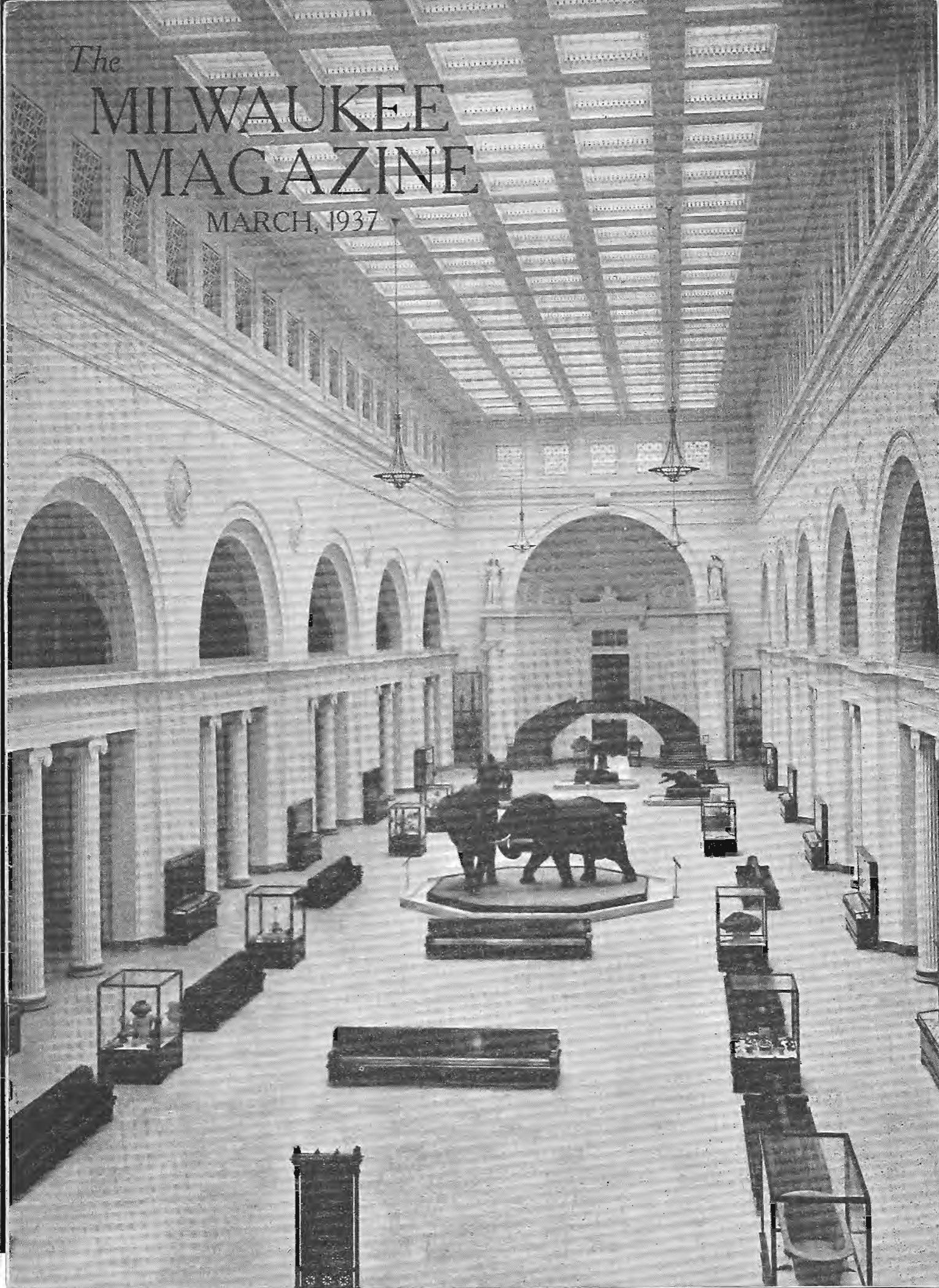


*The*  
**MILWAUKEE  
MAGAZINE**  
MARCH, 1937



LOVELY  
*Gladys Swarthout*  
 LIFTS HER GOLDEN VOICE  
 IN PRAISE OF *Pullman*

This glamorous star of the Metropolitan  
 and Hollywood writes:

"In the considerable amount of traveling I must do to fill opera  
 and concert engagements all over this country, I am always  
 grateful for the comfort of the facilities offered by The Pullman  
 Company. And I find also that I never can rest and relax so  
 completely as when I am making a transcontinental trip."

*Gladys Swarthout*



Deems Taylor, noted  
 Composer and Librettist  
 writes: "I happen to be one of  
 those unfortunates who likes  
 to be places and hates to travel,  
 which is why I wouldn't dream  
 of using anything but a Pull-  
 man for any journey of more  
 than fifty miles. In a Pullman  
 car, you lose all sense of rough-  
 ing it and high adventure."



A PULLMAN CAR is not a glittering place full of satin drapes and  
 cut glass mirrors. It has the atmosphere of a quiet inviting living  
 room by day, with comfortable beds for restful sleep by night.  
 Everything's clean in a Pullman car—the seats, the carpets, the bed  
 linen, the towels. In the air-conditioned cars, even the air is cleaned!  
 There's plenty of room, too, where you can stretch and relax and feel  
 at home. These comforts and facilities—plus a courteous conductor and  
 a well-trained porter anxious to please you—are what you'll find in a  
 Pullman car. And it's the safest travel in the world!

*In 1935 and 1936 Pullman cars carried over 34 million  
 persons without a single passenger or employe fatality.*

You can enjoy Pullman service on railroads throughout the United States  
 and on various lines in Canada and Mexico. Your ticket agent will gladly  
 give you complete information, including its reasonable cost. Or write to  
 THE PULLMAN COMPANY, CHICAGO



Pullman His Rolling Hotel—Frank Graham,  
 New York Star sports columnist, writes: "Covering  
 events from coast to coast, I have never had a night's  
 sleep so sound. On frequent occasions I have preferred  
 to spend the night on a Pullman at sidings rather  
 than treat myself to a roadside hotel."

Pullman and Rail—The safe way to go and the sure way to get there



THE concerted effort of the entire railway  
 industry to increase rail travel is supported  
 by The Pullman Company in a nationwide ad-  
 vertising campaign in leading American peri-

odicals. Above is one of the current monthly  
 Pullman advertisements which appears in  
 magazines with a total average circulation of  
 11,965,639 per issue. Watch for these ads.

# Field Museum of Natural History

## Chicago's Marvelous Storehouse of Knowledge

CHICAGO'S visitors of the past will not fail to recognize the familiar picture of the magnificent marble structure facing Grant Park, on the lake front, and known generally as "The Field Museum." Its classic outline and massive proportions are a dominating feature of the grand panorama that begins at the north end of Grant Park and sweeps splendidly along the lake shore in a far stretch southward to the Soldiers' Field stadium.

Within its walls is an unrivaled collection of exhibits, comprising the natural history of the world and its inhabitants from earliest ages to the present day. These exhibits are grouped into four departments — Anthropology, the science of mankind; Botany, the science of plant life; Geology, the science of the earth's structure; and Zoology, the natural history of the animal kingdom. Each of these departments is assigned spacious areas throughout the great building and the exhibits are presented systematically with reference to their respective divisions and subdivisions. And so comprehensively and comprehensibly are all arranged that inspection is easy and easily understood.

Entering the building by the northern or main door, the visitor faces a magnificent central hall or nave, all in white marble from floor to lofty ceiling. This hall reaches through the entire north and south extent of the building and soars to its full height. It is breathtaking in its beauty and dignity, and is known as the Stanley Field Hall, named for the president of the Museum since 1909. The transverse exhibition halls extend through the east and west wings, which are divided into floors. A complete set of splendid Ionic columns run throughout the length of the first floor halls that open from the great central nave.

Statues flank the entrances and afar down to the south is a wondrous group of embattled African elephants—one just ready to rip the heart out of his adversary with his mighty tusk. This life size masterpiece is the work of the late Carl E. Akeley, noted explorer, sculptor and taxidermist. Beyond are three bronze groups illustrating spearing of lions as practiced by the jungle peoples.

All along the length of the hall are cases showing typical materials from each of the four departments of the Museum.

Benches also are placed at intervals in the hall where one may rest and absorb the beauty of his surroundings.

### Anthropology

The East wing houses the department of Anthropology and occupies

the first floor, more than half of the ground floor and the second floor galleries that overlook through arched openings the Stanley Field Hall.

In its ample space and wide diversity of exhibits is followed the evolution of human life—of all races of mankind—prehistoric, historic and modern; the most primitive peoples beginning with the Stone Age man and following through to the higher types of the civilized races.

### Among the Tribesmen

Much space is given to the Eskimos, their habits of life and the tools and utensils they employ. Group models present them in their chief occupation of hunting, harpooning, transportation by dog sled, etc. One of the most interesting of these exhibits is a life-size model of an Eskimo hunter seated in his light boat with harpoon poised for the strike.

Other groups present family life as lived in the Igloo, and some of the primitive industries that still engage this people, while the world outside moves swiftly along on the ether waves.

Many groups illustrate the life of the North American Indian, with his weapons, his pottery, bead work, weaving, etc. These include the Sauk and Fox, the Potawatomes, Pawnees, the Great Plains tribes, the tribes of the northwest and the southwest with many examples of their artistry in weaving, basket making, etc. There is a peerless collection of Navaho rugs, of Hopi baskets and a notable presentation of Chilcat blankets.

The Mexican, Central and South American aborigines live in a background of bewildering wealth of achievement in art and industry, being now brought to light by the many expeditions sent out by Science to uncover the ruins of ancient civilizations and peoples whose history has passed with them and been buried in the jungles for many centuries.

The archaeological collections in this section show the culture of the Incas, Mayan stone sculptures, photos of the great Mayan temple at Chichen Itza, recovered from the jungle in a marvelous state of preservation, and a model of an ancient Mayan pyramid.

Antiquities of ancient Rome, Greece and Etruria, bronzes, carved funeral

pyres and wall paintings are also notable and full of interest.

Relics of ancient Egyptian civilization occupy a large space in this department. Mummies and mummy coffins, tombs and sculptures bespeak reverence for the dead. The shriveled, crouching body of a woman who was laid to rest six thousand years ago tells the story of races who were supposed to inhabit the earth before Atlantis sank beneath the waves. The legend accompanying this exhibit explains that at that time the Egyptians had not developed the art of mummification, but Nature understood its ways, and by means of the hot sands, in which the body was buried, the moisture was drawn from it and it was thus preserved.

The African hall, the halls exhibiting collections from India, the Malay Archipelago, Korea, Siberia and the South Seas contain articles of rare value, some of which are the only specimens of their kind in the United States.

The Chinese exhibits contain many specimens of the wonderful art work of that people. The Blackstone Expedition, sent out several years ago by the Field Museum, was able to penetrate far into the forbidden cities of Tibet, returning with untold treasures from that land of mystery. Gorgeous costumes, Chinese jade carvings, panelled screens, models of great pagodas, pottery, porcelain and wood carvings.

The Races of Mankind, as depicted in the unique Malvina Hoffman collection of bronzes, is of paramount beauty and interest. In this hall are over one hundred figures and busts, representing the basic divisions of the human race, their racial characteristics shown in lineament, pose, stature, etc.

In the center is a group intended "to symbolize the unity of mankind . . . composed of three statues of heroic size, representing a white, a yellow and a black man standing beneath a large globe upon which the five continents as the habitat of the human species are outlined. Each embodies the highest physical qualities of his race." Miss Hoffman was commissioned by Field Museum to go to the uttermost parts of the earth where native races were at their purest, select typical models, reproduce in clay and finish in bronze the living racial characteristics. Her finished work is not only one of scientific importance, it is of priceless artistic beauty and truth. She spent three years on this commission. Unhappily for this

Magazine, photographic reproductions of this marvelous hall are covered by copyright, so one must go to Field Museum to see and enjoy its wonders.

One may roam for hours through the halls of anthropology and return again and again, always to find something different, something of more than passing



The Field Museum, Chicago

interest and something overlooked on previous visits.

### Botany

The halls occupied by the Botanical Department bring us close to the good green earth, their cases enclosing the finest, rarest, most beautiful as well as the most rugged of plant life specimens. The Field Museum enjoys the distinction of having been the first natural history museum to give to the science of botany space and attention comparable to that of its other departments. This exhibit occupies five large halls on the

ties of rocks, as well as the rarer and more precious. Relief maps and models are shown in the scientific exhibits, such as representations of scenic features like Yosemite Valley, the Grand Canyon, Natural Bridge in Virginia, etc. Specimens of stalactites and stalagmites and other effects of water on limestone are present; and there is a very large relief model of the visible half of the moon. In historical geology, or paleontology, the development of life throughout the eons is illustrated. Mounted skeletons and partial skeletons of prehistoric animals make an im-

In the department of economic geology are displayed specimens of gold, silver, lead and other ores; methods of mining, smelting furnaces and stamp mills. A collection of radium, titanium, zirconium, tantalum, and other "rare earth metals" with various manufactured articles showing their use and application are shown. A large area is given over to exhibits pertaining to the oil industry and to coal production. The usual and some of the unusual uses of peat are exhibited, with a model showing the formation of peat in glacial lakes. In this Department one may study also meteorites both large and small, with specimens from the great Canyon Diablo of Arizona, as well as others from various parts of the United States, both east and west.

An interesting "lodestone" or natural magnet from the Wasatch Mountains of Utah is peculiarly interesting, and a "Caution" sign is placed outside the rail enclosing the stone, to the effect that visitors with watches are advised not to get closer than two feet to it, because of the magnetic qualities contained in the rock.

A "cannon ball" specimen of "sand-lime concretion" from Mobridge, S. D., illustrates the peculiar action of lime-bearing waters percolating through sandstone to produce the formation like a cannon ball that is so marked a feature of the Missouri River country of that vicinity. The specimen was donated by The Milwaukee Railroad.

There is a fine large collection of rock crystal, imitations of the various precious stones, ground and polished, a large amethyst, matrix and many other well known as well as those not so common, minerals in undeveloped stages.

### Zoology

The Department of Zoology is installed in the west wing, in five large halls, and so grouped and arranged as to display animals of the different countries in their natural habitats and surroundings. Painted backgrounds help to complete these effects. The exhibits have all been carefully selected from the entire field of animal life, from the lowest invertebrates to the highest mammals.

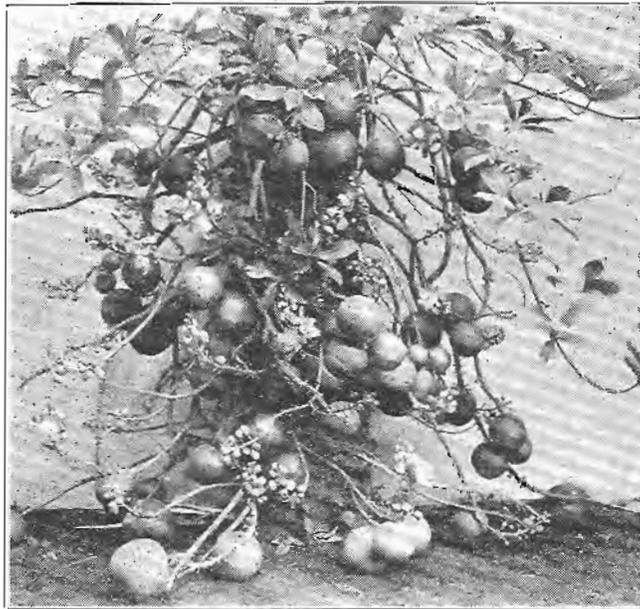
(Continued on Page 9)



Restoration of Cave Man Family of 50,000 Years Ago

second floor, and to quote from the Field Museum Handbook: "The technical problem of producing a satisfactory display of plants is solved at Field Museum by preparing exhibits in the form of carefully made reproductions of the living plants. These reproductions are the work of the Museum's Plant Reproduction Laboratories." It is difficult to realize that the specimens on exhibition are not the actual growing plant. Some larger plants and woody parts can sometimes be preserved for a long time, and where that is possible, the real plant is displayed.

A large collection of different woods is displayed, in some instances part of the trunk of the tree with the bark intact, a cross section of the trunk, planks, finished lumber made from the tree, etc., are



Case Showing Cannon Ball Tree of South America

posing array down through one grand hall — dinosaurs, mammoths and mastodons, saber-toothed tigers, cave bears and other animals co-existent with primitive man. Murals (paintings and drawings) line these walls.

### Geology

In the Department of Geology, five large halls are required for its exhibits. They are on the second floor and are divided into two groups—the scientific and the economic and industrial relations of mineral products of the earth.

Rock structures and the effects of natural forces, such as erosion, glaciation, folding, etc., are represented, and a large collection of the commoner varie-



Alaska Moose Group in Their Habitat

# Comments on Service Rendered

**T**HERE is an old saw running something like this: "A penny saved is worth two earned—a neighbor pleased is worth twenty spurned." That may not be exactly quoted, but the sense of it is plain enough. If we do unto our neighbors as we would have them do unto us, their friendship is secured and it lasts. The heart of a traveler setting out on a journey is warmed at once if the man at the ticket window greets him with a smile and gives him kindly service; on the train, the journey is brightened by the "atmosphere" radiated by a courteous and kindly train crew. The passenger enjoys the trip even if the day is overcast outside—he takes his comfort, eats with enjoyment and reads and sleeps with a sure sense that his welfare is being looked after by the people in charge of the train because they have given him cause to feel that way by their cordial attitude and their attention to his wants. Here and there, of course, a "grouch" is encountered, possibly not in good health, perhaps in mental distress—anyway, he isn't happy, and so we, as "good neighbors" of the train service go right on making him comfortable, giving him the same good service, and speeding him on his way finally, with genuine good will. If that intangible quality—the "atmosphere"—on a train is charged with good-will, good will prevails and it brings reward in its kind. A pleased passenger, like a pleased neighbor is worth much and brings tangible returns in increased patronage and better business. The Milwaukee Road deserves and receives the good will of the traveling public, as a few letters published here and taken at random from the files, indicate. And they also indicate that The Milwaukee personnel have the true courtesy whose background is kindness—something inherent and not something donned with the uniform or the working clothes.

## Courteous and Helpful to the Traveling Public

The following letter is one in point to the foregoing:

### Most Delightful Mode of Travel

Mr. H. E. Pierpont,  
Chief Traffic Officer.

My dear Mr. Pierpont:

Recently I was a passenger on one of your trains, traveling from Miles City, Mont., to Mobridge, S. D. At that time I had an occasion to observe the exemplary conduct of two of your employees that I am at this time commending these men to you and your organization.

Mr. McGee, a conductor, and Mr. Sanderson, a brakeman, were so courteous and so helpful to the traveling public that a number of folk in my section of the car acclaimed them with delight. I was particularly pleased with their fine dignity as representatives of your company and the earnest desire to lend a helping hand where they could do so. Children beamed with joy when they came through the car and this indicated to me an expression more powerful than words could describe.

