be working with us.

The Minneapolis papers have an item July 8th, about our chief dispatcher, Roy E. Daly, who is on vacation at Trade Lake near Frederic, Wis. Daly hooked a Mississippi catfish and it capsize his boat. Fortunately two Chicago fishermen were near and righted his boat and helped him get the fish which weighed 32 pounds. Daly will not need to tell us any fish stories when he gets home as we have the news from the Minneapolis papers.

Since June 25th, machinist Wm. W. Schabarker of roundhouse No. 2 has been on vacation at Billings, Mont. Several of his friends have received cards from him and he says he will be glad to get back to Lake Michigan and get cool.

It is reported around the yards that yardman Justin V. Cavey was kicked by one of his cows on his estate in Waukesha recently. He has not been on duty for several days, but we hope to see him back on the job soon.

On June 18th, 19th and 20th, the veterans of the famous 13th. Engineers, A. E. F., held their 8th annual reunion in Milwaukee. Our genial agent, Capt. Allen E. Ward, was chosen president.

Word was received in Milwaukee by some of his friends of the death on April 11, at Limerick, Ireland, of Rev. James Nicholas. For 20 years prior to 1915 he had charge of St. Patrick's church at Elkhorn, but was transferred to Portage. He had many good friends among the railroad employes.

The boys around the yard are asking yardmen Crist Brockle, Lawrence Egan and Maurice Hennessey if it is true that they tried to get into the doll parade at Washington park on July 5th with their Austins.

Former flagman at Locust St., Frank

Schandow is spending the summer at Plattsville, Wisconsin, with relatives. He has made application to the Railroad Retirement Board for pension after 27 years of service with The Milwaukee Road.

Engineer Charles (Fogerty) Byrne returned to his home July 1st, from St. Joseph's hospital and will be on duty shortly.

Machinist J. F. (Red) Carroll of roundhouse No. 2 is a frequent visitor at the Soldiers' Home hospital to see the comrades who are confined there for treatment. We do not think that any other visitor gets as many pleasant looks as Red does from the nurses. There is going to be a shortage of nurses if these visits continue.

Engineer James J. Coleman died July 9th, after 35 years of service with the Milwaukee road. He was of jovial disposition and a mighty fine man. He is survived by a wife, four brothers and two sisters. Funeral July 12th, interment Holy Cross cemetery.

Wisconsin Valley Division

Lillian

MILTON PREL, Wausau, caught a two-pound muskie in Rib River Sunday, July 4th.

August Hintz passed away Sunday afternoon, July 4th, after an illness of about five months. Mr. Hintz was the father of Ralph and Thomas Hintz. Funeral services were held at the home of Ralph Hintz on Wednesday afternoon, July 7th, burial taking place in Pine Grove Cemetery.

Mrs. Eric Gehrke and daughters, Joanne and Lorraine, Minneapolis, are visiting with friends and relatives at Wausau.

Silas Hussong, Wausau, 11 years old, landed a 15-pound muskie in Lake Wausau. The fish was on display at the Northland sporting goods store.

Mrs. J. E. Whaley and daughter Janet attended the graduation exercises in Milwaukee at Marquette University. Ellsworth Hovey, Tomah, was graduated from the University law school. He is a nephew of Mrs. Whaley.

Thirty-six Boy Scouts from this vicinity attended the Jamboree at Washington, D. C., June 29 to July 9th, stopping at Detroit, Niagara and New York. They report a most interesting time and on their return the Wausau boys were entertained at the Hotel Wausau, where a banquet was served, at which their parents were also invited. The boys are very happy and glad to tell of their experiences and hope to have another trip at some future date.

Iowa (Middle and West) Division

Ruby Eckman

ELMER BROKAW, one of the veteran engineers on the Iowa division, passed away at the home of his daughter, Mrs. Charles Barrow, in Madrid July 1st. Mr. Brokaw had retired a few weeks previous and had come to Madrid to visit his daughter and her family, when he suffered a stroke. Burial was made at Perry, beside the wife who passed away a few years ago. Mr. Brokaw had been in the employ of the Milwaukee company for forty-nine years. He was on the main line until about 1920 when he transferred to the Davenport and Monticello run. Five children survive.

William Franks, a brother of switchman George Franks and of switchman C. E. Robbins' wife, passed away at the Veterans Hospital in Chicago the forepart of July. Funeral services were held in Indianapolis, Ind., where the family have made their home for some time. Mr. Franks worked for the Milwaukee for a number of years before going to work for the Goodyear Company. The Perry relatives had spent several days with him before his death and were in attendance at the funeral.

Oscar Johnson, a brother of conductor Homer Johnson, died at a hospital in Lafayette, Ind., on July 8th.

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Illinois and Indiana Bituminous Coals

Charles Ringstrand who for many years was car inspector and repairer at Madrid, died the fore part of July after a long illness. Charles was compelled to lay off a few years ago on account of his health and never improved enough to permit him to return to his work.

Miss Dorothy Fuller, daughter of conductor W. J. Fuller had the honor of being selected as one of the state delegates to the International Convention of the Order of Rainbow for Girls, which was held in Boston in June.

Engineer W. B. Howe, who retired when the Pension Bill was passed had the first of his holiday spoiled. Mr. and Mrs. Howe and dispatcher C. C. Marchant and wife and daughter Mary were enroute home from Boone in a new Packard which Mr. Howe recently purchased, when an autoist who swung out around a parked truck, crashed head on into them. Mr. Howe had three ribs broken and the other members of the party sustained numerous cuts and bruises. The Packard was badly damaged.

Miss Ramona Powers was quite badly injured in an auto accident at Las Vegas, New Mexico the latter part of June. She was en route home with a party of college chums from a visit in Roswell, New Mexico, when their car was side swiped and completely wrecked. All three girls were quite badly hurt.