I know that the public is difficult to handle and my experience has been that the public are quick to censure and criti-

cize an employee when there are shortcomings, and I am moved to write you at this time when I as a part of the traveling public make an observation as I did.

It is a credit to your company to have such fine men in your organization. I wish that there were more of them.

Very truly yours,

(Signed) Martin DeVries,

Judge of Municipal Court, Long Beach, Calif.

## Thanks for a Real Service

NATIONAL LEAGUE OF DISTRICT  
POSTMASTERS OF THE UNITED  
STATES

Office of National Secretary

1110 F Street, N. W., Washington, D. C.

Mr. W. F. Critchfield,

Traveling Passenger Agent,

My dear Mr. Critchfield:

Felt I could not delay any longer in sending a few words of appreciation and thanks to you, for the most delightful mode of travel I have ever experienced, on the HIAWATHA, which is all you said and more. Instead of shaking, etc., it lulled me to sleep, even better than "like a kitten."

Truly, Mr. Critchfield, I have harped about the HIAWATHA to all my friends and family until they will think I have a financial interest in it, but it is a wonderful train, and you do not say too much. Came back on it, together with delegates from several states, post office officials, and Congressman Rainspeck of Georgia. Everyone felt as I did about the train and its service, to say nothing of the wonderfully courteous treatment of the attendants, down to the colored porter. Would you believe it, he remembered me when I returned, and smilingly spoke of my trip up, as I came aboard.

Heard many comments both in St. Paul and on train returning of the splendid meals served on the HIAWATHA, at such a price I have never before seen on a railroad and I do travel. Your style of service, to my mind, is excellent, in doing away with that eternal changing of linen cloths, and having, instead, attractive tables with good width, and pretty doilies, the only linens to be removed. The furnishings and fittings are most artistic and in beautiful harmony, which includes comfort too. One thing that impressed me was that those who used day coaches are not given the impression of being "forgotten step-children" as these coaches are lovely too.

Most cordially,

(Signed) Mrs. V. H. Stonesifer,  
Assistant Secretary.

## Eighteen Karat Value

THE AMERICAN MEDICINAL SPIRITS  
COMPANY

General Offices  
Louisville, Ky.

Mr. L. M. Jones,

Chicago, Illinois.

Dear Mr. Jones:

I was one of the many University of Minnesota rooters who followed the football team to Evanston to see them play Northwestern University.

Mrs. Boe and myself left Minneapolis on the first section of the Hiawatha. We had luncheon, went to our car and then later to the tap room, where I discovered that approximately \$150.00 of my money was missing. Mr. John Guzy, whom I have known for a good many years, and myself went back to the diner, looked under the table and seats where we had had luncheon, but to no avail. We then reported the loss to the steward and he asked me to describe my loss, which I did. You can realize how pleased I was when he turned the money over to me and informed me that it had been found by waiter No. 4, who in turn gave it to him.

I feel that it is fitting and proper that

I take this occasion to let you and all my friends know of the courteous treatment and service that I have received from the Milwaukee Road and which has extended over a period of many years.

With kindest regards, I am

Very truly yours,

(Signed) Roy L. Boe,  
4941 Aldrich Ave., South Minneapolis,  
Minn.

## Gone Out of Their Way to Help

HARRY ISAACS, JNC.

1239 Broadway  
New York

Chicago, Milwaukee & St. Paul R. R.  
Chicago, Ill.

Dear Sir:

I wish to extend my compliments and congratulations on your wonder train, the "HIAWATHA." For the past 32 years I have traveled and covered the greater part of the United States and have never expressed myself to any railroad, but I can't help writing you a few lines of appreciation as to your wonderful service to the public. The speed, comfort and food is of 18 karat value.

Wishing you all the success,

I am your steady passenger.

Thos. E. Resnick,  
Lytton Bldg., 14 East Jackson Blvd.

## Personal Service and Comfort

MONTANA-DAKOTA UTILITIES CO.

Montana-Dakota Utilities Bldg.

Second Avenue South at Ninth St.  
Minneapolis

Mr. M. H. McEwen, Gen. N. W. Frt. Agent,  
Minneapolis, Minn.

Dear Mr. McEwen:

As you know, we have handled a considerable tonnage at both Baker and Marmath in the past few months and it has been necessary to call upon your representatives at these two points, Mr. J. E. Hayes and Mr. A. M. Tripp, for considerable information, and also service in connection with our shipments.

The service given us at both points has been especially good and we want you to know it is very much appreciated by our field offices, and also by those in our Minneapolis office.

We wish you would advise your Division officials, and also your executive offices in Chicago, telling them both of the gentlemen referred to have gone out of their way to be of assistance to us in every way it has been possible.

Yours very truly,

Montana-Dakota Utilities Co.

(Signed) A. F. Anderson,  
Purchasing Agent.

## Helped to Put Over a Difficult Job

WISCONSIN CANNERS' ASSOCIATION  
C., M., St. P. & P. Railroad,  
Union Station,

Dear Sirs:

May I, in this manner, express to you, your company, and your local agent, Mr. Carl Dahnke, the sincere appreciation of Zor Temple and my Transportation Committee for the very fine and excellent manner in which you all helped us to have such a wonderful trip to Seattle and back.

The equipment of the train throughout was in keeping with the high standards of your company, the personnel was efficient, courteous and friendly throughout the entire trip and all of the arrangements seemed to click right down along the line in spite of the unfavorable weather which we encountered in the Dakotas and Montana.

I particularly want to voice my personal and official appreciation and commendation to your agent, Mr. Carl Dahnke. He helped me put over a mighty difficult job, spent many hours and days, in fact, doing things that I was unable to do and took a keen personal interest in the entire project.

The management and supervision of such an expedition, made up of some two hundred people, closely housed together on a

(Continued on Page 6)

# 102 Miles an Hour Aboard the Hiawatha

Reprinted from The Railway Gazette, London, England

THE daily service of the Chicago, Milwaukee, St. Paul, & Pacific streamlined express, the Hiawatha, between the Union station, Chicago, Milwaukee, and the Twin Cities (St. Paul and Minneapolis), involves the use of more than one train; three streamlined locomotives, and a number of air-conditioned coaches, and parlor cars, are in service. Since the introduction of these trains in 1935, the public patronage has been so great that on frequent occasions three and four trains are run, especially at week-ends, and more rolling stock of a similar type is understood to be on order. The 410-mile journey in each direction is covered in 6½ hrs., inclusive of five intermediate stops.

Passengers may board the train from 12 noon, and luncheon at popular prices, 50 cents (2s.), is served in an air-conditioned combined modern restaurant and buffet car, marshalled next to the engine, fitted with tubular steel furniture; the buffet is equipped with radio and known as the "Tip Top Tap." The coloring of the Hiawatha train is very striking, the scheme being a combination of silver gray, bright orange and maroon; the silver gray extends from the front of the locomotive in an unbroken line along the carriage roofs, while maroon is used as a border above and below the orange color which covers the sides and ends of the whole train. The oil-burning streamlined Atlantics, known as the "Milwaukee" type, were built by the American Locomotive Company.

A lighted neon electric sign directs travellers at the Union Station, Chicago, to the departure platforms of the Hiawatha, where porters dispense small clip-on colored labels for handbags, attaché cases, and packages to assist in the unloading of passengers' luggage; only hand luggage is taken by this service. Visitors are allowed to inspect the trains and accompany passengers on board; a solemn announcement, "all visitors off," is made by the colored attendants, and the individual adjustable armchair seats which are fitted two on each side of the gangways, and can be adjusted to sit upright or to recline, as well as to turn around to face the direction of travel, are quickly taken by passengers who are actually travelling on the train. Prompt to time the first part of the Hiawatha leaves at 12:55 p. m. and the second part at 1 o'clock, accelerating rapidly to a steady 40 m.p.h. to Western Avenue, Chicago, where there is a turn to the north. Factories change to homesteads, parks, and open spaces, on which on a Sunday afternoon amateur baseball games are in full swing. Through Forest Glen Park small batches of holidaymakers watch the Hiawatha pass, and even golfers stop their game. The speed mounts up to 80 m.p.h. as the train crosses two new

arterial roads into the open countryside, which is almost flat.

Open parklands and golden fields follow, with piled-up white clouds against a blue sky. Through Wadsworth, 43 miles from Chicago, in 43 minutes, a walk along the train shows steady riding and a high percentage of women and children passengers. Traveling ticket collectors are working their way to the rear, followed by a white-coated attendant with sandwiches and hot coffee. In a flash the train is over the border from Illinois to Wisconsin. Bridges flick overhead, wide fields of maize, and black and white cattle are noticed, and between Ranney and Sturtevant, for a distance of just over ten miles, the Hiawatha touches 102 m.p.h. A young man going all the way to Seattle expresses delight as "she goes out after it and gets along." Towards the rear the last two cars are parlor cars, ending in a streamlined beaver tail which rocks, but not uncomfortably. It is not many more minutes until Milwaukee is seen on the horizon, where with the approach of the first factory, the speed is checked to 60 and then to 45 m.p.h., as a miscellany of warehouses, lake steamers, seed stores, and other buildings flash past; 30 m.p.h., 15 m.p.h., and at 2:15 p. m. the train makes its first stop, having covered 85 miles in 75 minutes.

This correspondent of The London Gazette rode The HIAWATHA prior to the installation of the new equipment with the separate diner and "Tip Top Tap."—Editor.



His Birthday Ride

CONTINUING its remarkable popularity, the Milwaukee Road's speedliner, the Hiawatha, has carried in round numbers, 480,000 revenue passengers since the service was inaugurated 21 months ago.

During December, 1936, the many sections that were operated carried a total of 32,111 revenue passengers, an average of 1,036 daily. January, this year, 30,047 were carried.

Time was when passengers traveled by train only of necessity or leastwise as a convenient means of reaching a definite destination. But the Hiawatha has changed travel habits. Many have

been known to travel on the train "just for the fun of it." Frequently tickets from Chicago to Milwaukee and return are sold to folks who simply want to enjoy the thrill of a ride on the train that "everybody is talking about."

Mr. Cliff L. Keith, the genial City Ticket Agent in Chicago, reports that many patrons tell him they are buying tickets for the Hiawatha as a treat for their families or, sometimes, in settlement of a wager. Often tickets are purchased for children, even of high school age, who previously had never ridden on a train, Mr. Keith reports.

Recently a young man of the name of Johnny Robertson, who lives in Winnetka (Ill.) marked his eighth birthday. A day or two prior his uncle, Mr. Edward F. Hamm of Chicago, President of the Traffic World Publishing company, asked him what he wanted for a birthday present. And Johnny's answer was "a ride on the Hiawatha." With his Mother, a Brother and a Sister, he traveled to Milwaukee and return, riding the Hiawatha in either direction.

Prior to departure Johnny inspected the train thoroughly, even the inside of the locomotive cab. He is pictured on this page with Milwaukee Division Engineer J. J. Murphy, who explained to the young man the intricacies of operating a super-speed train.

## Train Service Commendation

(Continued from page 5)

train under adverse weather conditions for several days, required patience, tact, efficiency and a genuine spirit of hospitality. Everyone who made the trip joins with me in their one hundred per cent approval of Mr. Dahke's efforts in our behalf. I am certain that he has made a great many, many friends for The Milwaukee Road and has established himself and family in the hearts of his many Masonic friends in this community.

Sincerely yours,  
H. R. Burr.

## Made Happy Journey

Mr. Geo. B. Haynes,  
Chicago, Ill.

Dear Sir:

A few days ago I returned from a most enjoyable trip to Ireland. I preferred to make my journey through the States by way of Seattle and was fortunate in choosing the Milwaukee Road.

I feel I cannot let this occasion pass without a word of praise for the personal service and comfort made possible by the different officials of your railway. From this time Mr. Chapman in Vancouver (who is a stranger to me) came to introduce me to some people at the depot, till I returned, I found everything—including the meals, the conductors who are both smart and attentive, not forgetting the scenery on the way—a source of great pleasure.

Wishing you and the company success, I remain,

Yours truly,  
(Signed) Mrs. B. Hadley,  
Vancouver, B. C.

## Of Course It Was Aberdeen

"Mighty me, Sandy, what are ye daen here?" asked Jock, excitedly.

"Weel, the fact o' the matter is I've got married, an' I'm doon here on ma' honeymoon."

"Man, that's fine. But whaur's the wife?"

"I've left her home in Aberdeen—she's seen Edinburgh."

# Glamour Gone?

## More Glamour in Railroad Now Than Ever

By LON COOK

AN article entitled "I Am the Station Agent" written in a rather satirical vein that appeared in a recent issue of The Railroad Telegrapher lamenting the "good old days" of railroading, inspires the thought that the glamour of railroading has just begun, and is on its way to greater achievement, through the efforts and cooperation of "the army as a whole."

Glamour gone? Why there's more glamour in railroading now than there ever was. Gone may be the days when the "No Admittance" sign, the locked doors and the haughty stare imparted (in the eyes of the youngsters who looked on) an air of mystery to the station agent because he understood the chattering symbols of the telegraph key and handled the orders that sent trains thundering on through the night.

Gone, too, perhaps, the day when the blue cap with its lettering was emblematic of the very essence of contact with the outside world. Gone also, may be the days of the "swagger of self importance" that keep the patient public at arm's length. But the glamour hasn't gone. Today, in this new age of transportation, the world comes to the station agent's door, the railroads are swinging into an era whose motto is service, and the station agent is a part

of the tremendous upward surge of progress. He has a special role, he is the emissary of good will, of education, of letting the public see railroading as it is,—a vehicle of speed, of luxury, of every-day service.

Before his very eyes, the station agent has seen the clumsy and lumbering coaches and engines of another generation evolve into the slim, swift, powerful, streamlined things that cut time in two, that clip minutes from hours, hours from days and miles from a continent. He is seeing trains conquer distance, luxury replacing discomfort and countless mechanical aids take the burden of manual toil from his hands. He is seeing railroading come of age, emerging from a gawky stripling of stand-offish temperament into a maturity of sound judgment, incomparable service and cooperative responsibility to the public it exists to serve.

The day when every man lived for himself is over. The "Knight of the Cap" may have passed. He has passed, but those who are keeping step have not passed, they have graduated into jobs that speed up like the trains they symbolize.

Looking ahead, there is glamour if we use the tools of the day that are at hand.

## Milwaukee Road Booster Club Awards

### Locomotive Model Building Contest for Milwaukee Road Boys



The Judges. C. L. Emmerson and P. O. Becker

In January the Milwaukee Road Booster Club of Chicago issued the following addressed to

#### All Boys of Milwaukee Families.

Santa Claus gave over 700 locomotive assembly sets to the boys who met him at the Union Station at Christmas time. He also left a big Hiawatha electric train for the boy who can do the best job of making a locomotive out of his set and twelve assembly sets, similar to the one you worked up but much larger, for the boys

who have the best of each of the twelve types.

To find out who shall have these beautiful prizes, the Booster Club, in co-operation with the Milwaukee Road Public Relations Committee, will have an exhibit in the Union Station on the 17th and 18th of February where judges who will not know who the locomotives belong to will pick the winners. If you want to try for one of these prizes, and what boy would not, have your father get an entry blank from the Booster Club collector and then do just what the blank says to do.

Some Milwaukee boys may not have been able to go to the Union depot to meet Santa Claus and if they still want to enter the contest it will be necessary that they buy an assembly, but it must be one of the twelve kinds that were given away by Santa Claus as listed below:

Tom Thumb, B. & O. York.  
De Witt Clinton, Wm. Galloway.  
Cumberland, C. & N. W. Pioneer.  
C. P. Huntington, N. P. Minnetonka.  
Empire State Express, Mikado Type.  
Modern Passenger Locomotive, Commodore Vanderbilt.

The Fred Harvey Toy Shop in the Union Station has them for 20 and 25 cents the year round and other toy stores may have them.

Now, if you want to win that great big Streamlined Hiawatha electric train, you had better get busy. Do not forget this is a prize worth winning—a distant control, whistling, streamline, scale-model of the famous Hiawatha, measuring 68 inches from the cow-catcher to the beaver tail, with wide radius track to form an oval 100 inches by 72 inches. You have seen them

in the stores—the big size that costs \$32.50.

FRANK S. PATTERSON, Chairman. Winners of the locomotive model building contest conducted for juveniles were announced and prizes awarded at a meeting of the Milwaukee Road Booster club held in the Union Station cafeteria club rooms February 16.

The organization is composed of more than 1,500 of the railroad's employees residing in the Chicago area.

Assembly sets for building the models were distributed and upwards of 100 miniature replicas of varied types of steam locomotives were entered in the contest. They were to be judged by C. L. Emerson, master mechanic of the Milwaukee Road and P. O. Becker.

E. F. Kusch, son of Ticket Auditor Kusch, was awarded first prize.

### JUST KEEP A PLUGGIN'

The sun is shining brightly  
And grass is showing green;  
Soon pussy-willow blossoms  
On the willows will be seen.

Angleworms are crawling  
From their winter habitation  
And Izaak Walton advocates  
Are waking o'er the nation.

Soon the cool and placid waters  
Of streams both large and small  
Will be greatly agitated  
Where the bass orenos fall.

Great and many the temptations  
That are offered to the fishes,  
Some unsuspecting wall-eye  
May comply with angler's wishes

By rushing forth with eagerness  
To engulf the proffered lure  
Of the artificial minnow,  
But you never can be sure.

Perseverance is the motto  
When on fishing you are bound,  
For you never can be certain  
Where the next one will be found.

So just keep on a pluggin'  
With that regular forearm motion  
Till the lure stirs up a victim  
That is in a fighting notion.

Just keep right on a pluggin'  
Pluggin' here and pluggin' there  
Ever shooting at the places  
Where you think the fishes are.

They will not all be lunkers  
That try to chew your bait  
But you'll connect with plenty  
By just pluggin' soon and late.  
—By E. L. Lawson.

### Appointments

**E**FFECTIVE February 1st:  
W. J. Whalen appointed superintendent, Terre Haute Division, with headquarters at Terre Haute, Ind., vice C. E. Elliott, assigned to other duties.

M. F. Ayers appointed trainmaster, I. & S. M. Division, second district, with headquarters at Austin, Minn., vice E. J. Holmes, assigned to other duties.

W. J. Hotchkiss appointed assistant superintendent, Iowa Division, with headquarters at Parry, Iowa, vice W. J. Whalen, promoted.