Agent J. H. Murphy of Jamaica has been quite sick for a few weeks and unable to attend to his work. John McGuire, one of the new relief men on the Iowa division made his first date on the west Iowa division when he went to Jamaica to relieve Mr. Murphy.

Operator Chas. Kimer of the Perry office force took his annual trek to Chicago in June to see some baseball games by the big leaguers.

William Kemp, for many years a section foreman on the Des Moines division, who retired a few years ago and went to California to live, died there the middle of June. The remains were brought back to Churdan, Iowa, for burial.

Brakeman Francis Reel, who has been off duty for several months following an injury to his leg, had the misfortune to have the leg broken again the fore part of July. He had been taking treatments at the Washington Boulevard Hospital and was home for a few days' visit when the accident occurred. He went back to Chicago and will remain in the hospital until the injured member heals again.

Agent D. H. Houghtaling returned to work at Webb the first of July after having been off duty for several weeks on account of sickness. Ward Locke was in charge of Webb station during his absence.

A wedding of double interest in railroad circles, occurred in Perry June 29th when Miss Genevieve Krasche, daughter of operator H. C. Krasche, was married to Gerald Hunter, whose father, Frank Hunter, was an Iowa Division engineer until his death a few years ago. The bride's sister and the Groom's brother attended them. Mrs. Hunter has been teaching school at Charles City, Iowa, since her graduation from Simpson College and the State Teacher's college in Greeley, Colo.

James Lowe, who worked extra as a machinist in the Perry round house after Atkins was closed, got a regular job in Bensonville in July and machinists Newkirk and Lahr, who also worked extra at Perry, got regular work in the Western Avenue shops. They took the places of older men who had retired.

A wedding of interest in the railroad family took place July 12th when Miss Karen Hayes was married to Amos Graham. The bride is a daughter of engineer James Hayes.

William Shroyer, who worked for many years on the Iowa division and then transferred to lines west, died at Richville, Washington the fore part of July. The remains were sent to Perry for burial.

Homer Warner, son of agent F. A. Warner of Cambridge, was killed in an auto accident in Ames the middle of June.

The retirement list under the Railroad Pension Act now includes at Perry, engineers Lon Morgan, W. H. Young, W. B. Howe, L. A. Hulburt, B. H. Moore, John Gorman, A. L. Richardson, M. Conners, Ira Hurlless; conductors A. J. Gregg, F. Appel, I. E. Conner, A. B. Cate, John Clark, H. H. Rissler and H. O. Whitlock; fireman William Hill; machinist helpers, H. L. Wooders, W. Pineslow, C. Salzgebbler, Thos. Beatty; carpenter George Orbin; hostler H. L. Balsbaugh; R. H. employes James Warfield and Wm. Thomas; switchman D. M. Flynn; train disp. R. P. Edson. Iowa and West; operator R. E. Fitzgerald; section foreman Thos. McGuire of Neola, and E. M. Bayliss of Persia sections, have also retired.

Milwaukee Freight Shop News

R. Harris

THE new lot of 500 hopper cars is well under way. These are being built at the rate of 12 per day. Together with a schedule repair output of 23 cars per day, the freight shop plant is fairly bristling with activity. Present new car building assignment includes 500 automobile cars.

The Frolicking Flock from the freight shop, or in other words, our crack baseball team, has really been doing some noble work of late. Besides polishing off the store dept. team with Tony Milazzo, the star pitcher, our gang has also taken the stride of the coach dept's best. In their next tussle there is much at stake, for they play the machine shop and this game seems to have resolved itself into a personal feud between Guschl and Greenman. We understand that the honor stakes are a small horse as attractive goal. This account would not be complete without mention of a few of our crack stars: Ray Fendrich, Richard Bauch, Howard Van Handel and Earl Goebel to list only a few.

Recently retiring on pension were Peter N. Moore and Timothy Reidy, both foremen in this dept. for long years. Our best wishes go with these gentlemen for pleasant days of leisure and many of them.

A Look-See tour party of nearly 400 people out of Chicago on a special train spent a recent Sunday afternoon inspecting the shops. This was a wonderful opportu-

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SAYNER, WIS.

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● Nicely furnished cabins with two bedrooms, kitchen, and large porch available.

Fishing is good on Found Lake

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BEAVER BRAND

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and

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nity for the shop foremen to point with pride to our fine shop facilities and the way in which we try to make use of them to the best advantage.

George Bilty joined the supervisory staff of the freight shops on July 1st, and Robert Harris succeeded him in former



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Because The CONTINENTAL will pay for your LOST TIME.

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VULCAN ENGINE BOLT IRON

VULCAN IRON FORGING BILLETS

LOCOMOTIVE FORGINGS

AXLES

CRANK PINS

PISTON RODS

position. Both have been recipients of
congratulations upon their preferment.

G. Reichart was among those attend-
ing the A.A.R. convention at Atlantic
City and returned with a happy smile and
an armful of literature from the exhibits.

Three shower bath cars have recently
been constructed and sent for service to
the large track gangs where we are sure
they will be well received. E. H. Poesch
modeled one for the local newspaper pho-
tographers.

Art Schroeder has made fruit salad a
popular pursuit among some of the lads
listening in on his description of a very
wonderful type he recently discovered.

The relentless heat of the furnaces cou-
pled with the abnormal assistance of "Or
Sol" have combined to the discomfort of
the boys in the blacksmith shop. Charlie
Klug was seen trying to provide some
relief by showering the roof with a fire
hose.

Incidentally, it may be of interest to
record the presence in our midst of a
taxidermist—none other than Garnet
Greeman! It may be added, he does some
sterling work in this field. Ask him to
show you his fish heads. Especially the
"Wahoo."