L. R. Sheilenbarger appointed trainmaster, Iowa Division, with headquarters at Marion, vice W. J. Hotchkiss, promoted.

J. R. Reagan appointed division freight and passenger agent at Miles City, Mont., succeeding J. J. Foley, deceased.



# THE MILWAUKEE MAGAZINE

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CARPENTER KENDALL, Editor

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

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## ENACTMENT OF PETTENGILL BILL URGED

### Rail Carriers and Rail Labor Join with Industrial and Shipping Interests in Seeking Repeal of Long-and-Short-Haul Clause

REPRESENTATIVES of railroads, railway labor organizations, the National Industrial Traffic League, and other industrial, producing, and shipping interests in all sections of the country united before the House Interstate and Foreign Commerce Committee last week in urging enactment of the Pettengill Bill, proposing repeal of the long-and-short-haul clause of the Interstate Commerce Act.

Testimony in behalf of the railroads and in support of the bill was presented by Joseph G. Kerr, Assistant to Vice-President in Charge of Traffic, Association of American Railroads.

"Repeal of the long-and-short-haul clause as proposed in this bill," Mr. Kerr said, "will not give the railways any advantage over other forms of transportation. The law would still require all railway rates to be reasonable and free from unjust discrimination and undue prejudice, and would prevent railways from establishing rates lower than absolutely necessary to meet the competition confronting them. This bill specifically places upon the rail carrier the burden of justifying, in the event of complaint, any rate that may be lower for a longer haul than for an intermediate shorter haul. There is no purpose to or possibility of putting other forms of transportation out of business.

#### Entitled to Share in Traffic

"In advocating the enactment of this bill we do so because of the sincere belief that the railroads are entitled to share in the traffic moving to, from, or between points located on or adjacent to navigable waters and other competitive points, and to bring about a condition whereby there is some reasonable opportunity for manufacturers or producers at inland points served by the railroads to market their products and move them by railroad to water-competitive markets in fair competition with manufacturers or producers who have the benefit of all-water transportation. The railroads also believe that they should be in position to determine for themselves whether the competitive rates they seek to establish yield some measure of profit so long as the intermediate points are not charged unreasonably high rates and are not unjustly discriminated against."

#### Railways Alone Restricted

"Every form of transportation, except the railroads," Mr. Kerr explained, "is at liberty freely and promptly to adjust its freight rates as may be necessary to meet the peculiar competitive conditions with which it is faced and without facing the onerous requirements of the long-and-short-haul clause. Water and motor carriers are free to adjust their charges to whatever basis is necessary to enable them to secure a share of the traffic. Although such water and motor carriers are at complete liberty, and without heavy penalty, to make their

rates in relation to rail rates, the railroads, because of the long-and-short-haul clause, do not have the privilege of making rail rates in relation to water and motor charges, except at the expense of observing the same rates as maximum at intermediate points.

"In plain words, through the operation of the long-and-short-haul clause enforced against railways alone, the other forms of transportation frequently secure a practical monopoly of the available traffic. In some instances, as in the case of manufactured goods westbound to the Pacific Coast, such a monopoly becomes practically permanent because of the denial of relief by the Commission.

#### Bill Initiated by Shippers

George M. Harrison, President, Railway Clerks organization, and Chairman, Railway Labor Executives Association, vigorously supported the bill as spokesman for twenty-one standard railroad labor organizations, describing it as a measure "necessary to relieve railway employment of a restriction that is unfair to the railroad industry, socially unwise, and economically unsound."

James P. Haynes, speaking for the National Industrial Traffic League, opened the attack of shippers on the present long-and-short-haul regulations, pointing out that the Pettengill Bill had been initiated by the shippers and not by the railroads. Mr. Haynes, and spokesmen for other shipping and producing interests, cited numerous and specific instances in which present regulations adversely affect industry, particularly in the Middle West, in its competition with Canadian, Scandinavian, and other foreign countries.

"Indirectly," he said, "the long-and-short-haul clause has cost the interior of the country heavy losses in population and industry. Reliable census studies show that, while the areas within fifty miles of the two seacoasts have forged steadily forward in population, the inland man-power of the country has lagged. In like fashion archaic railroad limitations have robbed the Middle West of important industries."

#### Frank A. Valentine

THE friends of Frank A. Valentine, for many years city passenger agent at Tacoma, were pained to learn of his death, which occurred at a local hospital on January 27th after a long illness.

Mr. Valentine enjoyed the esteem and personal friendship of the traveling public throughout the Northwest. He came to The Milwaukee Road after long service with other railroads operating in the

Pacific Northwest in 1908, since which time he had filled the position of city passenger agent at Tacoma with distinction and profit to the railroad.

Mr. Valentine was 70 years of age, and due to illness had retired from active service a few months ago. He was a native of New York state but had spent the greater part of his life in the Pacific Northwest and he numbered his friends by all who had the privilege of knowing him. He enjoyed in a marked degree the confidence and affection of his employers, his associates and his employes, to whom his passing is the deepest regret.

He leaves his widow, two brothers and two sisters, and to this surviving family The Milwaukee Road friends extend sympathy in their bereavement.

#### Fleming Bates

FLEMING BATES, draftsman in the Engineering department of the Milwaukee Railroad, passed away on February 14th at his home in Chicago. He was born in St. Louis, Missouri, on May 28, 1877, and was a cousin of Onward Bates, former engineer and superintendent of bridges and buildings of this railroad.

He entered the service of this company on May 1, 1894, and had an excellent record of nearly 43 years. His friends and associates held him in high regard.

A funeral service was held in Chicago, at which a poem was read most effectively, for which he had expressed a particular liking. The poem was written by Mrs. Onward Bates a number of years ago. The remains were taken to St. Louis for burial.

#### E. O. Reeder

Edward O. Reeder, who was Assistant Chief Engineer, Lines West, up to June, 1918, passed away February 21, 1937, at Seattle, Washington, following a long period of illness. He entered the service of the C. M. & St. P. Ry. in 1875 and was closely connected with the surveys and construction work in the development of the system.

His wide experience enabled him to render valuable service and he was held in high regard by all who knew him.

A Scotchman prefers blondes on account of the light overhead.

An athlete is a dignified bunch of muscles unable to split wood or sift the ashes.

## Field Museum of Natural History

(Continued from page 4)

Long rows of cases enclose specimens of the principal species and picturesque "habitat groups" that show bears, mountain sheep, deer, elk, caribou, African buffalo, koodoos, hartebeests, wildebeests, zebras, rhinos, and hippos, elephants, tigers, hyenas, giraffes towering into the tall tree tops that compose their home scene. The groups of Asiatic mammals include some specimens brought back by Col. Theodore Roosevelt and his brother, Kermit. A group that attracts special interest at this time is a pair of "giant pandas," because of the recent gift to the Brookfield Zoo, by Mrs. Harkness, of a baby panda, captured alive, and now being reared by careful guardians, as it is believed to be the only live specimen of this animal in captivity. The panda is rarely seen by hunters of wild life—it inhabits remote fastnesses of the Himalaya Mountains, looks something like an overgrown cat, and something like a bear cub, and not much like either. One of these specimens was obtained by the J. V. Kelley-Roosevelt Expedition to Eastern Asia.

Habitat groups of marine and aquatic mammals include northern sea-lions, the elephant seal, the Pacific walrus and the Florida manatee. The walrus group is a picturesque one, with seven of these animals in a setting of Arctic ice floes, lighted by the glow of the midnight sun.

The bird collection is large and comprehensive. Nearly all of the species of North American birds are shown, robins, sparrows, swallows, larks, bobolinks, thrush, warblers and all other feathered songsters of our countryside.

There are golden eagles, California condors, loons, cranes, pelicans, flamingo, and ducks, gulls, terns and others far and away too many to enumerate.

Let us not forget to give special attention to a handsome group of wild turkeys in a southern forest, all shiny and gleaming in their autumn clothing.

The Department of Zoology divides interest, apparently, with its opposite neighbor of Anthropology, for there one encounters the largest number of interested visitors clustering about the cases and poring over the placards that accompany each group or specimen.

### General Information

Visitors to the Field Museum are numbered annually in the hundreds of thousands. The building is open to the public throughout the year during the following hours: in the winter months, from 9:00 A. M. to 4:00 P. M.; in April, September and October, 9:00 A. M. to 5:00 P. M.; during May, June, July and August, from 9:00 A. M. to 6:00 P. M. On Thursdays, Saturdays and Sundays, admission is free. On other days, an admission of 25 cents is charged to adults. Children are admitted free on all days. Students, professors and teachers of recognized institutions are admitted free upon presentation of proper credentials.

The Museum is easily reached from Union Station, Chicago, by motor bus No. 26 on Jackson Boulevard direct to the entrance, with free transfers from other bus lines. There is ample free parking space for automobiles.

Visitors desiring the use of wheel chairs may procure them at a charge of 25 cents per hour, at the north entrance.

The history of this outstanding institution of Chicago, goes back to the

World's Columbian Exposition of 1893 when the directors of the Exposition "appointed a committee to organize a body of representative citizens interested in establishing a museum which would make permanent some of the more important exhibits of the World's Fair. This resulted in the formation on August 21, 1893, of the Columbian Museum of Chicago, and on October 26, 1893, the late Mr. Marshall Field of Chicago made his foundation gift of one million dollars to the Museum. The announcement of this gift assured the success and permanence of a great museum." Other contributions quickly followed from Messrs. George M. Pullman, Harlow N. Higginbotham, and Mrs. Mary D. Sturges.

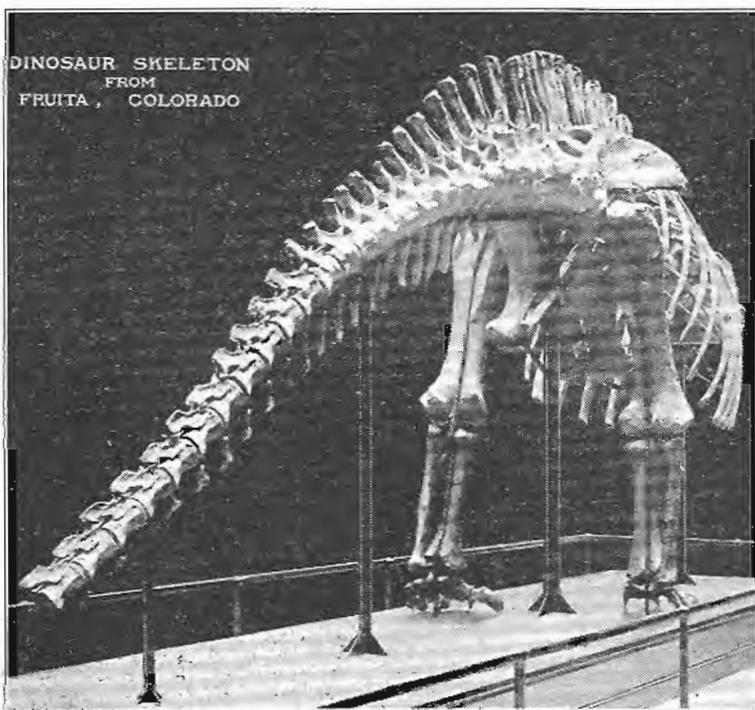
Other donors of funds were the McCormick Estate, P. D. Armour, Martin A. Ryerson, R. T. Crane, A. A. Sprague and many other leading citizens of the city, so that nearly five hundred thousand dollars had been received by the end of the following year. Valuable collections were purchased and the Palace of Art in Jackson Park, the most beautiful of the Columbian Exposition structures was secured as a temporary home for the Museum, and it remained there for twenty-seven years. In 1894 the name was changed to the Field Columbian Museum, and again in 1905 it was renamed the Field Museum of Natural History. Since its establishment it has steadily risen to its present position as one of the four or five greatest scientific museums of the world.

It is now housed in its magnificent home which is one of the outstanding architectural masterpieces of Chicago, and the total cost of its erection is more than seven million dollars.

The Museum in performing its mission of disseminating knowledge in the natural sciences demands the highest standards of accuracy in its exhibits and no effort is spared to make them authentic and attractive in presentation as well. Collectors who are highly qualified in their respective branches have gathered and are constantly gathering material from far and near for the Museum exhibits.

The educational influences of the Field Museum are incalculable and reach all classes and ages. Lectures and publications, press, radio and motion pictures are utilized to spread this influence. A theater which occupies a part of the ground floor of the building and has a seating capacity of eleven hundred people was built with funds provided by Mr. James Simpson, trustee and vice-president of the institution. The theater is used chiefly for lectures on science and travel, given periodically for the general public and for educational entertainment for children. A smaller lecture hall is used for various meetings.

Field Museum has a large library of natural history, containing more than 100,000 scientific books and pamphlets, which is available to students and the general public for reference purposes.

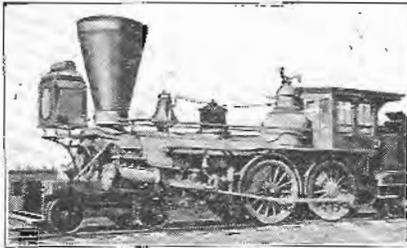


The museum is supported chiefly from benefactions received from Chicago's public-spirited citizens and of the more than nine million dollars received from the founder, Marshall Field, five million has been reserved as a permanent endowment. Other generous contributors have been honored by having the several halls of the institution named for them.

The Field Museum has sent out many important expeditions during its short history, collecting materials for exhibit

work, for carrying on important research and breaking new trails for the discovery of ancient treasures.

Pages and pages could be written of this great treasure house and still the story could not be told. Visitors to Chicago and Chicago folk alike have in the Field Museum an exhaustless store of rare and valuable knowledge to draw from and a magnificent palace of learning wherefrom to glean the story of the earth and its inhabitants during all the ages.



A Locomotive of Early Days

### Ninety Years Old in February

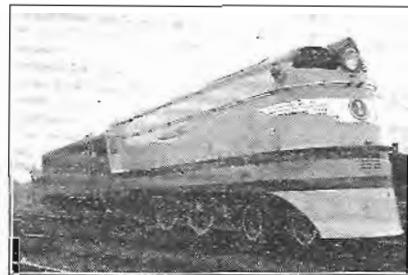
**T**HE Milwaukee Road observed its 90th anniversary last month.

On Feb. 11, 1847, Governor Henry Dodge of the territory of Wisconsin approved a bill incorporating the Milwaukee & Waukesha Railroad, the first predecessor company of the present day system, embracing more than 11,000 miles of railroad in 12 states.

According to the charter the company was granted the right to locate and construct a single or double track railroad between those towns, "to transport, take and carry property and persons upon

the same, by the power and force of steam, of animals, or of any mechanical or other power, or any combination of them."

The name of the company was changed to Milwaukee & Mississippi Railroad on Feb. 1, 1850. It was the first railroad to build in Wisconsin. By November five miles of track had been laid, to Wauwatosa. On February 25,



The Monarch of the Rails, Today

1851, the road to Waukesha was formally opened. In 1857 the road's objective, the Mississippi River at Prairie du Chien, was reached.

## Railroads—Theirs and Ours

*The following story, written by Rev. C. L. Slater, a missionary in foreign countries, is an interesting comparison between the comforts of travel on American railroads, and the lack of them in many foreign lands. The story is submitted by Mr. Edgar Inman, employe Terre Haute Shops:*

"**G**OODNIGHT, sah, and I hopes you sleeps well, sah." It was late at night, my first night on the train back in the good old U. S. A. as I was completing a 50,000 mile trip around the World. I was somewhat travel weary, for the heat had been oppressive. What a relief to enter that lovely air-conditioned Pullman car! As I was climbing the ladder to my upper berth, the old white-haired porter spoke the above words. He said it so softly and his voice, vibrant with the pathos of the Southland, was so evidently sincere that it made me happy, and for a half hour or more I lay there thinking of the differences between the railway service here at home and that in the other lands in which I had so recently traveled.

There are no trains in all the world like our trains. Here the cheapest ticket entitles you to ride in the best day coaches with upholstered seats, and to enjoy all the ice water you can drink. You have the services of a train porter to help you with your baggage and to tell you when you have reached your destination. How different abroad! The

third class passengers abroad (and the vast majority travel third, including most of my friends, the missionaries) must sit on hard board seats or long benches, which are usually very crowded. Many of the trains have no heat, even in the dead of winter, and in the almost insufferable heat of the summer drinking water is rarely obtainable, even without ice. And about your destination—well, you have to guess when you reach it, for stations are never called until the train stops, and then only from the platform. It is not at all reassuring to be told by a fellow passenger that just a week ago a train was wrecked along here and all the passengers were robbed of their money and baggage.

My wildest ride was in India. A party of us were traveling second class to the hill country. Trains were crowded, so they put our party into an old first-class car—a very ancient affair about twenty feet long with four wheels, two at each end. To my amazement and no little concern, the wheel under my berth had a flat place on it. I went to sleep, but as we went tearing through the beauti-

ful moonlight night I was suddenly awakened by the pounding of that flat wheel. The car was shaking from end to end. (I have known of such wheels flying to pieces and causing serious wrecks.) We were helpless, but committing it all to Him who never slumbers nor sleeps, I was soon peacefully sleeping again. Let me add that for a long way we had ridden in darkness—the train men had forgotten to give us any light—and since you cannot pass from one car to another, we had to wait for a stop and then run ahead and find the "guard" to ask for lights. On one train the dining car was the first car forward; we were ten cars back. The train had stopped and we started for the diner, but before we could reach it the train had again started. Only by a lively sprint did we catch this conveniently (?) located diner.

In certain countries we were told never to leave our baggage unprotected, not even for a minute. This is not always convenient for one traveling alone, for it is often difficult to get in touch with a train man, and you know not whom else to trust.

My travels took me through Japan, Korea, China, past Singapore and Penang into Burma, across India, through many cities in Egypt, across France, and 2,500 miles in England. Back in New York, my long train journey across the States began. My dear reader, you can now see why the kind words of that good porter meant so much to me. At Chicago I changed to a splendid train, Olympian, of the Chicago, Milwaukee, St. Paul & Pacific R. R. My ticket called for a lower berth in the tourist car, and tourist fare being only half the standard rate, I wondered what I would find. What a surprise awaited me! This tourist car was a real Pullman with individual lights in each berth, with wonderful beds and, best of all, it was fully air-conditioned. With windows being tightly closed and doors kept shut it was very restful and so quiet that conversation could be carried on in an ordinary tone of voice. There was little or no dust. Think of it—crossing the American desert with no dust and the temperature at 70 degrees in the car.

I had read and heard much about the 25c, 30c, and 35c meals and I was a bit skeptical as I entered the diner. It just did not seem possible that a man could get good bacon and egg, bread and butter, and coffee for a quarter—just 25c! I hesitatingly asked, "May I have ham instead of the bacon?" "Certainly, sir," said the polite waiter. And all that for a quarter! The other meals were both excellent in quality and ample in quantity. The steward informed me that the dining cars were paying because of the increased volume in business. The three days and two nights from Chicago to Seattle is now an adventure in a dream-land of travel. I arrived home rested and feeling as though I had received more for my money in real travel comfort than on any other railway journey I have ever taken.

Viva the Railroads of America!

# The Agricultural and Colonization Department

## INDUSTRIAL AGRICULTURE

### Soy Beans, Malting Barley, Other Crops

SEVERAL processors, state extension services and others have requested aid in bringing to the attention of farmers served by our road, opportunities offered in the production of crops for which there is ready commercial markets. Already arrangements have been made whereby series of meetings will be held in soy bean and malting barley producing areas.

At these meetings as many of the known facts as possible regarding the crops are presented to interested growers. To do this agronomists, plant breeders, chemists and extension specialists from the state agricultural colleges cooperate with representatives of the processors, U. S. Department of Agriculture, local county agents, crop improvement associations and our road. By so doing any prospective grower is able to reliably determine what variety he had best show, how it should be sown, harvested and marketed, what he may expect in return for having produced the crop well, what prospects there are that the crop may become a permanent one in the area, etc. The processors likewise learn from actual contact with the growers what dependability they can place on the selected areas for future supplies, some of the producers' problems, etc. Both producers and processors come to more clearly understand the inter-relationships that must exist if both are to mutually succeed in the production and processing of any given crop.

For several years this type of program has been carried on in many areas served by our road suitable for the production of crops that can and do go to processing plants. Both processors and farmers have repeatedly told us that much good comes out of these conferences. Already increased production of soy beans and malting barley are noticeable in areas where the conferences have been held.



Farm Purchased on Monthly Payment Plan, in North Central Wisconsin

Other processors and growers have observed these conferences. Now they, too, are requesting aid of the same kind. They involve such crops as tomatoes for canning, other canning crops, white corn for brewers' grits and breakfast foods, flax for crushing and others.

Farmers and processors are rapidly joining forces to utilize all known facts that will bring out new uses for farm production; both groups are keenly interested in the possibilities. Both seek the aid of our road that they may have opportunity to confer with each other.

### Two New Land Lists Describe Farms For Sale

TWO folders have just come from the press in which there are described a large number of farms now offered for sale in Upper Wisconsin, Michigan and Montana. The descriptions tell the locations of each, improvements, price and terms of purchase. All of the properties are in areas where farming is known to be successful.

Short statements in the folders describe the types of farming best suited to each territory. No property is described that is known to be sub-marginal or unsuited to farming.

The prices and terms by which each farm may be purchased varies according to location, nearness to schools and other public improvements, soil classification, etc. There are unimproved good quality lands that can be bought for less than \$5.00 per acre and on terms.

One or more of these folders will be sent to any person interested in buying a new farm.

### Irrigation by Pumping, Miles City to Big Horn, Montana

A REPORT has just been issued by the Bureau of Reclamation on the possibilities of irrigating lands between Miles City and Big Horn, Montana, along the Yellowstone River. This report describes the areas suitable for irrigation by the use of pumps placed in the river. Pumping and canal capacities of one second foot for each 50 acres of irrigable land is contemplated.

The survey reveals that there are 21,043 acres of land in the area suitable for irrigation that can be irrigated by this pumping system. Of this amount 4,400 acres were irrigated in 1936 by pumping.

The Big Horn-Tullock unit involves construction of a pumping plant and

the repair of the present canal as does the North Sanders unit. The Hysham, Orinoco, Hathaway and Sadie Flat units involve the construction of pumping plants, canals and distribution systems.

If and when completed this irrigation development will be of great benefit to residents in the Yellowstone Valley served by our lines between Miles City and Forsythe, Mont.

## FEDERAL LAND BANKS

### Report Year's Sales Greatest in History

"MORE farms were purchased from the Federal Land Banks in 1936 than in any previous year in the banks' history, according to a statement by Governor W. I. Myers of the Farm Credit Administration."

The 12 banks sold from their accumulated holdings 13,027 farm properties for a total of \$35,228,000. This was an increase of more than 50 per cent in numbers of sales as compared with the previous year. Approximately 75 per cent of the farms sold by the banks in 1936 were bought by farm operators. The number of purchases by young men and former renters has increased in line with the recovery of farm commodity prices and farm income.

The farms sold by the four banks operating in states served by the Milwaukee Road were as follows: Omaha 428, St. Paul 804, Spokane 1,116 and St. Louis 1,151.

### More Farms Sold in 1936

THE Governor of the Federal Land Banks reports that more farms were sold in 1936 than in any other single year of the banks' history. A new folder is now ready for distribution which describes a large number of properties that may be purchased in Upper Wisconsin-Michigan. Some of them can be purchased for a few dollars per acre and on convenient terms of payment. The farm pictured on this page was purchased on a monthly payment plan and developed in north central Wisconsin. Its owner bought the land soon after the loggers cut the virgin timber. Since this picture was taken a new house has replaced the log one.

### How It Happened

The train suddenly came to a grinding stop, which made the passengers jump. "What has happened, conductor?" cried a nervous old lady. "Nothing much. We just ran over a cow." "Why—was it on the track?" "No," replied the disgusted official. "We chased it into a barn."

# THE MILWAUKEE RAILROAD WOMEN'S CLUB

## Terre Haute Chapter

*Mrs. M. C. Faris, Historian*

THE regular meeting of Terre Haute chapter was held at the club house on December 17. This was in the form of a Christmas party in the evening instead of the usual supper.

A lovely entertainment followed the business meeting with Mrs. Bentley in charge of program. There were gifts on the Christmas tree for all the children and a grab-bag for the older folks.

Mrs. Kemp, the outgoing president was presented with a lovely week-end bag, by the superintendent, Mr. C. E. Elliott, who expressed the best wishes of the club.

Light refreshments were served following a program and carols and music were enjoyed by all.

The Christmas baskets to be sent out were placed in the hands of a committee headed by the relief chairman.

## Othello Chapter

*Edith Bogardus, Historian*

OTHELLO Chapter held its regular meeting and installation of officers on Tuesday, Dec. 8th, at which time it was voted to have an outdoor community Xmas tree and the club furnish the treats. This was held on Wednesday evening, Dec. 23rd, and Santa was on hand to give out 140 sacks of candies and nuts to all children of school age and under. A pinochle party was given on Dec. 12th to cover expense of the treats.

Our chapter finished its activities for the year with a New Year's Eve dance which was a great success. We have a balance of sixty-six dollars in the treasury to begin the New Year, so feel that we have had a very good year in the past.

January was a long, cold month here, therefore our Chapter did not have many social activities. At the regular meeting the first of February the membership committee chairman reported seventeen paid-up members so far this year. At this meeting we voted to have a pinochle party, the proceeds from it to go to the Red Cross flood relief. This party was held Saturday, Feb. 6th, and we had a net profit of \$14.00 from this activity. Our membership committee is working hard this month and we hope to have a very favorable report on the new members at our March meeting.

## Fullerton Avenue Chapter

*Ruth L. Nixon, Historian*

FULLERTON AVE. CHAPTER held its regular monthly meeting Tuesday evening, January 12. Supper was served at 5 o'clock.

The meeting was called to order by our president, Mrs. A. J. Frandsen. Annual reports for the year were read as follows: \$1,140.18 was expended for welfare work, 83 families given aid, 83 personal and 125 telephone calls were made; \$278.08 was spent for good cheer, 26 calls were made, and 121 families reached; 174 books were purchased for the library; 999 books were in library on Jan. 1; 4,577 given out for the year, and 185 books donated to other chapters. Twenty-five items in all leading newspapers were published; 387 voting and 652 contributing members, a total of 1,039 for the year.

Fullerton Ave. entertained 900 members and employes at an "open house" party, Dec. 24. Refreshments were served to the strains of Christmas carols played by a stringed duo. A very warm and friendly feeling existed at this party, which added to the enjoyment of the holiday season. Many thanks to Mrs. Henry Kroehler and her committee for a successful party.

The February meeting and birthday party was held on the night of Tuesday, the 9th. Supper was served at 5 o'clock. Members having a birthday during the month were honored by a special cake and candles, also a very attractive gift. This is a new idea our president launched at the January meeting and it has met with a great deal of success and fun.

The dance and card party scheduled for Feb. 5th at Hotel Sherman was an evening long to be remembered. Two hundred people played bridge in the Louis the 16th room, and as many enjoyed the lighter pastime of dancing in the Crystal Ballroom. A grand evening passed too quickly.

Fullerton Ave. is looking forward to a successful year. Mrs. Frandsen and her officers are off to a grand start, and plans are under way for a lot of instructive as well as entertaining meetings for its members.

The joint sewing club of the Union Station and Fullerton Ave. Chapters met Monday, Feb. 8th. These women devote one full day a month for welfare work, making garments for the needy. All women are cordially invited to attend these all day meetings, held the second Monday of each month.

## Davenport Chapter

*Mrs. E. A. Johnson, Historian*

THUS ended the year 1936:

Total membership was 149, 53 voting and 96 contributing. Cleared on ways and means, \$130.48. Spent on relief, \$56.40; spent for good cheer, \$28.18. Forty-six families were reached.

On December 22nd we had a lovely Christmas party with a very good program in charge of Mrs. Joe Kerrigan. Then came the high spot of the evening, Santa arrived with bells and all in the person of Mr. Carol Richardson, bringing candy, oranges, apples and other good things. Then our social chairman, Mrs. Henry Louisfield, and committee served coffee and cake to the grown ups. A good time was had.

January 11th, 1937, was our regular meeting. Mrs. Salzer presiding. Mrs. Ann Murphy, our Nominating chairman, and committee turned in their report. We are happy to say Mrs. Paul Salzer will keep her office as president for another year. First vice president, Mrs. E. W. Doyle; 2nd vice president, Mrs. J. A. Lycum; recording secretary, Mrs. Cecil Morse; corresponding secretary, Mrs. F. L. Paul; treasurer, Mrs. J. H. Judge; historian, Mrs. E. A. Johnson. Meeting adjourned.

## St. Paul Chapter

*Mrs. O. D. Wolke, Historian*

ST. PAUL Chapter held its regular meeting Jan. 14th in the U. C. T. club rooms. A potluck supper was served at 6:30 to about seventy members. The chairman, Mrs. Sitzmore, was assisted by Mmes. Curtin, Martin, and Wolke.

The business meeting was held later. The president, Mrs. Washburn, presiding. At this supper a beautiful birthday cake was served in honor of our president, Mrs. Washburn. A birthday gift was presented by Mrs. Medinger to Mrs. Washburn to show our appreciation for her splendid work as president during the past two years. The cake and gift were a big surprise to Mrs. Washburn, who responded by thanking her co-workers for the wonderful support given her during her term of office.

Officers elected for 1937 are: president, Mrs. Frank Washburn; 1st vice-president, Mrs. E. Johnston; 2nd vice-president, Mrs. D. Curtin; treasurer, Mrs. J. Poth; recording secretary, Mrs. W. C. Allen; cor-

responding secretary, Mrs. O. C. Martin; historian Mrs. O. D. Wolke.

Following are the chairmen of committees appointed by the president for the ensuing year: constitution and by-laws, Mrs. M. L. Medinger; welfare, Mrs. J. Maher; good cheer, Mrs. E. T. Chamberlain; ways and means, Mrs. Geo. Brew; membership, Mrs. E. Johnston; social, Mrs. John Sitzmore; program, Mrs. Henry Rickter; publicity, Mrs. A. T. Bishop; auditing, Gladys Murphy; safety, Mrs. L. Hillard; telephone, Mrs. J. S. Walker.

The first money making activity for 1937 was a luncheon and card party. Twenty tables of cards were played and one prize given to each table. Four door prizes were given. Money taken in for this luncheon was \$23.25. Profit made was \$13.25. Our new ways and means chairman, Mrs. Brew, was in charge. A donation of \$5 was received by the St. Paul chapter, Jan. 9th. From Mrs. Mae Cashill a percentage of her profit on candy sold at Christmas time.

Welfare chairman, Mrs. Medinger, reported \$74.90 spent for month of December.

Good cheer chairman, Mrs. Johnston, reported \$4.25 spent for the month of December.

The meeting held February 9th was called to order by the president, Mrs. Washburn. We were all glad to be back in our old club rooms in the Degree of Honor hall, where our regular meetings will be held on the second Tuesday of each month.

At this meeting a Spencer demonstration was held and \$5 was received for having thirty-five ladies present for the demonstration.

Welfare chairman, Mrs. Maher, reported \$15.50 spent for month of January. Good cheer chairman, Mrs. Chamberlain, reported \$3 spent for month of January. Following the meeting a social hour was spent and light refreshments were served by chairmen, Mesdames Sitzmore, Walker, Maher and Washburn.

Regular board meeting held Feb. 2nd. Had an attendance of fifteen members, a good start for the new year. At this meeting it was planned to have one voting member donate a home-made article at regular meetings to be used as awards. A money making project.

The membership drive for 1937 is on. And the memberships are coming in. Those wishing to join or rejoin this club, get in touch with Mrs. E. Johnston, 1706 Berkeley Ave. Telephone Emerson 9987, membership chairman, or Mrs. W. C. Allen, 1717 Selby Ave. Telephone Midway 3898, recording secretary.

We are looking forward to a very prosperous year, as the Milwaukee Railroad employes of St. Paul are beginning to realize the good work and splendid help the Milwaukee Railroad Woman's club is doing.

## Kansas City Chapter

*Mrs. Roy Larson, Historian*

DUE to the severe weather and slippery streets the January meeting was cancelled.

On Dec. 17th Mrs. R. C. Dodds invited the members of the board to her home, the occasion being a miscellaneous bridal shower for Martha Frances Affeld, daughter of Mr. and Mrs. Paul Affeld. Martha Frances was married Dec. 23 to Mr. Tom Tilley, and we wish for them great success and much happiness. Mrs. Dodds turned a very pleasant afternoon into one not so pleasant by announcing her resignation as incoming president of the chapter for 1937, due to the transfer of Mr. Dodds to Austin, Minn., as division superintendent. Mrs. Dodds has been a very earnest worker in this chapter during the two years here and everyone was very fond of the Dodds family. We congratulate Mr. Dodds on his promotion, and will say our loss is Austin's gain, and wish for them every happiness and success in their new home. The chapter gave a luncheon and handkerchief shower for Mrs. Dodds at the Baltimore Hotel Monday, Dec. 21st, as a small means

of showing our love and appreciation of her work and friendship here.

The February meeting was held February 4th. Meeting was opened by repeating the club motto, and due to the fact there was no meeting in January the various reports for that month were made prior to the regular February business, as follows:

Welfare chairman reported helping four families, with a total expenditure for milk, food and coal of \$26.85; Christmas baskets, \$18.75; total for the month, \$45.65; 8 personal calls and 6 telephone calls, and distributed clothing, bedding, furniture, etc., at an estimated value of \$10.

Reports for February: Welfare chairman reported one family helped and a total expenditure of \$17.34 for milk and groceries; 5 telephone calls. Clothing, furniture and bedding was donated and distributed, amounting to an estimated value of \$25. Sunshine Chairman reported 15 calls made and one funeral spray sent. Ways and Means chairman reported \$18.75 received as commission from Curtis Publishing Company subscriptions. We think this is very fine considering the weather and the icy streets those ladies had to brave to solicit these subscriptions.

At this time the names of Mrs. E. G. Woodward and Mrs. E. R. Doak were presented as nominees for officer of president and treasurer, respectively, to fill the vacancies left by the resignations of Mrs. Dodds and Mrs. Carey. The unanimous vote was cast by the secretary electing these officers for the year 1937. We are sorry to lose Mrs. Affeld as our president, as she has served so faithfully and well for the past two years, but we know Mrs. Woodward is also a loyal worker, she having served as president in a previous year.

There will be a benefit bridge party the afternoon of Feb. 23 at the home of Mrs. Morrison.

This chapter is very happy to know the District meeting will be held here in April, and we hope as many as possible of the members of chapters in this district will make plans now so they will be able to attend this meeting. We will do all in our power to make your visit to Kansas City a pleasant one and shall be looking forward to seeing you at that time.

We wish to offer our sincere sympathy to the family of Mrs. J. T. Clark, who passed away in January.

### Perry Chapter

*Mrs. John Heinzelman, Historian*

PERRY Chapter held its first meeting of the new year on Friday, January 8th, 1937, in the waiting room of the Milwaukee depot. The extreme cold weather and slippery walks was the reason for our not meeting in our club room. We had a very good attendance.

Meeting called to order by our president, Mrs. J. B. Bryant, and the usual order of business taken up.

Reports covering the work accomplished during 1935 were given by the various committee chairmen and were greatly appreciated by the members.

The president announced the chairmen of the standing committees for 1937 as follows: membership, Mrs. Ralph Hartman; sunshine, Mrs. Ralph Goodwin; social hostess, Mrs. S. Einerson; program, Mrs. John Heinzelman; relief, Mrs. Wm. Thompson; auditing, Mrs. D. F. Sullivan; ways and means, Mrs. Wm. Sheets; safety first, Mrs. C. F. Wightman; by-laws and constitution, Mrs. Thomas Reilhan; house and purchasing, Mrs. J. J. Kindig and Mrs. B. Shannon; musician, Mrs. J. A. Cherwinker; Stitzel; kitchen, Mrs. Thomas Beatty and Mrs. J. M. Shirley; sewing, Mrs. C. V.

The February meeting was held in the club house on the first Friday of the month. A one o'clock pot luck luncheon preceded the business meeting and was so thoroughly enjoyed that we are unanimously in favor of this feature at all our afternoon meetings.

After the luncheon the business of the day was taken up which included plans

for this year's work; reports from committee chairmen, the membership drive and a donation of \$20 to be given to the present Red Cross drive. This was turned over at once to the Red Cross chairman.

Two new members were present, Mrs. Earl Edwards and Mrs. J. A. Cherwinker. The former coming from Marion and the latter from Manilla.

Mrs. C. V. Shannon's mother was a guest.

### Milwaukee Chapter

*Mrs. H. A. Grothe, Historian*

ON December 14 the Milwaukee Chapter had a luncheon in the club rooms followed by installation of new officers. Mrs. C. G. Juneau, the club's first president, acted as installing officer.

President, Mrs. O. J. Carey; 1st vice-president, Mrs. R. J. Woerdehoff; 2nd vice-president, Mrs. John Rochford; recording secretary, Mrs. Walter Heinemann; asst. recording secretary, Mrs. R. D. Miller; treasurer, Mrs. F. D. Schunck; corresponding secretary, Mrs. George Kelly; historian, Mrs. H. A. Grothe; musician, Mrs. Tennant. Mrs. J. H. Valentine, past president, presented each of her officers with a small corsage and note of appreciation for their cooperation.

On January 18 our regular meeting was held with Mrs. O. J. Carey presiding. After routine business Mrs. Wesley Fuchs entertained us with two songs. She was accompanied by Mrs. Tennant on the piano.