John Beck has reason to pat himself on
the back for he has just successfully
married off his younger brother. Nice
going, John. Perhaps you can turn your
attention to some of the other young lads
around here, especially the announced
bachelors!

Sky Guschl divides his leisure moments
between fishing and training his cocker
spaniel. Whenever he has the chance he
takes the latter out to one of the larger
parks and gives one or two pheasants a
rude scare. That's Sky's story and it
seems feasible enough.

Alex Kornfehl is making the best of a
two weeks' vacation in the northern
woods. Before he left he proudly displayed
the lures with which he expected to land
some whoppers. We will report how he
fared in our next.

Erwin Gargen retains his gallant form
in the good old game of golf and polished
off the city championship recently. Good
for you, Erv.

Fred Kratzat just returned from a trip
to New Orleans, all enthused about the
picturesque nature of the country down
there.

George Lewitzke and gang are busily en-
gaged in construction of specially fitted
up box cars for knocked down auto frame
hauling from a local manufacturer.

Heinie Inhauser returned from up north
with that far-away look in his eyes that
indicates he must have fared well.

George Bilty has rigged up a home-
made shower in his basement to alleviate
the ills of a hot summer day.

George Vincett, resident engineer, has
found very comfortable quarters in a pri-
vate home but we wish to quarrel with
him for not getting a place where we could
join him in the home cooking that he
promised to extend us.

We are glad to share employment in our
new building program with the many laid-
off employes from other points on the rail-
road. We bid welcome to the many men

from Green Bay, Dubuque, and other
points and trust your stay will be low
and satisfactory.

Jake Meyer—the Shop Sage—is lining up
his sport predictions for the coming foot-
ball season.

The Shop Safety Rallies have been at-
tentively received. Safety lessons, if we
taught—and well learned—should pay im-
portant dividends.

D&I Division—First District

E. S.

MR. W. H. SPINK, formerly agent at
Kirkland and who retired on June
15th, and at that time was presented with
a Gladstone bag, expresses his sincere
thanks to his friends for the thoughtful
remembrance of their past friendship
throughout the years.

At 10 a. m. Tuesday, May 25, a group
of business men and friends of O. W.
Vickell, agent, Kingston, Ill., together
with his many Milwaukee Road employe
friends residing in the immediate vicinity
called in a group at the depot to see him
off and extend their good wishes, for of
that date "Vic" as he is known, availed
himself of the Retirement Act. He was
presented with a pen and pencil set as
token of remembrance. Mr. Vickell has
been agent at Kingston since 1890 and has
been a Milwaukee Employe for over 30
years. Several trips are in his itinerary
for the immediate future; however, he
will maintain his residence at Kingston.

Cornelius O'Heron, age 75, died at his
home in Savanna, July 1, following a
heart attack. Mr. O'Heron was a veteran
employe of the Milwaukee Railroad. He
entered the service of the railroad in 1888
and retired in 1927, and for many years
was employed as an engine hostler at the
Savanna roundhouse. He is survived by
two daughters and two sons, one son pre-
ceding him in death two weeks before.
Sympathy is extended to the immediate
family.

Mrs. A. J. Elder and daughter, Janet,
left the early part of July for a trip to
the West, visiting with Divn. engr. and
Mrs. E. H. Johnson and family in Miles
City, Mont., then on to Yellowstone Park
up to Vancouver and on down the coast
to San Francisco, returning home via
Salt Lake City and Denver. We know
they will have a wonderful trip.

Members of the Savanna Division Bene-
fit Association of Railway Employes and
their families enjoyed their annual picnic
at Sand Slough, south of Savanna, Sun-
day, July 17.

Jack Grant, son of Iowa Divn. engr. and
Mrs. Earl Grant, Savanna, a sailor on the
Lexington, has written his parents de-
scribing his adventures during the few
days the airplane carrier searched the
vicinity near Howland Islands for Amelia
Earhart and her navigator, Fred Noonan.
He tells about leaving Santa Barbara,
Calif., on July 3, proceeding at high speed
to Lahaina Roads, refueling and settling
out to cover the area about the Howland
Islands with 63 planes on board, all long
range scouts, bombers and torpedo planes
with seasoned veterans and pilots.

A D&I Divn. district claim prevention
meeting was held in the Daily Time

WEST COAST WOOD PRESERVING CO.

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supplying treated ties and structural timbers. 〕

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Building, Davenport, Iowa, 7:30 p. m., Friday, July 16, with about 50 present—many items of interest were brought out on how to prevent claims.

Mr. C. M. Mack, who for a number of years was agent at Davis Jet, and up to the present time assistant agent, retired on June 30th, after 54 years of service and at that time he was tendered a party and presented with a Gladstone bag as a remembrance of past pleasant associations.

West I&D Edna Hall

WE ARE all holding our breaths out here on the West I&D. Just a few more days and the small grain will be harvested, and if we beat the hot winds and hoppers all will be well. (We hope.)

President H. A. Scandrett, accompanied by Messrs. W. H. Penfield, J. T. Gillick and R. W. Reynolds, visited this territory recently, coming from Aberdeen and going to Rapid City one evening and returning the following night. It is always a pleasure to have these gentlemen make us a visit.

Agent Harry Pressler of Boyden, Iowa, is retiring to take the railroad pension. Mr. Pressler has been relieved by SC&D relief agent, Shannahan.

Others to take the pension are Charles Krumm, agent, Canton; Milt Shoemaker, section foreman, Alexandria, and Paul J. Welland, section foreman, Chamberlain.

G. H. Elton is relieving Mr. Krumm at Canton and Mr. Lowell Schueck is taking Mr. Elton's place on first trick at Canton.