On January 23 a supper consisting of griddle cakes, apple sauce, and sausage was served. Following this, cards were played. Mrs. Carey has announced the following committee chairmen: by-laws, Mrs. Ralph Kauppi; mutual benefit, Mrs. E. H. Bannon; good cheer, Mrs. M. F. Dineen; membership, Mrs. C. E. Larson; ways and means, Mesdames H. Lohf and C. C. Steed; program, Mrs. R. J. Woerdehoff; house and purchasing, Mrs. McLaughlin; publicity, Mrs. Nachtsheim; safety, Mrs. Kehoe; commissary, Mesdames Dressner, Vogt, and Freyburg.

The annual reports were read for 1936: 543 cards; 45 personal calls; 70 telephone calls; 141 messages of good cheer; 426 Christmas messages of good cheer; 567 families reached.

Ways and Means chairman, Mrs. McLaughlin announced that \$337.94 was made by the club. Mrs. Miller announced that there were 215 voting, and 603 contributing new members.

### New Lisbon Chapter

*Mrs. George Oakes, Historian*

ON Tuesday, December 22, 1936, from three to five, the New Lisbon Chapter gave a children's Christmas party at the American Legion Hall, to the children of the railroad families.

A tree had been beautifully decorated for the occasion and around it the children played games, sang songs, did stunts and told stories and riddles. Prizes were awarded the children giving the best.

Refreshments of sandwiches, cookies and cocoa were served after which each child was presented with a sack of candy and nuts.

On Tuesday, January 26th the seventeenth regular meeting of the New Lisbon chapter was called to order by Mrs. A. G. Shrake, president, at the home of Mrs. A. L. Hurd.

Sixteen members were present to respond to the reading of the club motto.

Reports by the secretary-treasurer and auditing chairman were read and approved.

The president read correspondence in regard to the prize money which will again be given to those chapters going "over the top" in their annual membership drive.

A safety-first talk was given by Mrs. Brand Starnes on the following subjects: fainting, foreign bodies, sprains, nose bleed, rusty nails and burns. We derived much benefit from her talk.

Sunshine money totaled 42 cents. The good cheer chairman reported three good cheer cards sent this month.

Committee chairmen for 1937 are: Constitution and by-laws, T. J. Shrake; welfare, J. D. Walden; good cheer, E. Karner; ways and means, R. Zellsdorf; scholarship, Wm. Wilcox; membership, R. Oakes; social and program, R. Alexander; needlework, Wm. Smart; auditing, Wm. Wilcox; publicity, G. Oakes.

After adjournment a delicious luncheon was served by Mesdames J. Walden, R. Zellsdorf, G. Oakes, Wm. Wilcox and G. Cade.

### Dubuque Chapter

*Christina Laskey, Historian*

A CARD party was enjoyed by Dubuque Chapter, November 18th, with a good attendance.

Election of officers was held at the November meeting and installation of the newly elected officers at the December meeting. Following are: president, Mrs. Henry Wiedner; 1st vice-president, Mrs. George Graff; 2nd vice-president, Mrs. W. M. Thurber; recording secretary, Mrs. John Litcher; treasurer, Mrs. Wm. Keefe; corresponding secretary, Mrs. J. Schaloupka; historian, Mrs. W. Graham.

Our Christmas party was a great success, with over one hundred in attendance. Santa presented all the children with gifts and refreshments were served to all. A program was given by the children.

Eighteen good cheer boxes and two baskets were sent out at Christmas time.

### Tomah Chapter

*Mrs. Hugh Johnson, Historian*

TOMAH chapter held the first meeting of the year on January 8, the president, Mrs. Fred Kohal, presiding. Plans for the year were made and are expected to be big successes. The ways and means chairman reported \$296.05 for 1936. The good cheer chairman for January, 22 personal calls, 42 cords of wood and five baskets sent. The program chairman then presented our past master who gave an interesting talk on air mail, parcel post and registered mail. Last meeting was held in the rooms of the Public Library and opened with singing "Boost Milwaukee" and the club motto. The treasurer's report was \$182.54; good cheer chairman, 26 personal calls, 14 telephone calls and seven cords of wood sent. Ways and means, \$1.58. The membership drive will start February 15th; all members are requested to pay their dues at this time, and new members are most welcome. Meeting adjourned. The club then enjoyed a Valentine party.

### Black Hills Chapter

*Mrs. Etta Feuerhelm, Historian*

THE annual turkey dinner and birthday party of the Black Hills chapter was held in Woodman Hall, December 6, with Fred Diehl, Carl Lickruk, and Joe Feuerhelm doing the honors of carving at 106 pounds of turkey for the hundred and twenty-five guests present.

A program was given by the Dramatic club of the Rapid City high school.

Sacks of candy, oranges, popcorn and nuts were given to the children. Mesdames Hughes, Diehl, Lickruk and Hickson assisted Mrs. Feuerhelm, social chairman, in making the party a success.

Sunday, December 27, we were greatly shocked and saddened by the sudden passing on of our dearly loved member, Mrs. E. E. Smith. She was a charter member of the club and had been a faithful and willing worker.

A hard times pot luck dinner was enjoyed by the members on Sunday, January 31. All present were dressed in costume and a prize was given for the best costume. It was won by Bob Smith, son of Mr. E. E. Smith, a retired engineer of the Milwaukee Road.

On account of the cold weather only about 50 were present, but a good time was had by all.

## Aberdeen Chapter

G. M. H., *Historian*

ANOTHER milestone has been passed by this chapter and the year 1936 becomes an added page of history. As newly elected correspondent of Aberdeen chapter, I extend sincere good wishes for a bright, prosperous, and happy New Year to all officers and members of this wonderful organization; and also to all readers of *The Milwaukee Magazine*.

Christmas truly belonged to the children here in Aberdeen. Thrilled with the idea of seeing Santa Claus as he rolled into the city on a Milwaukee Santa Special, the afternoon of December 18th, five thousand kiddies gathered at the depot to await his coming. On schedule time he arrived. Descending from his train amid a glare of red lights and cheered as only Santa is cheered, he was escorted to the depot by the Juvenile band. There a beautifully decorated tree awaited him and his little admirers. With the aid of Boy Scouts, Legionnaires, and City police, safety-first rules were fully regarded, thus avoiding any unpleasant mishap. Santa's assistant, Mrs. H. M. Gillick, high-lighted the party as she gave each little visitor a sack filled with candy and a pop corn ball.

Outside, on the depot boulevard, overlooking Main street, stood another huge, lighted tree, shedding a warm welcome on all passersby, assuring them of "Peace on earth, good will toward men."

The December meeting of the Chapter was held in the club rooms the evening of the 21st. One hundred twenty-five members were welcomed at the entry by Santa himself. Inside the room made a fitting setting for the Christmas party. The gayly bedecked tree at one end, the boughs of spruce hanging here and there, and the glittering starlit windows added much to the room's adornment.

Guests were seated at long tables lighted with red tapers and centered with candy-drop trees in red flower pots. Cellophane pop corn balls were used as favors.

After a most enjoyable program, a delicious luncheon was served. Then Santa drove away to the tune of "Jingle Bells" played by each guest with their spoon and water glass. We pay our compliments to Mesdames Bert Smith, A. S. Rognelson, E. L. Feddern, and their assistants for this unusual party.

Mrs. H. M. Gillick in charge of the business meeting, had the club motto repeated in unison for the opening. Mrs. Gillick, re-elected as president of this chapter, was presented with a gift from the members, a token of appreciation for her untiring efforts in trying to make this an outstanding club.

Names of officers and committee chairmen with their respective assistants who will serve for 1937, were presented.

It is with pride that we submit the report of our membership chairman for 1936. To date we boast of 1,264 members—an increase of 100 over last year. Such a substantial gain was effected only through the aid and cooperation of every member and we pledged ourselves for like support in 1937.

The mutual benefit and relief report showed the sending of 42 Christmas baskets to needy families and three good cheer baskets to shut-ins.

The treasurer's report gave us assurance of \$1,187.12 in our treasury. This included the \$64 received from the earn-a-dollar drive, and also a \$25 donation from Mrs. O. F. Waller who is now located in California. Thanks to Mrs. Waller.

Regardless of the cold wave and the ever increasing number of flu sufferers here, approximately 55 ladies attended the club meeting held the night of January 18th.

Mrs. Gillick presided while Mrs. A. Vick, assistant to the secretary, Mrs. Leo Lutgen, acted in her absence.

Various committee reports were given, among them interesting plans of the ways and means committee. Arrangements for a bridge party to be sponsored by the chapter the evening of February 5th, were an-

nounced. Also plans for the disposal of a beautiful hand-made quilt, a donation of one of the members, were discussed. This quilt will be raffled for 10 cents a number. You, who are interested in needle work and would appreciate getting such a lovely thing as this quilt really is for only 10 cents, won't go wrong by making a donation for a number or for two numbers, or three or four. Besides the quilt, there are other prizes to win. A hand-made rug will be drawn as second, while a perfectly adorable dresser scarf will be number three.

## Mitchell Chapter

Mrs. Fred Wilson, *Historian*

MITCHELL chapter met for its first meeting the 18th in the club rooms with the new officers taking the chair.

Mrs. Robt. Paulin, president; Mrs. H. E. Peterson, 1st vice president; Mrs. S. Bruyn, 2nd vice president; Mrs. D. I. Caldwell, secretary; Mrs. Chas. Dunn, Treasurer; Mrs. Fred Wilson, historian.

Plans were made for the year, committees were appointed.

It was decided to have an attendance prize at each meeting of \$1.00.

Mrs. Coury baked a lovely cake and put a dime in it. The pieces were sold at 5c each—and the lady drawing the piece containing the dime will make the cake for our next meeting. This netted the treasury \$1.00.

Mrs. Birge gave a reading which was much enjoyed by all.

Patterns for a quilt block were handed to each one present and they will each bring a block to be put into a quilt to be sold at a future date.

We have one family the club is helping. Several calls have been made on the sick.

We are looking forward to the enlargement of our club room which will make it possible for us to entertain our contributing members as well as our voting members.

At our next meeting we are to have a box lunch and invite our husbands.

A group of high school students will put on a play.

The refreshment committee: Mrs. Ray Schiltz, Mrs. Robt. Montgomery and Mrs. Geo. Schirmer served cake and coffee at the close of the meeting.

## Ottumwa Chapter

K. M. Gohman, *Historian*

THE year 1936 was a very successful one for the Ottumwa Chapter, as during that year over \$1,000 in revenue was received through various sources: rummage sales, card parties, dances, etc., and Mrs. J. H. Stewart, president, the other officers and the members who willingly gave of their time to make a success of the varied ways and means of increasing the treasury, deserve much credit. Also wish to express appreciation to all Milwaukee employes and friends who generously aided by their patronage, contributions and co-operation to make 1936 a year of success. Many needy were given aid and much good was done, through the organization, for those less fortunate. The second dance of the winter season, sponsored by the club on January 23, while not so successful financially, was acclaimed by all who attended as a social success. As usual, the president, Mrs. Stewart, was in charge of the affair and had it not been for the inclement weather, as Saturday, January 23, was one of the most disagreeable days experienced during this winter, there would have been a much greater attendance. The streets and sidewalks covered with ice were responsible for the decreased attendance, as many preferred the warmth and comforts of home. Many who attended and stepped to the tunes of the "Steve Erdos Orchestra" voiced the opinion that the dances should be monthly affairs, as they gave the Milwaukee employes and their friends an opportunity to get better acquainted and afforded many of them an opportunity to get limbered up and in the swing of dancing again. The sextet from the Ot-

tumwa Heights College furnished several musical numbers during the intermission; Virginia Bowen is one of the singers in the group. Bridge was played by those who did not wish to dance and prizes were awarded to Mrs. Chas. Farley and James Story.

## Minneapolis Chapter

Mrs. O. H. Berg, *Historian*

THE December meeting and our annual Christmas party was held on Dec. 7th. A delicious turkey dinner with all the trimmings was served to 130 members. This delightful turkey treat was complimentary from Mr. V. E. Gronquist. Sincere thanks are extended to him. We regretted very much that Mr. Gronquist and Mr. Grace were unable to be there to enjoy it with us.

The hostesses, Mrs. M. H. McEwen and the rest of the ladies from the traffic department, do things superbly. The tables in their gay holiday decorations were placed in U form. At the opening stood a beautiful tree; around its base large lights were cleverly placed to reflect the light up into the tree top. We were very happy and honored to have Mrs. Carpenter Kendall, president general, and Miss Etta Lindskog, secretary general, as guests.

Mr. M. H. McEwen and the Glee Club furnished Christmas music and carols, and all joined in the singing.

The president, Mrs. Bagnell, called the business meeting to order. Mrs. C. F. Holbrook, chairman of the nominating committee, read the list of nominees. The following were elected: Mrs. D. T. Bagnell, president; Mrs. Palmer Nicky, 1st vice president; Mrs. P. H. Bornkamp, 2nd vice president; Mrs. M. H. McEwen, recording secretary; Mrs. Eric B. Gehrke, corresponding secretary; Mrs. Carl Hammer, treasurer; Mrs. O. H. Berg, historian.

Mrs. Donohew donated a box of her wonderful home made candies. Mr. Peterson conducted the sale so ably that over \$9 was made; this will be used for two patients in Riverview Sanitarium and to buy tobacco for one patient. In twenty long years this patient's body has slowly become ossified up to his neck; with a device to hold his pipe, the only comfort he now has is a good smoke. The delicious box of candy was won by Mr. Nordahl.

The mid-winter dancing party was held early in December at the Curtis Hotel. Everyone was elated over the delightful time they had. Mrs. A. Neese, chairman of ways and means, deserves much credit for it being a big success, socially and financially; \$222 was cleared.

We regret that Mr. and Mrs. Geo. Hancer had to move from Minneapolis and wish them lots of happiness in their new home. Mrs. Hancer has been a very active and charming member; we are going to miss her. The ladies of the board extended a farewell luncheon and handkerchief shower to Mrs. Hancer at the Radisson Hotel.

Because there was so much sickness and many of the members sick, the president, Mrs. Bagnell, thought it advisable not to hold the January meeting.

The February meeting and regular pot luck supper was on the 1st; 72 members attended. Mr. McEwen has produced a four piece orchestra from among the members; now everyone can sing for his or her supper. Mrs. Peterson, welfare, reported 15 very beautiful Christmas baskets were given to the needy; \$43.08 was expended. Mrs. Hammer, treasurer, reported \$445.75 on hand, 614 members. Mrs. Hindret, our new chairman of membership, has started a drive for new members.

During the business meeting plans were made for an afternoon card party. The ladies from all the departments will be the guests of the ladies on the board. Mrs. Johnson is the chairman; Mrs. Arnold has charge of the prizes. Many enjoyed the evening playing cards. Mrs. J. M. McDermott and Mr. D. Bagnell won the door prizes.

## Union Station Chapter

### About Books

*Harriet*

THE All-Nations' Prize Novel, "The Street of the Fishing Cat," by Jolan Foldes, translated from the Hungarian by Elizabeth Jacobi. The story of a group of exiles transplanted to an alien land—entertaining by quick dialogue, rich Parisian atmosphere, odd characters and their several romances, idyllic or sordid.

Are you perplexed about clothes, charm, beaux, diet, etc.? Then you'll want to read Marjorie Hillis' "Live Alone and Like It." Hilarious. Not a dull moment.

Through Bostonian eyes we have the portrait of a gentleman of the era of the golden age of American security in "The Late George Apley," by John P. Marquand. A novel in the form of a memoir. Rich in letters.

"The Sound of Running Feet"—A new book by the great human story writer, Josephine Lawrence, author of one of last year's best sellers, "If I have Four Apples." A look into the hearts of the men and women who are American and see clearly and keenly the soul of our nation.

"Fish in the Sea," by the popular author, Elizabeth Carrae, whose story takes one into the world of society wherein the heroine had no intention of becoming a butterfly but had an unconquerable ambition to be a doctor. Interesting from the start and keeps you at it.

"Great Laughter," regarded as Fannie Hurst's finest achievement. The story of old Gregrannie, a prophet looking backward, filled with silent inner laughter as she guides the destinies of the family. A good novel.

The above, together with a couple of copies (to supply the demand) of *Gone With the Wind*, are just a minute part of the many books we have in the Union Station Chapter, Milwaukee Railroad Women's Club Library. Available—mystery, romance, westerns, topics of the day at Room 340, Tuesday and Friday, 12:15 p. m. to 12:45 p. m. Everybody welcome!

### Portage Chapter

*Mrs. L. B. Smith, Historian*

THE newly elected officers of Portage Chapter were installed at the meeting held on January 4th, as follows: President, Mrs. L. Hamel; past president, Mrs. C. E. Hodge; vice president, Mrs. P. F. Ryan; secretary, Mrs. H. Dittberner; treasurer, Mrs. Ed. Owen; corresponding secretary, Mrs. Geo. Witt; historian, Mrs. L. B. Smith.

Mrs. Walter S. Washburn who has acted as relief chairman and filled the office most capably, sent in her resignation. Mrs. Washburn has been a very active member of the chapter ever since its organization. In appreciation of her faithful services, the chapter gave her honorable mention at the meeting. Mrs. E. M. Shoemaker will succeed Mrs. Washburn as relief chairman.

Two vocal solos were rendered by Melvin Kangerbach. Bridge and keno were played after the business session.

On January 12th the annual banquet for members and their husbands was held at the club house, about 120 present. Miss Evelyn Connor sang two solos accompanied by Miss Lashure. Several members from Watertown were present.

On January 15th a public card party was held at the clubhouse.

The regular February meeting was held on the first, with a fine attendance, 87 members being present. After the business routine, a quilt was raffled, Mrs. W. Smith holding the lucky number. Refreshments were served and cards were enjoyed.

A card party was held on February 8th, which was very successful and enjoyable as well.

### Sanborn Chapter

*Amy Adams, Historian*

WHEN the new 1937 "Hiawatha" exhibit train stopped in Sanborn on Oct. 9, 1936, Mrs. M. M. Burns, the first president

of Sanborn, presented the management with a golden basket filled with gilded ears of corn. On a card was written, "Nuggets of Iowa from the Sanborn Railroad Women's Club." A cordial letter of thanks for the gift was received by the club later.

At the regular meeting of Sanborn Chapter, Nov. 21, the following officers were elected for 1937:

President, Mrs. Bert Merriam; 1st vice-president, Mrs. Lloyd McDonald; 2nd vice-president, Emma Julle; treasurer, Mrs. Dick Leemkull; secretary, Mrs. Oliver Adams; historian, Mrs. L. D. Jones.

The December meeting was held at the home of Mrs. Newt Pippinger where the members filled 560 sacks of candy for the community Christmas tree, sponsored by the chapter and the Commercial club.

Reports of various committees revealed a very satisfactory year's work. We are especially proud of our 1936 membership of 79 voting and 78 contributing members. A letter from Miss Lindskog complimented the retiring president, Mrs. Fred Riley, on a most successful club year.

### Butte Chapter

*Mrs. Art Jersey, Historian*

One of the enjoyable events of the social week was a St. Valentine party held by this chapter at their clubrooms, with their husbands as guests.

The evening was spent playing cards which every one enjoyed very much, prizes being awarded to the lucky winners.

Refreshments were served by the committee, Miss Margrat Hechey, chairman, Mrs. Burs, Mrs. Jensen and Mrs. Gagen.

Our February meeting was held in the afternoon, with Mrs. W. T. O'Rielly, president, presiding.

After the business meeting Mrs. Burs, second vice-president, gave a very interesting reading, which the club enjoyed very much.

A delicious luncheon was served by the hostesses, Mrs. Field and Mrs. Peterson.

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

*Nora B. Decco*

JANUARY is gone, thank goodness, and February is too new to tell, but if every one feels like we do out here about January the calendar makers can change things around and skip January from now on as far as we are concerned. Please don't mention it again, and lots of trains and lots of work and then have the weather act like that, too . . . well, the trains are still with us and the work, and brand new brakemen showing up on the job almost every day, and still more to follow; hope they keep it up.

There is too much business for the train dispatchers, and at six a. m. until 10 p. m. they are cut at Three Forks and we work both ways from here; think that is just to get us in shape for the rush come spring, maybe.

Condr. Bert Ferris from the Bozeman switch engine has gone to sunny California for the rest of the winter. He should have gotten in touch with train dispatcher Peterson, who can tell fortunes or something like that, and gone to California before January first. He would have been ahead on heavy overcoats, underwear, high top overshoes, etc. So would I if I had gone somewhere besides here. Please let's speak of something pleasant, as what we think of January is almost too much to mention.

Edith and Mildred Townsley have gone to the Flathead country to visit their folks for a while. Engr. Townsley is still on the east end, but most any time now, soon as the air starts warming up, he will look over toward that far again. The girls stopped off at Anaconda to visit with their sister there.

Stanley Morrow and wife have moved over to Three Forks from Whitehall. He is another new brakeman on our division.

Condr. Hudson and wife have moved to Bozeman, where Mr. Hudson is working on the switch engine on the GV line.

Fireman Whalen is getting all ready to

visit California, we hear, too. Better hurry up or he will not need to go, as far as the climate is concerned; spring is a "cumen."

Mrs. John Smeltzer has returned from a few weeks' visit with her brother in Coffeyville, Kansas, stopping off in Kansas City on her return trip.

Mrs. R. C. Daniels, wife of fireman Daniels, is visiting in New Lisbon for a few weeks with friends and relatives.

Mrs. Bell, wife of agent Bell at Martinsdale, fell and hurt her hip very seriously, on February 7th. At last report she is doing very well, and we hope will soon be up and around again.

Section foreman Koga and wife have gone to the west coast and California for a visit; 24 hours a day digging out yard switches don't sound so good, maybe. Section foreman Bond is relieving him.

We regret to write of the illness and death of Mrs. Gleckler, mother of Mrs. Geo. Spaulding of Deer Lodge, first week in February. Mrs. Gleckler was on a visit at the Spaulding home from her home in Iowa when this illness and death occurred. There remain, besides Mrs. Spaulding, one brother, a son and two daughters. The remains were taken to Iowa, accompanied by Mr. and Mrs. Spaulding. We extend our deepest sympathy to this family.

Now here is a surprise and some news as is news: Miss Lucille J. Donovan and Mr. David J. Hagerty in Kalispell were married on Saturday, February 13th. Mr. Hagerty was for many years chief despatcher and train master on the west end and is at present assistant relief administrator of the district of Flathead, Lincoln and Lake counties, and Mrs. Hagerty has been for several years head of the social service department of the Montana relief commission of Park, Sweetgrass and Flathead counties. She is a graduate of the College of St. Benedict in Minnesota, and was a teacher in Montana schools for six years. We extend our congratulations and wish them a long and happy life.

### Patches Talk

A woman advertised for a man to take care of her garden. Two men applied for the job. While she was interviewing them on the lawn she noticed that her mother, on the porch, was making signs for her to choose the shorter of the two men, which she did.

When the women were alone, the daughter said, "why did you tell me to choose the shorter of the two men? The other one had a much better face."

"Face!" exclaimed the mother, "When you pick a man to work in your garden you want to go by his trousers. If they're patched on the knees, you want him; if they're patched on the seat, you don't."

### Real Lady

The taxi driver charged with using violent language protested that the complainant—a woman—was "no lady."

"Indeed," said the judge. "I wonder if you know a lady when you see one?"

"Of course I do," answered the driver, indignantly. "Why, only the other day I saw one. She gave me a \$5 bill for a 25-cent fare and walked away."

"Here, ma'am," I said "what about your change?" "Don't be foolish," says she, "keep it and get drunk enough to kiss your mother-in-law."

"Now," he ended triumphantly, "that's what I call a real lady."

### Time the Essence

Dentist (having drawn several teeth for young child): "Never mind—they will grow again."

Child: "But will they be here in time for dinner?"

### Spoiled It All

Maurice—Dad, today teacher said to me: "Your parents should be proud of having a son like you."

Dad—Did she really say that?

Maurice—And then she told me to translate it into French.

# 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. Hiddleson.....Care Mechanical Department, Minneapolis.  
 Mrs. O. M. Smythe.....Care Car Department, Minneapolis, Minn.  
 Ira G. Wallace.....Clerk, Red Wing, Minn.  
 W. J. Zahradka.....Care Superintendent, Aberdeen, S. D.  
 A. T. Barndt.....Care Supt. Car, Dept., Milwaukee Shops.  
 H. J. Swank.....Care Superintendent, Austin, Minn.

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

### Milwaukee Terminals

G. W. E.

**CHIEF** Dispatcher Roy E. Daly visited old friends in Savanna, Ill., January 19th and 20th.

Yardman John A. Lewis died January 22nd. Funeral January 26th. Interment at Arlington cemetery. A widow, three sons and a daughter survive, and to them the Milwaukee family extend their sympathy.

Air Line Yardmaster Malcolm P. Haslam was off duty for three weeks in January with pneumonia but is back on the job looking better than ever. He says that he would much rather be at work than to listen to Comrades Daniel J. (Red Neck) McAuliffe and Frank (Grandma) Clark tell of the part that they took in the battle of Gettysburg.

Yardman David Friedman has been on the sick list since the first of the year, but we hope that he will be able to return to work as soon as the weather gets warmer.

Chestnut Street Yardmaster Dela R. Leaman had the misfortune to fall on the ice in back yard January 15th and fracture three ribs.

Machinist John Warzela, Sr., returned to work February 1st, fully recovered from injuries received by falling on the ice January 1st.

Former Yardman Jacob Bates died February 4th at his home, 207 South Second St. He was 81 years of age and had retired about twelve years ago. Funeral February 8th. A son and daughter survive, and to them the Milwaukee family extend their sympathy.

Engineer T. A. Collins has been off for a month on account of illness—the grippe.

Machinist W. W. Schabarker had the surprise of his life some days ago when some of his fellow employes arrived at his home to help him celebrate his birthday. He was baking bread for the occasion when the boys arrived, and when they left, his bread was gone, but they all agree that "Bill" is some baker.

Several of the employes have new cars, and all of them are ready to tell you that their car is the best on the market. Engineer George R. Collins has a Dodge, but of course he will not take it out in this weather and get it all dusty. Yardman Fred Doelger has a Chrysler and he wants it understood that he does not have to get someone to tow him in every time he goes riding like Yardman Roy R. Lewis. Yardman Crist Brockel has an Austin, which he calls a "baby grande." The only fault he has with it is that he has to have a stepladder to put a bulb in the roof light.

Engineer Ellis F. Ellis was a caller at the roundhouse office February 9th. He is looking just fine and hopes to return to duty soon.

We are glad to tell you that Engineer Lawrence Hamilton has been granted a pension by the Railway Retirement Board and has received his back pay from July 1.

Mrs. A. H. Gross, widow of Engineer A. H. Gross, has been at St. Petersburg,

Fla. for the winter but she will be glad to get back to good old Wisconsin when the weather gets warmer.

Engineer Frank Stock is taking care of things in the office of John M. Horan while the latter is on the Lines West.

Several of the employes in the Terminals have received new buttons lately from the Veteran Employees Association which have the number of years employed engraved on them—Yardman D. L. Hennessey, 40 years; Engineer John H. Maas, 35 years; Engineer E. C. Owens, 45 years; Engineer John P. O'Halloran, 45 years; and Fireman Thomas J. (Happy) Toward, 35 years. All are pleased with these buttons except "Happy," who says he has worked two days every day of the 35 years and should have a 70-year button.

Mrs. James McCauley, widow of Engineer James McCauley, has returned to her home after spending three months in St. Luke's Hospital, and just fine, thank you.

Some members of the Veteran Employees Association have neglected to send in their dues for 1937, and as these are due in the month of January of each year, it is to be hoped that they will attend to this at once. Roy E. Daly and Walter A. Clark are members of the Association and will be glad to help you get your dues to the secretary. Eight hundred new members have been added to the organization since the convention in September, and there is room for all who are eligible for membership.

Pipefitter H. J. Horsch and Engineer George C. Niskern are off with the grippe. We hope to see them working soon.

Don't forget to get your copy of "Everyman's Almanac," presented by The Milwaukee Road. It contains information that will interest you.

### Iowa (East) Division

J. T. Raymond

**TRAINMASTER** W. J. HOTCHKISS of Marion has been promoted to position of Assistant Superintendent, Iowa Division, at Perry. Mr. Hotchkiss has been located at Marion for the past six or seven years and has the congratulations and best wishes of the employes of the division.

Mr. L. R. Shellenbarger of LaCrosse, Wis., has been transferred to Marion and appointed trainmaster of the Division. He has lived in Marion before as a civil engineer on Mr. H. B. Christianson's force. He is renewing old acquaintances and receiving the best wishes of the employes on the division for a successful career.

Mr. L. J. Pohl was transferred from the K. C. Division to Mr. Wuerth's office at Marion. He will be engaged mostly in supervising the raising of the tracks between Clinton and Sabula, made necessary by the building of dams by the U. S. Government on the Mississippi River nearby.

Operator Marl Marchant of Marion was away several days on account of the death of his grandmother the latter part of January.

Agent O. H. Huyck of Newhall has been appointed operator, third trick, at Marion.

Mr. and Mrs. Guy W. Miller of Marion spent two weeks the latter part of February visiting at Pasadena, Calif.

Agent A. J. Campbell of Atkins was off duty during February owing to the serious illness of Mrs. Campbell at a Cedar Rapids hospital. She is reported improving February 11th.

Mr. Wallace, representing the Milwaukee Road Passenger Department, gave pictures at the Milwaukee Road Women's Clubroom at Cedar Rapids and also at Memorial-Hall, Marion, January 20th and 21st, before the Milwaukee family showing the development of the railroad from an early period and the various improvements. The showing was very enlightening and well worth while.

Many friends on the division sympathize with Charles Hayward in the loss of his wife, who passed away January 20th at the hospital in Rochester, Minn., and whose remains were taken to Cedar Rapids, where they were laid away January 23rd.

Agent Gerald House returned to duty at Eldridge Junction February 11th after a long absence.

Special train of "Great Waltz" company was handled over the Division January 29th, moving from Des Moines to Chicago.

Two CCC specials from the East to points west of Omaha went over the Division January 23rd.

J. J. McGuire is on the clerical job in dispatcher's office at Marion, and T. J. Allen is doing extra agent's work on the division.

Lineman J. E. Tobin of Marion is still confined to the bed but is slowly improving.

Mr. and Mrs. F. M. Golden left Marion February 6th for a trip to Texas points.

Agent Charles T. Rowe of Marion was off duty several days in February account of illness.

### Seattle Terminals

Kenneth Alloman

**PLEASE** note—Anyone having pictures of interest for the Magazine please send them to me and I will forward them to the Magazine. That goes especially in sports. How about it, some of you bowling teams? Remember, it can be individual or groups. Let's boost Seattle—what do you say?

Mr. John Horan, better known as Johnnie to his friends, was a recent visitor in Seattle. Mr. Horan was on his way to Port Orchard where he will celebrate his ninety-eighth birthday with his daughter. Before leaving Seattle for Port Orchard he managed to say hello to his many friends at Seattle Terminals.

Mr. Dave Westover, known to his friends on the coast as Andy, was another visitor in Seattle. Andy said he surely enjoyed Elliott Bay weather even if we do get a little snow once in a while. That's not snow, Andy, that's some of that crystal white rain like they have down south.

On January 23rd, Martin Axelson, yardmaster, passed away. We all extend our sympathies to his family and relatives.

Mr. W. H. Campbell, agent, received a very nice article in one of the Seattle papers the other day. It referred to Mr. Campbell as one of the best-dressed and the best-looking of all Seattle agents. By the way, Mr. Campbell again wishes to caution us all on safety first, especially with the slippery conditions that we are having. Also not to forget to turn in all information on new business that we hear about. After all new business means the retaining of our jobs, so let's not forget about it.

Leo Koré was off for a few days, due to a very heavy attack of the flu. While Leo was away Fred Rasmussen and Guy Anderson were doing double duty trying to keep Leo's work up.

Eddie Pesseck and family visited relatives at Chehalis. At the present time do not know whether they took the Rolls Royce or went on one of the other railroads. Eddie is the Milwaukee's ace messenger.

Alma has taken a short leave of absence. At the present time we have been unable to find out just where Alma went.

Bert Roberts, P. F. I. inspector, says he thinks he will go south next winter. Due to the extreme cold and snow it keeps Bert busy trying to find enough heaters to go around. Then again he might go in the heater business.

Stanley Holtum is trying very hard to find a monopoly game, cheap. Stanley says he is going to practice and take on all comers and win some sort of a championship.

Thanks, Laura, for the many articles you have turned over to help keep Seattle part of the Magazine going. They are sure appreciated.

Harry Anderson came down with the flu the other day. The doctor ordered Harry to bed. However, Harry was back to work the following day. Just can't keep a good man down.

Johnnie Agner and Ward Bell of the soliciting department were recent callers at the local office. They manage every once in a while to visit old haunts and say hello to their many friends.

Guy Prescott also, every once in a while finds time to stop in and tell us all about the real weather that they have in Montana. Says you ought to live there a while to appreciate western Washington weather.

Mr. Macklem, warehouse foreman, took time to show Mark Cable, Ed White, Dan Buchanan and Theodore Wall how to get the ice off the sidewalks in front of the freight house. When Mac got through one could walk without the slightest thought of slipping. Thanks, Mac.

Mr. Morton and Mr. Fox say if anyone wants to change places during this cold spell, with them, they will be glad to do it. As yet no offers have been received.

Chester (Tiny) MacLennan gave the bowling fans a real treat the other night. He bowled 190 or better in three straight games. Now Louie Weigand and Jack Mahon say they are going to put on more weight and show Tiny how to really bowl. By the way all three names mention bowl for our freight house team.

Here is the standing of the Milwaukee Bowling League at Seattle on January 26th, 1937. The league is now in the second half of the schedule.

Standing of Teams			
	Won	Lost	Pins
General Freight	7	5	10,344
Local Freight	6	6	9,760
Engineers	6	6	9,087
Yard Office	5	7	9,776

Five Highest Bowlers			
	Games	Pins	Avg.
Ward	12	2,120	178
Villata	9	1,600	178
Williams	12	2,110	176
MacLennan	12	2,103	175
White	9	1,578	173

High Scores—Player and Team	
High score (10 frames)—Foreman, 231; Engineers, 233.	
Second high (10 frames)—Cnapman, 220; General Freight, 227.	
High score (30 frames)—MacLennan, 587; Yard Office, 2,765.	

Second high (30 frames)—Von Atzgn, 582; General Freight, 2,665.

## D. & I. Division, First District

E. S.

CONDOR. O. T. Welch is vacationing this winter in the sunshine of California, and like other sight-seers is trying to catch a glimpse of as many of the movie stars as possible.

Congratulations are extended to Mr. and Mrs. A. E. Ferguson on the birth of a son, Jan. 20, in Savanna. Art is clerk at Savanna rail mill.

Congratulations are also extended to Mr. and Mrs. Vernon Lahre, on the arrival of a son, Jan. 29. Mr. Lahre is a machinist at Savanna roundhouse.

Death has taken another of our well-known veteran engineers, F. Benj. Haas. Mr. Haas had been quite ill following a serious operation performed the latter part of the year, and was removed to the Savanna City Hospital where death occurred at 8 a. m., Jan. 27. Mr. Haas was born on Jan. 21, 1859, near Savanna, and spent practically his entire life in this vicinity. He entered the service of the Milwaukee Railroad as a fireman in 1880, was promoted to engineer in 1887 and had charge of a switch engine in Savanna Yard up to the time of his illness. Left to mourn are his wife and two daughters. Four grandchildren and other relatives. Funeral services were held and interment in Savanna. Sympathy is extended to the Haas family.

Mr. Charles Ross, machinist helper at Savanna roundhouse for twenty-five years, died in the Savanna City Hospital on Jan. 22, following an illness of about two weeks. Funeral services were held on January 24 with interment in the Savanna Cemetery. Sympathy is extended to Mrs. Ross and family.

Miss Ruth Day, daughter of Iowa Divn. engr., and Mrs. A. Day, of Savanna, has been appointed night operator in the Alton Road Hospital in Miami Beach, Fla., according to word received by her parents.

Engr. O. A. Landrum has returned from Rochester, Minn., where he went through the Mayo Clinic in the interest of his health.

Mr. and Mrs. Garfield Watson arrived home Sunday, Feb. 14, from a month's visit in Los Angeles and San Francisco, Calif. They visited with Mrs. Watson's sister and family in Los Angeles and relatives in San Francisco.

Miss Janet Williams, daughter of Mr. and Mrs. Jack Williams, former brakeman on the Illinois Divn., was instantly killed Friday, Jan. 29, in Chicago when she was struck and run over by a large truck. The body was brought to Savanna for burial.

Mr. J. D. Shea was appointed special representative to superintendent, effective Feb. 1, with headquarters at Savanna.

## West End T. M. Division

P. R. H.

FRED REYNOLDS, machinist, Miles City, has been spending the last two months visiting his son, in San Antonio, Texas, and he writes that he is thoroughly enjoying the sunshine and warm weather which they are experiencing down there.

D. C. Curtis, chief purchasing agent from Chicago, and J. V. Miller, asst. gen. storekeeper at Milwaukee, were business callers in Miles City, February 14th.

Gideon Sherman, machinist, Miles City, passed away January 22nd, in the Holy Rosary Hospital after several days' illness with pneumonia. We extend our sincerest sympathy to this family in the loss of their loved one.

J. E. Bjorkholm, asst. supt. of motive power, Milwaukee, was in Miles City on business February 14th. He was accompanied east over the division by Master mechanic, H. E. Riccius.