Delbert Burke has been appointed night operator at Murdo.

Agent L. E. Hopkins of Oacoma was called away account the death of her brother and was relieved by Dale Simons of Chamberlain during her absence.

Operator Frank Irons of Sheldon, Iowa, was relieved by operator C. A. Bothmer during his recent vacation.

Mrs. Arlin Riff, wife of PFI man, Perry, Iowa, visited friends in Rapid City, Kimball and Mitchell, recently.

Mrs. R. I. Colvin, wife of agent at Rapid City and children spent some time in Iowa earlier in the summer.

We have a tie gang, a ditcher, three paving outfits on the West I&D at the present time. The paving outfits are located at Boyden, Emery and Worthing and are served by a patrol train.

Al Parker, round house foreman, was away on a short vacation early in the summer.

Ed Wright, boiler foreman, also had a rest from his labors for a few days during the past weeks. Do not know whether he indulged in his usual pastime of fishing or not, but we will bet that he did.

Our sympathy is extended to H. Kearney and family in the loss of his son-in-law, Mr. Delaney, who passed away a few weeks ago.

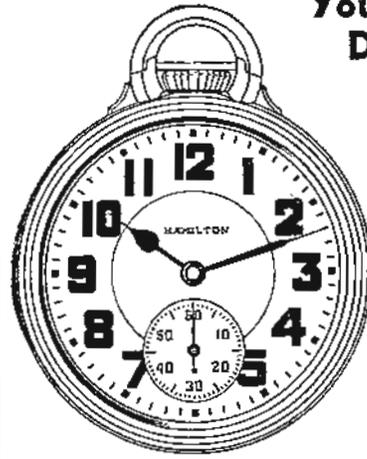
The Milwaukee Women's Club had a real picnic June 24 at Hitchcock Park, Mitchell, with about one hundred in attendance. Games, races and eats were the order of the day and every one had a grand time.

The next edition will advise you as to whether the "B" boxes which are coming our way will be filled and their contents sent eastward to be made into bread, pancakes, beer and chicken feed. Again, we hope, we hope!

Kansas City Division K. M. G.

MRS. J. A. SANFORD, son Jack and daughter Mary Ann, accompanied by Mrs. James Morlock, went to Urbana, Ill., to spend several days visiting in the home of Raymond Morlock during June. Helen Morlock, granddaughter of Mrs. James Morlock is a guest in Ottumwa, visiting with her grandmother during the summer vacation.

Mrs. Fred W. Lewin, wife of machinist, Ottumwa, was operated in the Mayo hospital, Rochester, on June 25. Reported to



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The MILWAUKEE ROAD

Consult them when considering the purchase of Watches or Jewelry

be recovering and it is hoped that she will be able to return to her home soon.

Mr. and Mrs. Merwin Taylor were in St. Louis visiting the sister of Mrs. Taylor over the week-end of July 3. Joseph Herzog of the engineering department went to his home in Austin, Minn., for the July 4 holiday and Mrs. Nell Bowen and sister were guests of relatives in Savanna, Ill.

Brakeman W. J. Harrington, wife, son and two daughters departed for Louisville, Ky., on Sunday, June 20, to remain until July 1 visiting with relatives.

Clyde Richmond, conductor, accompanied by Mrs. Richmond and grandson Clyde, left on No. 6, June 23, for Washington, D. C. Mr. Richmond to remain one week, while Mrs. Richmond and Clyde are to be away for an indefinite period of time.

Walter F. George, son of Leader George, has been a member of the U. S. navy since July 13, 1936, has been stationed at the Hawaiian Islands since December of last year.

On May 14 engineer George Kissinger, accompanied by Mildred Kissinger of the Chicago District Accounting office, departed from Ottumwa for Tulsa, Okla., to visit in the Hugh B. Evans home. They returned to Ottumwa during the latter part of June, and Mrs. H. B. Evans, daughter Megan and little son Pete journeyed to Ottumwa with them. Mr. Evans joined his family in Ottumwa June 26 and the following Tuesday they departed, overland, for Akron, Ohio, to visit. They took in the Exposition in Cleveland, Ohio, while in that part of the country, which included a trip in the large Goodyear blimp. On July 4, Mr. and Mrs. Evans and family returned to their home in Tulsa. Mildred Kissinger returned to Chicago on June 23, after a two months leave of absence.

Louis Klahn, oldest brother of dispatcher Edw. J. Klahn, passed away on June 17 at his home in Wheatland, Iowa, after suffering a heart attack. Was buried in Wheatland the following Saturday. Mr. and Mrs. E. J. Klahn attended the funeral.

Mrs. H. G. Johnson and son returned to Ottumwa from Amery, Wis. during the latter part of June, where they have been visiting with relatives for several weeks.

One, whom we are sure, hasn't a minute to spare must be A. H. Summy, Newtown, Missouri, who is first man on the section at that point and has been located there for twelve years. Mr. Summy is married, has four children. He is president of the school board, a member of the Masonic organization being a pastmaster of Putnam Lodge No. 190; teaches a Sunday school class; is president of the Sunday School Association of the northwestern

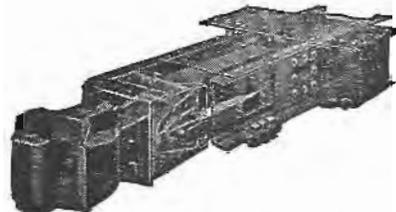
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district, Sullivan County, Missouri, is a member of the American Legion and is taking a correspondence course with some Railroad School. We select him as one of the busiest men on the division.