William Lewis, machinist, Miles City, passed away in the Holy Rosary Hospital

January 20th, where he had been confined several days with pneumonia. We tender our sympathy to the members of Mr. Lewis' family in their loss.

Mal. Spurling, secretary to superintendent Kohlhasse at Miles City was called to the coast the forepart of February on account of sickness.

C. F. Peterson, custodian at Slayton, has taken a leave of absence and gone to the west coast for a vacation. He is being relieved by Neuman Ayres, son of our agent at Mildred.

W. T. Wells was recently called back from Los Angeles, Calif., and is now relief agent at Vananda.

Mr. and Mrs. Norman Anderson are planning a trip to Moberge February 20th, where they will visit relatives for a few days.

Mr. H. E. Riccius, division master mechanic, Miles City, spent several days the forepart of February in Helena, in connection with legislative matters.

We have experienced the coldest weather for January in history of this locality. We experienced only two days when the thermometer was above zero. The snow situation has also been very bad over the division the past month, both on the east and west end. It was necessary to double up on the crew of dispatchers at Miles City and Neil Grogan has been back in Miles City working on third trick.

Mrs. Henry Johnson, wife of Store Department employe at Miles City, passed away February 12th. Mrs. Johnson has been ill for some time, having been in the sanitarium at Galen. Our sincerest sympathy is tendered Mr. Johnson and his family in the loss of their loved one.

On January 21st, a son was born in the George Flynn home. He has been christened George Jr. His father is roundhouse clerk at Miles City and his mother was formerly Miss Francis VanderVort of Miles City. Congratulations.

John Gallagher, for several years blacksmith in Miles City Shops, passed away after a lingering illness at Melstone, Mont., February 12th. The remaining relatives of Mr. Gallagher have our sincere sympathy. Monte Moore, machinist at Miles City, has been ill for the past three weeks, having had a siege of pneumonia. He is at home now and reports from there indicate that he is rapidly improving in health.

On account of the increased business seven firemen have been called back for service on the east Trans-Missouri Division and there are a number of young fellows on the seniority list who are working on the west end of the division. Also several of the new brakemen that were hired last fall have been getting in some miles on account of the older men being off sick.

## Northern Montana

Max

THE host of friends of C. M. Brown, on the Northern Montana and Lewiston, were pleased to learn of his well earned promotion to the position of traveling freight and passenger agent for this territory with headquarters at Great Falls.

Mr. Brown entered the Milwaukee service at Lewistown in 1915. He volunteered and went to France during the World war and upon his return resumed his position as cashier in the local freight office. While cashier at Lewistown he was awarded a prize by the Kiwanis club for being the most courteous man in the business district. In 1929 Mr. Brown went to Great Falls as cashier and then took the position as chief clerk in the office of the division freight and passenger agent's office. He succeeds H. C. Brisbine who has been transferred to Miles City.

S. A. Bryant and bride have arrived in Lewistown. They were married in Galax, Va. in January. Mrs. Bryant says that she will like living in Montana regardless of the fact that there was a blizzard raging when they reached Lewistown.

Tyler Hanson has resumed his duties after an illness of two weeks.

S. G. Spring and G. F. Collins left for Seattle, Wash., where they will attend a general committee meeting of the B. of F. L. E.

Mrs. W. J. Thompson has returned from Rochester, Minn., where she went for medical attention. She is feeling very much improved in health.

Mr. and Mrs. H. C. Curran, of Great Falls, left the early part of February for Los Angeles, Calif., where they will visit with friends for a month.

Mr. and Mrs. John Petro are leaving for California points. Mr. Petro has been on the sick list for nearly two months. His many friends hope that the change in climate will improve his health.

When C. R. Strong left for Butte to take up his new position, he was presented with a fine Gladstone bag, toilet kit and a pen and pencil set by his associates of the Northern Montana.

Jack Slavin, of Miles City, was a Lewistown visitor on February 16th. He displayed a number of interesting photos of snow blockades in the Dakotas recently.

C. S. Winship was in Lewistown and other towns in the eastern part of his territory, introducing C. S. Brown, recently appointed to the position of traveling freight and passenger agent.

G. D. Holmes, of Grass Range, was on the sick list for several days. Traveling Auditor Luedke looked after Grass Range station during Mr. Holmes' illness.

Mr. and Mrs. William O'Donnell, of Great Falls, made a trip to Boulder, Mont., where they visited their son and family.

Miss Mary O'Donnell, of Lewistown, left for Minneapolis, Minn., where she will enter a business college.

L. A. Schubert left for Thermopolis, Wyo., where he will take treatment for neuritis.

Leo Scheewe has taken a position in the office of the division freight and passenger agent's office at Butte.

Guy L. Kester has resumed work as assistant baggageman at Lewistown. He was relieved by Henry E. Bertran while on a vacation.

The many friends of J. R. Reagan will be pleased to hear of his well-earned promotion to the position of division freight and passenger agent at Miles City.

Representative J. H. Holecek spent the week-end with his family in Lewistown. Joe is making a name for himself as a lawmaker.

## Wisconsin Valley Division Notes

Lillian

MR. AND MRS. C. H. RANDEY of Merrill have announced the engagement of their daughter Lorraine to Oscar Halder, Tomahawk, Wis. Their wedding is planned for February 13th.

Friends surprised Mrs. Nick Obey at her home in Wausau on January 10th, the occasion being her birthday anniversary. Cards and other games were enjoyed and a midnight lunch was served. Mrs. Obey was presented with a purse of money.

The preview of pelts at the Fromm Bros. (Inc.) Farm sale of silver fox and mink skins opened February 8th, and about fifty-five fur men have so far arrived to attend the pre-view and sale. The sale began Monday morning, Feb. 15th, and many more are expected to arrive. Special coaches were arranged for the accommodation of the buyers and special busses were operated between Hotel Wausau and the Fromm ranch at Hamburg for the accommodation of the group.

Mr. R. P. Junker, demurrage inspector, is spending a few days in the office and calling on industries.

William Voeltzke, son of Mr. and Mrs. Frank Voeltzke, and Miss Ann Rucinski, daughter of Mr. and Mrs. Roman Rucinski, of the town of Rib Mountain, were united in marriage Saturday morning, Jan. 9th. An informal reception was held at the home of the bride's parents. They will make their home in Wausau, Wis.

Mr. Matt J. Le Sage left for Madison,

where he will enter the Wisconsin General Hospital for treatment.

James Thomas, weighing nine and one-half pounds, was born to Mr. and Mrs. James Obrien, January 28th, at Memorial Hospital.

Mrs. Frank Matthies, who has been confined to her bed for some time, is slowly improving. She has been suffering with inflammatory rheumatism.

The employees on the Valley Division were very glad to hear of the appointment of Mr. P. H. Nee as general superintendent, and we wish both Mr. and Mrs. Nee success and happiness in their new field and home.

A baby daughter, Gayle, was born to Mr. and Mrs. Caylord Carpenter on Dec. 22nd at St. Mary's Hospital.

Mr. and Mrs. William Streeter, Sr., celebrated their golden wedding anniversary on Jan. 27th. A dinner was enjoyed at the Hotel Tomahawk at noon, with the immediate family present, and open house was held during the afternoon at their home, receiving congratulations from many of their friends.



Arthur Sandy and His Winter Disguise.

## Twin City Terminals and Stores Depts.—South Minneapolis

N. A. H.

MR. ARTHUR SANDY, H&D Division engineer, began his services with the railroad as a call boy in 1872 and went firing a wood burner in 1874 and was promoted to engineer in 1879.

The picture shows Mr. Sandy in the uniform which was used while bucking snow in the winter of 1880, at which time they had little protection against severe weather.

He says that most of the oldest and best engineers on the H&D Division fired for him. He was in service all this time up to November, 1930, when he took an indefinite leave of absence. He is 80 years of age and says he feels at times like he would like to go back to work. He pulled a passenger train on a 200 mile run for several years with a 15-inch cylinder engine.

TCT Engineer Charles Haack is laying off during the severe weather, as he says it is just a little too much coming from his home at Mound, Minn., each day, a distance of 20 miles one way.

"Believe it or not," but we have an engineer who has worked for the company over 25 years whose wife just made her first trip by train.

Both TCT Engineer John Marasek and A. B. Johnson and wives are spending the winter in California, but reports from them are that the weather is chilly down there.

Former Machinist James Dawson of the Back Shops wants to say "hello" to all his fellow workers in the shops. He also is in California.

## Kansas City Division

K. M. G.

IVAR CARLSON, clerk to chief carpenter and roadmaster, office of superintendent, was in Chicago during January doing special work in the Union Station building and during his absence Mrs. Bernice Riley worked temporarily. Mr. Carlson returned to the Ottumwa office on February 1. On February 4 Mrs. Riley invited a group of employees in the office to dinner at noon in her home. They did full justice to the

delicious and appetizing food served—too bad that Merwin Taylor's appetite failed him on that particular day. Many thanks, Bernice, from all those present.

The young ladies in the office of the superintendent wish to express their thanks to Mr. Carlson for the box of Fannie May candy he brought them from the Big City.

A recent exhibition in the Ottumwa Public Library consisted of a group of paintings of Ruth Towns, daughter of engineer Ambur Towns. The Ottumwa Courier also contained an article of favorable criticism of her work. Good luck to Miss Towns and may she one day receive recognition for her artistic talent.

The showing of the Vocaflm "All Aboard" during the third week of January on the Kansas City Division at various stations, including Washington, Ottumwa, Mystic, Laredo, Chillicothe, Coburg and Kansas City, drew the attendance of 1,298 persons. Mr. Fred E. Miller, from the office of chief executive assistant, Chicago, supervised the showing of the film, assisted by superintendent W. G. Bowen.

American Legion certificate of school award was presented to Norma Sowder, daughter of chief clerk J. W. Sowder. She was selected from the group of girls transferring from the Hedrick School to the Washington Junior High School. A selection of one boy and one girl is made from each body of students leaving each primary school in Ottumwa and entering the Junior High School to receive the award, which is given by the O. B. Nelson Post No. 5, American Legion, and each pupil chosen to receive the award must possess, among others, "those high qualities of character, courage, companionship, scholarship and service which are necessary to the preservation and protection of the fundamental institutions of our government and advancement of society."

Mrs. H. Cogswell, wife of engineer, influenced her sister to change her plans before starting on her tour of the west and go as much of the way as possible via the C., M., St. P. & P., ticket being purchased through our agent at Cedar Rapids. She is spending the winter in California and will return via the northern route to Chicago. Mrs. Cogswell visited in California during December and was for a time a guest of Mrs. T. P. Horton, formerly of Mr. and Mrs. Chas. W. Tann of Detroit have been house guests of the W. G. Bowen family, Ottumwa, since the early part of January. Mrs. Tann and Mrs. Bowen are sisters.

A 60 years' service button was recently given to C. D. Mitchell, engineer, who has actually been in the service for 61 years. He is at the present time working in yard service at West Yard, Ottumwa.

Lineman R. J. Coker was greatly concerned during the recent Ohio River flood as his daughter is a resident of Louisville, Ky. After numerous efforts to get in touch with her he received a message from her advising she was safe in Eminence, Ky., with friends, after an exciting experience in making her escape from a "water surrounded" house.

Robert Edgar, Cedar Rapids, died on February 4th after an illness of several years. His death was due to hardening of the arteries. His son, W. R. Edgar, and wife, of Ottumwa were in Cedar Rapids for several days, returning on February 8th. Immediately upon return to Ottumwa, Mrs. Edgar departed for Los Angeles, being summoned there because of the serious illness of her father.

On February 3rd Mrs. E. V. Mills, age 83, a resident of Ottumwa since 1890, died at her home. The funeral services were held the following Friday and burial was made at Mount Pleasant. She is survived by one daughter, Mrs. Tony E. Payne; two sons, Jay W. Mills and Cecil C. Mills, both of Ottumwa.

Several of our employes have been off duty recently because of illness; fireman J. W. Harrod was in the Ottumwa hospital with a throat infection and was not able to work for several weeks; chief carpen-

ter L. Koehly had to remain at home for one week during December, being ill with influenza.

Roundhouse foreman L. H. Rabun was away from his duties and ill at home with the influenza the first week of February.

On February 3rd engineer Wm. Franklin resumed service on train No. 93 after being off duty for two weeks with the influenza.

Another victim of influenza was fireman Winter F. Ogden, who was unable to work for six weeks and for twelve days was in the Ottumwa hospital.

Carl Hanson of the Car Department, West Yard, was taken to the Ottumwa hospital early in February, being threatened with pneumonia.

Mrs. H. G. Johnson suffered a heart attack at her home in Ottumwa on February 3rd. She is much improved.

Sam T. Couch, bridge carpenter, died at Liberty, Mo., on February 4th. Burial in Chillicothe, Mo. His wife preceded him in death 26 years ago and his mother passed away on January 11th, 1937.

Mrs. J. A. Ferrell, wife of acting roadmaster, Ottumwa, fell while walking on the ice in the yard near their home on Sunday, January 24th, breaking her wrist.

## Good Old Dubuque Shops

Lucille Miller

**G**LAD to announce the arrival of Thomas John Unmacht, who became a permanent member of the family of storekeeper H. A. Unmacht on February 12th. It is a little early to prophesy as to whether "Tom" will follow in the path of the Great Emancipator born on that day, or if he will step into his dad's shoes. However, he did put his foot down on one thing early in the game—refused to be called "Mary Evelyn."

"Bob" Sommers is still confined to his home due to illness. "Do you know what?—I'll tell you what!—we miss him!"

The Voca-film scored a great success in our city—the attendance was a record one, we understand. That's the spirit of our employes at Dubuque—"Boost the Milwaukee."

We see by the "Magazine"—Harold Chandler of the Milwaukee M. E. office has fallen down considerably on his bowling scores. C. A. and ye scribe can't figure that out as it was nothing for H. C. to hit 249 way-back-when. It must be the environment!

We also note that our old friend, Skulie Elmarson, is "back on the job" after a long forced vacation due to illness. We knew you'd make it, Skulie, and are still for you—the boss sez.

If you want an advance agent

That will advertise your wares

Call on Patrick H. McGough

The man who never errs!

What the other fellow looks like, we really couldn't say. But the shiner Harry's wearing is sure a real dan-day. 'Twas down the cellar steps he went—so the story goes. But why the eye should get there first—is what no one really knows.

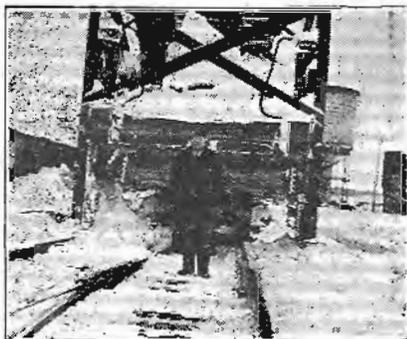
An interesting broadcast recently was one from our local station, which included the history of Dubuque Chapter of the Milwaukee Railroad Women's Club and the Milwaukee Girls' Club. All of the activities of the Club, from the date of the first "pcp" meeting held in November, 1924, up to the present—as well as the enjoyable trip the girls had to Chicago and their purpose for organizing, were given in detail.

Mrs. H. G. Wiedner, president of Dubuque Chapter, assisted by Mrs. W. O. Wright, former historian, furnished this information to station WKBB.

## West I&D

Edna Ann Hall

It is just this way: our ideas, such as they are, our inspiration, if we had any, and all news has been frozen up with the rest of the West I&D. We could not see



Roadmaster P. McMahon With Cut Widener, West I. & D. Division



Brakeman Boyle and Roadmaster McMahon Ready to Go With Snow Cut Widener

over the drifts to know what was going on, and every time we looked all we could see were more drifts. Our vocabulary consisted of flangers, snow plows and cut wideners along with some other choice words which do not look so good in print. But we are hoping that the worst is over and will take a look around us to see what is going on.

Paul Smock, conductor, and wife are in California, so they did escape this winter weather, but understand that it is not so perfect out there this year.

Medical Car Metz was here some weeks ago, fortunately before the flu made its call, or there might have been some disapprovals.

We regret to report that Theodore Pfaff, conductor, West I&D, passed away early in February and wish to extend sympathy to Mrs. Pfaff and other friends and relatives.

The Women's Club at Mitchell is to have a larger clubroom, which will be very much appreciated as the attendance has been taxing the capacity of the former room.

Fred Witkop has been in the hospital with pneumonia; our best wishes for a quick recovery.

Paul Ewert has returned from a short visit to Canada.

Harry Binderup and wife are in line for congratulations over the arrival of a nine-pound boy.

Mr. Axel Peterson has returned from Alaska, where he has spent some time with his son during the past year.

Merlin Winters is all ready for spring with a brand new "Chevie." Must have beat the strikers to it.

We understand that Ed Wright does not give his Buick so much after its test this winter. In fact, Ed has become a citizen of the city and not a country gentleman for the rest of the season.

George Foote and wife are spending their vacation in California; also T. T. Dunsmore, wife and daughter Betty escaped some of our winter weather in the far west. We know they enjoyed their vacation very much but will warrant that they will be glad to come back to South Dakota again, especially since the orange crop is ruined in California this year.

Anyway, South Dakota is not such a bad place to live in after all, in spite of drought

and cold weather. So far we have had no floods, no earthquakes, no volcanic eruptions, and no sign of a forest fire, and maybe, just maybe, this is the "next year" we have been talking about and we will get a little rain and a lot of wheat. If so, we will "go to town" in 1937!

## West H. & D. Division

Walt

**I**T is with regret we write of the death of Martin Sandvig, signal maintainer at Aberdeen, who passed away in a local hospital on February 7th. Interment took place at Webster, S. D. Deepest sympathy is extended to the bereaved family.

Another death among the ranks of division employes was that of Mr. Dennis Kirby, employed as an engineer on the West Division. He passed away in St. Lukes hospital on January 18th, 1937, following a brief illness.

Mr. P. E. Dugan, right-of-way engineer, spent a day in Aberdeen during the latter part of January in the interests of the Real Estate Department.

Other visitors in Aberdeen during the past month were Mr. A. Daniels of Chicago, Mr. J. J. Osie of St. Paul and Mr. Stanley Luce of Minneapolis.

Mr. and Mrs. Walter F. Harris departed on January 16th to attend the inaugural ceremonies at Washington. Mr. Harris is employed as agent at Linton, N. D.

Messrs. T. W. Proctor and M. H. McEwen were visitors in Aberdeen on January 24th. They accompanied the Ohio Lumberman's special train over the division.

Train dispatcher M. P. Ayars was promoted to the position of trainmaster at Austin, Minn., effective February 1st, 1937. Congratulations.

John C. Holloway, Jr., employed as rodman in the Engineering Department at Aberdeen during the past six months was transferred to Milwaukee, Wis., effective February 1st. Mr. John Shipman relieved Mr. Holloway at Aberdeen. Fare thee well J. C. H. and welcome, John!