Mrs. J. D. Green and daughter Evelyn were in Denver for several days during June as guests of the mother of Mrs. Green, Mrs. John Pearce. Mary Jane Le-Bow, daughter of conductor LeBow, accompanied them on the trip.

W. H. Vosburg and family spent a two weeks' vacation during the last half of June motoring through the New England States.

A most interesting and enjoyable vacation was spent by superintendent Bowen, wife and daughter Virginia down in old Mexico during the latter part of June. They made their headquarters in Mexico City and took in all the important points of interest in that city and the vicinity; also, made numerous trips to cities of lesser size, going to Pueblo and Tascos, two of the very interesting and attractive cities in Old Mexico. Enroute to Mexico they stopped off at St. Louis for a brief visit with relatives, returning home, spent a short time in Tomah, Wis., in the home of the parents of Mr. Bowen.

Two Ottumwans attended the national convention of musicians in Louisville, Ky., the week of June 13, Iver Carlson of the office of the superintendent, and Mrs. Carlson, had a busy week of it but reported having had a very fine time.

At four o'clock in the afternoon of Wednesday, June 30, the marriage of Helen Grubbs to David Pibner Jay took place in Ottumwa. Helen is the daughter of conductor Perry Grubbs. A reception followed in the home of the parents of the bride at 833 West Third Street and the young couple departed later in the evening on a motor trip.

Martha Hoover, daughter of agent at Liberty, Missouri, is attending summer school in Minneapolis, Minn.

Three employees in the office of the superintendent celebrated a birthday recently; H. G. Johnson, engineering department, passed the candy on June 21; Hilma Pearson, stenographer to trainmaster and chief dispatcher celebrated her birthday on June 30, by giving all a treat of candy; July 1, birthday of Chief Clerk J. W. Sowder, who treated the office force to candy.

East Iowa Division

John T. Raymond

BRAKEMAN RALPH SEAGAR, who has been ill for some time, was taken to the Orthopedic Hospital at Iowa City, where he is reported to be making some improvement.

The Eastern Div'n was badly washed out around Sabula and Elk River Jct. and Spragueville the latter part of June. No. 3 was derailed via Cedar Rapids and the C&NW for one trip.

Mr. and Mrs. L. A. Klumph of Marion visited in Aurora with Mrs. Klumph's sister, while Mr. Klumph was taking his vacation June 13th.

Mr. and Mrs. Arthur Daniels and their daughter, Miss Dorothy, of Minneapolis visited relatives in Marion over Sunday, June 20th.

Mr. and Mrs. Willis Jordan of Marion visited relatives in Denver during Mr. Jordan's vacation the latter part of June.

H. C. Van Wormer of Marion went to Lake Pequot, Minn., June 2 for a month's vacation, Willis Jordan acting as Chief.

Mr. and Mrs. Lester Cleveland of Chicago visited in the F. J. Cleveland home at Marion early in June.

Walter H. Applegate began services with the Milwaukee Road Oct. 8th, 1888, and has recently retired to receive the Railroad Retirement Board annuity. Mr. Applegate has been associated for many years with the clerical dept. of the Master Mechanics' office and is widely known on the system. Mrs. Alice Cornelius of the agent's office at Cedar Rapids has taken Mr. Applegate's place at Marion.

Clifford Taylor has taken a position in the clerical dept. of the agent's office at Cedar Rapids.

Mr. and Mrs. Bert Burrows and Mr. and Mrs. Leonard Burrows returned to Marion July 2nd from a motor trip to Canada. While in Ontario they visited the home of the Dionne sisters the day they visited Callander. Although it was raining there were at least two thousand persons waiting in line to see the "Quints."

L. G. Hewitt of Marion went to Chicago July 6th to assist in some extra clerical work in the Milwaukee Road's accountants' office, Karl Lothian doing the relief work in the supt.'s office at Marion.

June 23, Geo. R. Barnoske, Lester Boettcher and Geo. Halsey of Marion attended the Shrine doings at Detroit, Mich.

Engr. Geo. McRae of Cedar Rapids was off duty several days account having a minor operation, Lloyd Stark relieving of his run between Cedar Rapids and Savannah.

Mr. and Mrs. Wm. Kcep of Marion spent a vacation period touring down East, visiting New York, Boston and other points.

Agent G. W. Ryan has been off duty account sickness and has now resumed work, T. J. Allen relieving Mr. Ryan.

Engr. E. F. Browkaw passed away June 30th at 11:15 p. m., after having a stroke of paralysis, and was buried at Perry, Iowa, July 3rd. He began work for the company July 8th, 1888, and ran an engine for a long period out of Perry. During the latter part of his career was in service between Oxford Jct. and Davenport on the Maquoketa Line. We extend our heartfelt sympathy to the family surviving.

Here are the names of some of the Iowa Div'n men in the various departments that are retiring from the service of the Milwaukee Road to receive the pension:

Locomotive Engrs.: B. H. Moore, L. H. Morgan, W. H. Young, John Cain, M. J. Curran, H. E. Nichols, Milo Dillon, G. W. McElwain, P. H. Kiley, H. C. Kiley, A. M. Johnson, S. E. Curtis, W. R. Barber, L. A. Hulbert, W. B. Howe, John P. Kohl.

Firemen: N. W. Harry, Fred Goos.

Roundhouse men at Cedar Rapids: A. L. Beckner, F. W. Sayer, E. H. Streeter, J. L. Petrus.

Conductors: J. L. Roberts, W. D. Shank, Benj. Buckley, H. J. Whitlock, A. J. Gregg, F. H. Shipley, Wm. Redbock, Benj. Freeze, B. F. Pulley, J. H. Putney.

Baggage man E. O. Taylor.
B&B Dept.: Dan Bash, Wm. Kemp, Frank Fuller, Michael McGrath, Gus Nelson, Elmer Kester, Simon Barriek, Tom Johnson.

Station agents: A. J. Arthur, Edgewood; A. J. Campbell, Atkins; J. A. Kolly, Waucoma; H. L. Steen, Delmar; first trick operator, F. A. Bowers, Sabula Bridge; and operator F. E. Day of Sabula.

P. Wehner of Chicago is a recent addition to the civil engineer's forces at Marion.

Mrs. H. Franzen of La Grange, Ill., and locomotive engr. Lloyd Stark of Marion were married June 17th at Oak Park. The magazine extends best wishes.

**La-Crosse-River Division—
First District**

Scoop

OLD-TIMERS will remember Joe Emerson, one-time general yardmaster at La Crosse and will be sorry to hear of his passing at St. Petersburg, Florida. He was in service forty-four years, twenty-three of which were spent as yardmaster at La Crosse. Following his retirement from active service he went to Bristol, New Hampshire, and from there to St. Petersburg, where he passed away at the good old age of 95 years. Mr. Emerson was a member of Rousseau Post No. 14, G.A.R., and of the Watertown lodge, No. 49, F. & A. M., for 67 years.

He was buried at St. Petersburg. The sympathy of the La Crosse division is with

the bereaved family, who reside at St. Petersburg.

Herb Graf is back on the west end again, having drawn the operators' position at Mauston permanently.

Alonso Baek is working the operator's job at Wisconsin Dells temporarily.

Tim Welch, veteran bridge dispatcher, has retired at La Crosse, leaving the first trick at Black River Draw open permanently.

E. E. Councilman, veteran agent at Melvin, has retired, which leaves another position open permanently.

Agent Frank Learmonth of Columbus is taking a vacation during which he will visit relatives in California. E. F. Kohlhaas is relieving him and extra operator Don Kellogg is relieving Kohlhaas.

First trick operator Al Mittelstadt of New Lisbon has been quite seriously ill in the hospital at Portage.

Frank Kingsland, first trick operator, Wisconsin Dells, had the misfortune to get hit by an auto while crossing a street there. He suffered several broken ribs and numerous contusions and bruises. He was brought to Portage for hospital treatment and last reports is on the road to recovery.

Train dispatcher J. W. Blossingham is back after his vacation. We understand conductor Charlie Draves asked him for some fish and Jack complied with a can of sardines!

The hot weather still continues and the cool North woods beckons the tourists, which makes business for everyone.

The pension having gone into effect has brought old times among us again. What with the oldtimers retiring and the new men being hired, and the passenger and freight business as it is, seems like prosperity is here at last.

LaCrosse-River Division—

Second District

Ira G. Wallace

THE engine crew on the Cannon Falls line now have a new hazard to guard against. On several occasions lately, they have seen a doe and fawn playing on the right-of-way. Deer hunting from the engine should be quite a novelty next fall.

Agent Hansen is now back at work at Lake City after his two months' illness.

Section foreman George Loer and his daughters have returned from a trip through Yellowstone Park. His biggest thrill was a snowball fight there while we were enjoying our recent heat wave.

Heinie Vollmers, chief clerk at Red Wing, spent the Fourth visiting in Milwaukee.

Howard Larson is the proud father of a baby girl born at Red Wing July 10th.

Engineer Fred Marine of Menomonie, Wisconsin, is now completing his fiftieth year of continuous service for the Milwaukee Road. Fred started railroading on the old Minnesota Midland Railroad, later the Wabasha Division, in the summer of 1875, and has spent 55 years in engine service. He is also the oldest member of the Brotherhood of Locomotive Firemen, joining the Order 54 years ago. He has nearly completed an even million miles at the throttle on this division, which should make quite a record. We all wish him the best of good health and the continuance of his splendid service performance.

On July 11th, a son was born to Mr. and Mrs. John Shafer at St. Paul.

On July 4th, Frank Anderson and a party of friends visited in southern Minnesota.

On July 16th, our veteran operator, George Shure, retired under the pension act after completing more than forty-seven years of continuous service for the Milwaukee Road. He started in the Des Moines depot and worked for several years as relief agent in Iowa. For the past twenty years George has worked the second trick at Red Wing. We wish him the best of success in the future.

Conductors L. W. Hebert and James Hayes, veteran conductors on this division,

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retired under the Retirement Act on July 1st. Mr. Hebert entered the service in 1882 and was promoted to conductor in 1890. Mr. Hayes entered the service in 1883 and was promoted in 1889. We and the traveling public will miss their faithful service and friendship.

Twin City Terminals

F. A. M.

MRS. D. T. BAGNELL is visiting relatives and friends in Los Angeles and other points of interest in that vicinity.

Mickey won the 1st round of the Acctg. Dept. Golf League after a 12 hole playoff with Ritter and Wilson. Rachner wins the 1st game of the 2nd round with a "Big Smile."

"The Immortal CBR" Rogers is laid up for a few days. Hope to see him back soon.

Tom "Horseshoe" Carney O. S. D. dept. local freight office, St. Paul, Minnesota, won a Ford V8 at a church festival. Lucky Tom.

Roy Burns, Aberdeen, paid a visit to the local freight office last month. Roy always remembers his friends at the "local," when in the Twin Cities.

Mr. Hugh Howat and Mr. Henry H. Walworth, two old and respected employes of the Minneapolis local freight station, resigned from active service July 1st, 1937, and forwarded their applications to the Railroad Retirement Board for annuities



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to which they are entitled under the recently enacted Railroad Retirement Act, Mr. Howat, car accountant, having 57 years continuous service in the freight office to his credit, while Mr. Walworth, delivery clerk, had been employed here since 1902 prior to which time he had been in the service of the company for several years at Winona, Minn.

The best wishes of the station organization are extended each of these men for a long and happy life in their retirement.

Art Lundberg and Al Wareham, cashier's office, local freight, are making head lines lately in the daily papers. Al scored Art one better by having his picture in the paper. Al, state public links chief, was called on to settle an argument in a golf match. Al offers nothing but "consolations" to the former champion.

Gene Jacobson and "her family" spent the 4th of July week end at Big Lake. Ask Gene if she enjoyed the fireworks.

Mr. and Mrs. Frank Rogers and family spent their vacation in Northern Minnesota last month.

Mr. and Mrs. Frederick Johnson, cashier office dept., attended the Shrine Convention that was held in Detroit last month. They reported an enjoyable time, and liked Detroit very much.

Sympathy is extended to William Carey, cashier's office, on the death of his brother, July 4th, after a long illness at the Veteran's Hospital.

Sympathy is extended to Harry Hagan, OS&D Clerk, local freight office, on the death of his mother, who passed away at her home in Hastings, Minn.

Trans-Missouri Division—West

P. R. H.

THE Kiwanis Club of Miles City made a tour of inspection through the shops at this point, June 14th.

Mrs. W. C. Burdick, wife of one of the oldest agents on the Trans-Missouri Division passed away July 3rd, at Miles City. Mr. Burdick has 50 years of service to his credit with our railroad and is now pensioned. We extend our heartfelt sympathy to Mr. Burdick in the loss of his loved one.

Effective June 15th, J. T. Sleavin, claim adjuster at Miles City, was appointed dist. claim adjuster with headquarters at Spokane. We are sorry to lose Mr. Sleavin

and family from our midst, and wish him every success in his new position. His successor is Wm. J. Roark from Sioux City, and we are glad to welcome Mr. Roark to Miles City.

Richard H. Jensen, stenographer in the superintendent's office at Miles City, is planning his vacation for the first part of August. The information we have been able to gather, makes us believe this is a "honeymoon" trip, for on the evening of June 25th, Mr. and Mrs. G. Robertson of Thurlow entertained at their home in honor of their daughter, Ardis Janet, announcing her engagement and coming marriage to Richard H. Jensen of Miles City. Well—congratulations Dick. We hope you will be happy.

Clarence McGee has gone to Spokane to work as brakeman on that Division.

A. E. Kellum, roundhouse foreman at Harlowton, with Mrs. Kellum, drove to San Francisco last month to visit with their daughter, Corrine, who is attending school in that city.

Kenneth Wahl, clerk in Miles City roundhouse, and Dick Jensen, of the superintendent's office, motored through Yellowstone Park, July 4th and 5th. Mr. and Mrs. Norman Anderson of Miles City also drove through the Park at that time, going by way of Red Lodge and Cook City Highway.

Mr. and Mrs. Barry Glen and son are spending the first two weeks of July visiting Mr. Glen's mother in Tacoma. Mr. Glen is roundhouse foreman at Miles City.

Michael J. Farley, roundhouse foreman at Mobridge, is in Miles City making arrangements to move his family to Mobridge, where they will make their future home.

Lee Pemberton, roundhouse foreman at Mobridge, spent his vacation the last of June visiting with his family in the Pine Hills near Miles City.

A. S. Haley, former employe, Miles City store department is in the Holy Rosary Hospital at Miles City suffering from a severe attack of asthma. We sincerely hope he will soon be able to be out again. Mr. Haley is one of the older employes who is receiving a pension under the New Retirement Act.

Chief dispatcher C. A. Nummerdor; Time Revisor, Jos. Peschle, and ticket clerk Ira Rogers, all of Miles City, are among the Elks who went to Denver to attend the National Convention in that City July 11th to 15th.

I&D Items

E. C. A.

MR. J. J. GERMAN, Mason City, passed away July 11th, following a long illness and we extend sincere sympathy to Mr. S. V. German and family in their bereavement.

The I&D Division was honored by a recent visit of Mr. J. T. Gillick and party who made a trip over the I&D from Rapid City to Marquette.

Mr. Donald Derr of Ames, Iowa, is working in the Engineering Department as rodman.

Mr. D. B. Clemens of St. Paul is also working in the Engineering Department as tapeman.

Train dispatcher F. J. McDonald and family at the present time are spending vacation at Milwaukee, Wis. with relatives.

Division engineer C. H. Tulser and family left July 6th to visit relatives at Sultan and Wilbur, Washington.

We have information from a reliable source that Senator Kerlin, during spare time at Austin, really knows how to wear the apron and help with the dishes at the lunch room.

It has been very, very quiet from out Seattle way. How are you, Tony?

Time revisor D. W. Woodhouse is spending some time in the general office, Chicago, on special work. JHP is handling the work at Mason City during Don's absence and to date Doc says it hasn't got him down yet.

Latest report on soft-ball: Norris "Slugger" Groth didn't do so well the other night. No runs; NO HITS; four errors.

PFI D. C. Bolton and family are on vacation visiting relatives at Savanna.

Glad to see Paul Olson of Sanborn back at work the other day, after six years layoff account ill health.

Mr. W. Shea, supt. of track maintenance, Chicago, was in Mason City for a short time July 13th on a trip over the division.

Chief dispatcher L. R. Meuwissen is back in the harness after two weeks vacation. How was fishing, Chief?

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

Nora B. Decco

BETWEEN ducking showers (yes, honest, all through July, every other day and sometimes in between—rain all the time) and reaching for another 19 train order pad, and answering the Bozeman line for the Gallatin Gateway inn, and counting park passengers, and OS'ing the specials up the branch, what with all the weddings and watching the agent mopping his brow after the wool loading—well, if there is any news to this month's colyum it will be a surprise. Frank Kennedy trying to tell the Pullman conductor on No. 16 one evening how busy he was, so he could not take time to go fishing and remember his friends, and Dan Young trying to figure how the bus can be at Three Forks when it's on the way to the Star Circle, Rainbow or some other dude ranch, and McGrath

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wearing his hat just a little more to one side every time there is a thunder shower on his wheat (which we understand will make about 40 bushels to the acre, and there are eight hundred acres), and A. C. Kohlhasc demanding something be done for his division from our gravel pit, cars or no cars—oh my, yes, but that isn't news, it's a regular Montana summer time. Still, all in all, if I can think of anything, here goes . . .

Henry Peck is on the job all right again this summer and he has a red top to his cap. Seems the regular tourists thought he was the station master or part of the train crew or something, and the harder Henry worked the less he got paid for it, so says Henry. I'll show 'em! And now when they take a look in his direction, do they see a real red cap? I'll say—just like the Union Station, cart and all. More dimes go into Henry's pockets, too, we hear.

Fireman Otto Heim has been assigned to the hostler's job at Harlowton for the next six months. He says he will miss the youngest one, nor will we blame him, he is a cute one.

Henry Richmond, who accompanies the payroll to our city every two weeks, has been promoted and will move shortly with his family to Butte where they will make their home. Mr. Richmond is appointed to the position left vacant since the death some months ago of Henry Clemmons. We are very glad to see this promotion and extend our congratulations to Mr. Richmond.

Mr. and Mrs. W. H. Fellows from Miles City stopped a few hours in our city recently en route home from an extended trip via auto with relatives from Illinois. Mr. Fellows is a Milwaukee employe and they liked the looks of things around here. So do we.

Another Milwaukee employe, venturing some distance from home was Mr. Paul Smithson from the Madison division, he has a brother on a farm in the Gallatin valley and among other things he will tell home folks about no doubt, will be fishing as we understand he did some of it.

Condr. Saint, long on main line passengers fifteen and sixteen, has been on the pit work train for a few weeks, after this was pulled off he displaced Condr. Earl Wilson on the Nor Montana Harlowton to Great Falls run and Mr. Wilson has returned to the main line again.

Engr. Charles Raden was called to White Sulphur Springs recently on account of the death of his brother-in-law Max Sarter, a pioneer of that locality. Mr. Sarter had been ill for some time—he leaves his wife and a son Max Jr. We extend to them our most sincere sympathy.

Fireman Sam Haffner and wife have been enjoying a visit of a few days from Mr. Haffner's two sisters, enroute to California, they stopped off here; during the short stay they found time to take a quick trip through Yellowstone park.

Mrs. Flynn, wife of engineer Flynn, and her youngest daughter have returned from a trip to California, points where she visited friends and relatives.

The small son of brakeman Ralph Davis had the misfortune a short time ago to fall and break his hip.

While expecting to be laid up for some time, the little fellow is doing very well at this writing.

Mrs. Shaw, wife of engineer Shaw, has returned from a short trip to San Francisco where she visited her son Fred and family; returning home she brought her granddaughter with her.

Mrs. Wm. Merrill and two daughters, have returned home from a two months visit with Mrs. Merrill's mother in Illinois.

Among summer visitors here is June Vaninwegan from Seattle a guest at the Fairhurst home in this city.

Among those who travelled to far points, we think of engineer Lieb and Mrs. Lieb, and fireman Whitehead and Mrs. Whitehead, who went here and there and everywhere on a trip via the new car. Pikes Peak and such places were nothing to climb with it.

Hal Lower, second son of Mr. and Mrs. Lower of Sappington, and Miss Birdie Parker of Willow Creek, were married July 17th. This was quite a surprise to their many friends, who all wish them a long and happy life. Mrs. Lower is the pretty and popular daughter of one of Willow Creeks' ranchers and Mr. Lower, whose father has been section foreman at Sappington for many years, is employed on the construction of the Willow Creek Dam.

Walter Kemp and family of Deer Lodge, have just returned from a nice trip around the state, and through Yellowstone Park, they report everything as it should be and Walter is ready for another round with old man work now.

Fireman Reiser of the Bozeman switch run, was off a few days last of June on account of a death in the family. Fireman Gibbs relieved him.

Engineer Crane on the Gallatin Valley local, was off a few days recently and took a trip into a few other states, just to look things over and see why this state was so much better. It was, and he seems contented now to stay home the rest of the year.

Frank McCormack, son of engineer and Mrs. McCormack of Deer Lodge has returned home from the Boy Scout Jamboree at Washington D. C. Frank was district scout master and understand that there were about thirty thousand other boys there too.

Clarence Martin, signal maintainer to Willow Creek, has been sick in St. James hospital, Butte, since June 20th, with Rocky Mountain spotted fever. Mr. Martin had no idea when he was taken sick, that he had been bitten by an infected tick, or that one had ever been on him, but never-the-less the doctors all decided this was the trouble, and the case was handled accordingly. His life was despaired of many times and at present he is still a very sick man but has every chance for recovery, now. We will all indeed be glad to see him out and around again.

Engineer A. E. Barnes is recovering from an operation in Seattle. Mr. and Mrs. Barnes have been away for several weeks, and at this writing we understand Mr. Barnes is doing very well, and should soon be home again.



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FOR SALE—A 57x157 ft. corner, modern 7 room frame house, a 30x10 front porch, furnace heat, a 20x20 ft. garage and a 12x14 work shop, all improvements in, lawn all around house, fruit trees, flowers, bushes, and grapes; located 3 blocks from depot. A fine home, newly decorated. Selling price, \$6,000. James P. Garry, 34 Lincoln St., Bensenville, Ill.

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