Herbert A. Griffis, veteran passenger brakeman working on trains 15 and 16, announced his retirement effective January 18th. Mr. Griffis is 79 years old and had been in active service on the Olympian up to the time of his retirement.

During the past month we have received formal notices of retirement from several veteran train and enginemen on the division. Those who have decided to retire from active service are engineers Ben. F. Slater and Marshall W. Barden; conductors Louis B. Richter and Ellsworth C. Frederick.

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

R. R. T.

**W**E regret to chronicle the passing away of one of our veteran engineers, Mr. James Joseph Maher, who died on Jan. 13th at Spokane at the age of 72 years; the funeral took place Jan. 15th in this city. Mr. Maher had been unable to work for several years because of infirm health and had made his home at St. Joseph's Home for the Aged at Spokane, where he also died. Many friends who knew and esteemed him highly in his active years sincerely mourn his departure.

There has been much sickness of late among our Milwaukee folks, though fortunately almost everyone concerned has recovered. We mention those of whom we have heard:

Mrs. McGinnis, wife of Henry McGinnis, second trick car inspector at Spokane, was sick with the "flu" for three weeks but is now well again.

Engineer Louis Dulik, who was laid up for some time because of a mastoid operation, returned to work again on February 15th.

Mrs. Duell, wife of conductor Ralph Duell, was quite ill with the prevalent influenza, so much so that her husband laid off to



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**ELINVAR WATCHES**

Twenty

remain at home with her. Fortunately she also is well again.

Mr. F. G. Hart, who has been at a local hospital for some time due to serious illness, has recovered sufficiently to be able to leave the hospital and is staying at the Davenport Hotel, Spokane, for a few days prior to leaving for his home at Metaline Falls.

Conductor Dan J. Kelly has been off duty for three weeks at this writing, due to ill-

ness; we hope he may be well again before this is in print.

Mr. F. M. Sever, agent at Cusick, has been confined to his home for three weeks past by illness, but has just been able to resume work, the day this is written. He was relieved by W. O. Zypf, who returned to the extra list.

Conductor W. F. Johns, who has been ill at home for about three weeks, has resumed work on the turn-around local between Avery and St. Marie's.

Second track operator B. W. Colligan of St. Marie's, who has been in California for a number of months because of ill health, writes that his condition has improved very much and that he expects to be able to return to work very shortly. Doubtless the recent California weather has convinced him that St. Marie's is a far more desirable winter resort than the Golden State.

Conductor H. Schurch, of the Spirit Lake-Spokane run, was in a Spokane hospital for three weeks recently, undergoing a serious operation, but he has completely recovered and is again at work.

Another victim of sickness is conductor C. H. Boyer, also of the Pend d' Oreille line, who has been ill for a month past, but is now unable to work at this writing.

Conductor Mike E. Shaughnessy is likewise on the sick list as these notes are written; we hope that we may soon see him back on the job again.

Engineer Herbert Hass, of Nos. 7 and 8, between Spokane and Butte, has been off duty for several weeks due to an attack of the prevalent influenza, and is not able to work as yet; our best wishes for his early recovery. The same good wishes are extended to Engineer William Schultz of Nos. 15 and 16, who has been sick at home for a month past. Here is hoping that this epidemic may soon have run its course.

Roadmaster Ole Bakke of Spokane has also been on the sick list for some time, thus missing all the fun of the recent deep snow, but we are glad to see him around and on the job again, though still looking a little thin.

Guy Chimanti, who was section foreman in Spokane yard until bumped by Jim McGarvin, was also sick during January, but has recovered and expects to take charge of the Worley section before long.

The freighthouse force at Spokane was also hit by the all-prevailing epidemic, Tom Padgett and the Messrs. Gehrke, senior and junior, all being sick at one time or another. Fortunately all are well and at work again. Mr. Frank Kratschmer, storekeeper at



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CHICAGO

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NEW YORK

Spokane, is troubled with a persistent attack of lumbago at this writing, although, by dint of much will power and with many a creak and groan, he has succeeded in remaining at his post, with the exception of a few days. We trust that with the advent of warmer weather the rusty hinges will again function more normally.

The same trouble kept Mr. George Gaub, our rate expert at the local freight office, Spokane, from work for a day, but that is nothing in comparison with what happened to him later. On the first morning of the recent heavy snowfall he managed to drive in to work from his home on Moran Prairie, but by afternoon the roads had already drifted in to that extent that he did not even attempt to drive home, and the situation hourly and daily grew worse, so that he was prevented from getting home by the mountainous drifts for over a week, while Mrs. Gaub was completely isolated at their home, except for the telephone. The county road crews worked heroically day and night to open up roads, but snow drifted in again nearly as fast as opened, and in some localities it took weeks to reach marooned farm houses. Even on main roads there was much trouble, so that Joe James, of our switching force, who lives at Green Acres, only a few miles away, was unable to get home for several days.

Engineer Charlie Schleusner recently received recognition of merit in fuel conservation by being appointed traveling engineer, with office at Tacoma; he has already moved his family to his new field of labor. Mr. Schleusner's many friends in this territory of the Milwaukee lines congratulate him on this well-merited promotion and we unite with them in wishing him all success in his new duties.

### Twin City Terminals

F. A. M.

JANUARY has passed and February is on the way for which we are duly thankful. Many of the employes have been sick with

the "flu" during the past two months and return to work looking like they and "old man flu" had a tussle of it and he came out victorious.

Blew into Div. Engr. office on my round of news gathering the other noon and the "fifteen-twoers" were hard at it. George Fasko, engineers office, failed to come through in a pinch by failing to provide the extra point to win the game. I was told it was the first game Walter Anderson and Frank Quirk of the supt's office had won in two weeks. Walter disputed this assertion and asked me to look at the record, my time was limited and I needed the news true or otherwise. Any one interested can view the record at any time in the Div. Engr. office.

Chas. W. Ray, employed as a record and delivery clerk in the Minneapolis freight station for a number of years, died at his home in Minneapolis January 19th. Mr. Ray, who entered the service in 1903, had been forced to retire on account of failing health in December, 1935. Though he suffered much his fine character and pleasing personality remained with him and his presence is sadly missed.

Sanfred Johnson, employed in the Minneapolis freight house since 1913, died suddenly January 18th. Mr. Johnson, who was 67 years of age at the time of his death, is survived by his widow and an invalid son, Albert, to whom the station forces extend deep sympathy in their bereavement.

Miss Vivian Beckwith, who has been employed at the local freight office for the past year, is returning to her home in Mitchell, S. D., on a leave of absence. Here's hoping the vivacious, versatile, vibrant, victorious Vivian will return voluntarily to her railroad vocation when her vacation has run its course.

Mrs. Carey, mother of Bill Carey, cashier's office local freight, was hit January 21 by a hit and run driver on Lake and 28th Ave. She suffered minor injuries and was fortunate not to be more seriously injured.

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Edgeworth Ready Rubbed and Edgeworth Plug Slice are cool, long-burning tobaccos preferred by seasoned smokers.

Edgeworth Jr. is the same tobacco, also Process-Aged, but cut for a milder, free-burning smoke. We ask you to try Edgeworth under our money-back guarantee.



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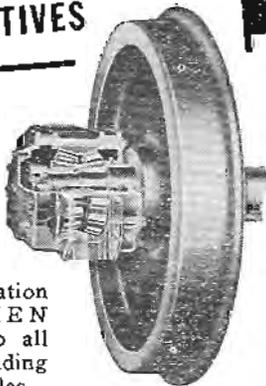
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## I. & D. Items

(con)

SYMPATHY is extended to the family of Mr. and Mrs. W. H. Hoffman of Mason City, who passed away just recently. Mr. Hoffman, train baggageman, between Mitchell and Rapid City, passed away February 5th from pneumonia and Mrs. Hoffman preceded Mr. Hoffman in death about a month, due to lingering illness.

Mr. W. E. Losey, agent at Emmetsburg, Iowa, resumed work Feb. 13th after spending several months' vacation at Long Beach, Calif. Operator J. P. Collins handled the station during Mr. Losey's absence.

Mr. H. E. Browman, first trick operator at Spencer, Iowa, recently spent a month's vacation among the Everglades in Florida.

Mrs. E. M. Paul, agent at Elkader, Iowa, and daughter, Mrs. Wilke, are spending several weeks in California.

Congratulations to Mr. and Mrs. G. L. Muchow of Mason City upon their marriage, which took place at Rapid City, S. D., Feb. 6th. Mr. Muchow is employed as rodman in the division engineer's office at Mason City.

Supt. W. F. Ingraham and division engineer C. H. Tusler left Mason City February 15th for a trip over the division to Rapid City, S. D.

Mrs. Marie Randall of Mason City is working in the superintendent's office at Mason City for a few days.

The I&D Divn. extends congratulations and best wishes to Mr. L. R. Shellenbarger, who was recently appointed trainmaster on the Iowa Division.

## La Crosse River Division—First District

Scoop

WE are sorry to announce the death of Andrew Martinson, former B&B foreman on the WV Divn., who died at

La Crosse Feb. 7, 1937. He entered the service in 1881 and retired in 1929, making his home with a daughter in La Crosse. Andrew's cheery, genial disposition toward everyone won him many friends. He was buried in Wisconsin Rapids.

Another old timer passed away recently at Columbus, where he had been crossing tender for some time. Andrew J. Nix, former passenger brakeman on this division, whom oldtimers will remember as braking for McQueeney on the run between Portage and Milwaukee for many years. He entered the service in 1885. Burial at Columbus.

At Portage in St. Xavier's hospital, where he had been taken for treatment of pneumonia, William F. Tessman, engineer, passed away due to a sudden heart attack. He entered the service in September, 1892. He was buried at Portage. His wife preceded him in death in 1935. His record as engineer for fifty years with the Milwaukee is another record of dependable service well performed.

These three employees will be missed by their many friends and the sympathy of the entire division is extended their bereaved ones.

Emil Deckert, who started work for the Milwaukee in 1886, retired from the service Feb. 1st, 1937. He was promoted to section foreman in 1899, working in that capacity up to the time of his retirement. His section was the territory thru Wisconsin Dells along the famous Dells region of the Wisconsin river. His years of service have seen many changes on the railroad from the early days, and his record as section foreman is one of duties well performed.

His place has been filled by Andrew Hauchell, another oldtimer who has many years of service back of him and who was formerly section foreman from Portage west to Lewiston.

Along with the many changes we are

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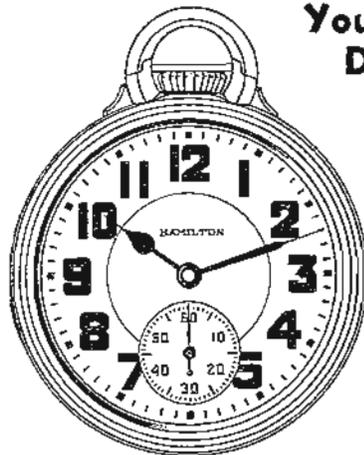
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seeing daily on the railroad have you noticed the whistle of the Hiawatha and other trains? The early whistles were of one note and then the new chimes were installed to give way to the present air pressure which is surprisingly penetrating and at the same time pleasing to the ear.

Our vacationists for the winter have suffered a setback what with the flooded area of the south and cold spells in California. Engineer George Bates got to Florida before the flood, however, and is enjoying the mild climate and sunshine along with F. P. Miller, master mechanic and wife, who had to detour by Washington, D. C., to get to Florida. Engineer Ralph Woodman and wife and Mrs. John Robertshaw, wife of fireman John Robertshaw of the Hiawatha, are contemplating a Florida vacation as soon as floods permit. Conductor John Pate is also going to Florida to get some of that famous sunshine. He was going to the Mardi Gras in New Orleans, but the flood situation was so that he did not get away in time.

One of our engineers recently made a stop which happened to be on a highway crossing and his eagle eye discerned a nickel on the crossing which he immediately climbed down and retrieved. I wonder who the "Nickel Hawk" is?

When in La Crosse don't fail to take a stroll on the Onalaska boulevard, where on pleasant mornings you may perceive a very distinguished canine accompanied by his master, Fred Kruger, getting the fresh air. The sketch below gives you an idea. (picture)—

### Tacoma District

A. F. M.

NOTHING but snow, cold weather, slippery streets and all that goes with the present kind of weather we are now having. And the weather has brought sickness to quite a few of the folks around here.

W. L. Hubbard was quite sick but recovered nicely we are glad to say. George Nick, roadmaster, has been confined at home with a severe cold, but ex-

pects to be back on the job again soon. We miss him as he has a dry wit that helps break the routine around here mornings and starts us off with a smile.

Most all of us have been off for a day or so account of sickness, but all back again and we hope to remain well the balance of the year.

W. W. Sheire of the dist. accountant's office is in Chicago on special work.

Chief clerk Eccles and Mrs. Eccles returned from a short visit to California, advising they were nine hours late on the down trip and now have to put up with this weather.

A son was born to Mr. and Mrs. F. M. Applegate of Calder on Dec. 6th. Mr. Applegate was formerly signal maintainer at Auburn.

Operator C. P. Miles and family underwent a very disagreeable experience recently. Their home was discovered on fire early one morning by a neighbor and by the time Mrs. Miles and daughter were awakened, it was necessary for them to leave via the bedroom window. A few minutes later and it would have been just too bad.

The fire did about \$1,500 damage and as is usually the case, all the furniture was nicely washed off with water which didn't help it any.

Mr. Norris of the master mechanics office here is quite proud of a medal recently presented him by some of the shop forces. It's made on a piece of oval metal, has a nice chain on it and bears his social security number which makes it a handy article. Or does it?

F. A. Valentine, retired city passenger agent, passed away Jan. 27. Services were held in Tacoma Jan. 30.

Miles Storey, clerk, passed away suddenly in Seattle on New Year's night.

Engineer Schaad passed away in the hospital here Jan. 6, after a long illness. He entered the service in 1909.

William Court, former clerk and son of H. J. Court, agent, was killed in a street car accident in Seattle Jan. 8; accident apparently caused by brakes failing to work and car turned over upon striking a curve at a high rate of speed.

Under all conditions and at all times, T-Z Products give unexcelled service.

"Crescent" Metallic Packing  
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 310 So. Michigan Avenue  
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and

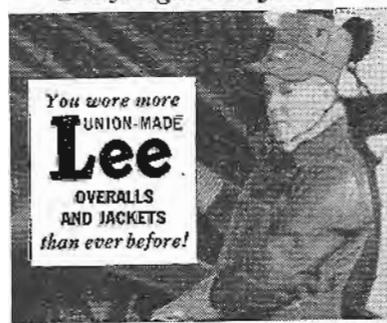
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Republic Creosoting Co.  
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## LEE IS WITH YOU!

You hauled 2,500 Carloads of Lee freight last year—



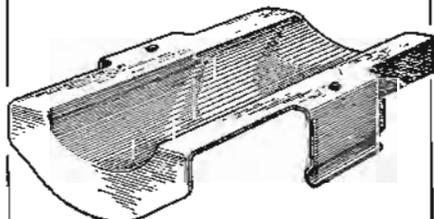
10 OF THE 55 LEE FEATURES RAILROAD MEN LIKE

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- 4 Tailored Sizes
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- 6 Official Laundry Seal
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- 9 Corded Buttonholes
- 10 Guaranteed to outwear all others or your money back!

**FREE** A handsome, 28-inch, fast-color pleated R.E. Bandanna, Time Book and R.R. Emblem Information. Enclose 2c in stamps for cost of mailing. H. D. Lee Merc. Co., Dept. C-17, Kansas City, Mo.; South Bend, Ind.; Minneapolis, Mich.; Salina, Kans.; Trenton, N. J.; San Francisco, Calif.

NAME.....  
 ADDRESS.....  
 CITY..... STATE.....  
 Send me  red (Mark color preferred)  blue Bandanna.

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# Preferred Protection for Railway Employees!

## Health - Accident - Life

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

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**ACCIDENT BENEFITS** effective immediately from first day of Disability.

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**ACCIDENTAL DEATH, Total Dis-**

ability, and Natural Death (Life Insurance).

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

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

Make application today

## EMPLOYEES MUTUAL BENEFIT ASSOCIATION

Endicott Bldg.

St. Paul, Minn.

Tomorrow may be too late

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**WHITE OAK**                      **RED OAK**  
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ST. PAUL, MINN.

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# STEEL

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## A. M. CASTLE & CO.

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Cots Welding Wire.

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Chicago, Ill.

Geo. Freestone has been off for a while, taking time out to stop what he figured might turn into a bad case of grippe, but will be back again in a few days.

## Iowa (Middle and West) Division

Ruby Eckman

**ANDREW BERTSCH**, a brother of Mrs. C. E. Evitts, wife of the caller at Perry, was killed in an accident on the M. and St. L. the latter part of January. Mr. Bertsch was a conductor and was on a snow plow work train when the accident happened.

A fall on the ice the fore part of February resulted in an injury to Mrs. W. F. Thompson's ankle, which confined her to her home for several days.

Irvin Johns, for many years an employe of the Milwaukee in the track department at Tama died suddenly January 21st. Mr. Johnson has a son who works in the Tama coal shed.

Harry Boyens of the roundhouse force was off duty the latter part of January to go to Manning to attend the funeral of his wife's sister.

Engineer Ben Cook, who has been on leave of absence for a long time, while operating a service station, has returned to work on the road.

Mrs. Charles Hayward, wife of a baggageman on the Iowa division, died in Rochester, Minn., the latter part of January. Mrs. Hayward had submitted to an operation on Jan. 2nd and lived about three weeks. The remains were taken to her old home in Coon Rapids for burial.

Machinist Edward Krull, who was off duty for several months, returned to work at Perry roundhouse the latter part of January. Last fall while fishing Ed got a fish hook in his hand. Infection developed and the entire arm was involved. He suffered a great deal and it was some time before the spread of the infection was stopped.

The Metz medical car was on the Iowa division during the months of January and February.

Arthur Harrison, seven-year-old son of John Harrison of the Perry roundhouse force, died at the University hospital at Iowa City the latter part of January following a long illness. Death resulted from a brain tumor. The lad had been confined to a hospital for several months.

F. F. Foster, agent at Maxwell, arranged for a layoff February 1st and in company with Mrs. Foster and a couple of friends from Maxwell, made a trip by motor with a trailer to New Orleans. H. C.

Krasche, relief agent, was in charge of the Maxwell station during his absence.

Retired section foreman McCurdy of the west Iowa division, has been quite sick at his home in Panama for some time. His son Charles, who is a stationary engineer for the Chicago Junction Railway, was out home the fore part of February to see Mr. McCurdy.

W. J. Whalen, who has been assistant superintendent on the Iowa division for the last two and one-half years, was promoted February 1st to the position of superintendent at Terre Haute, Ind. Mr. Whalen made a host of friends on the Iowa division who were sorry to see him leave, but sent with him their congratulations and best wishes for as successful an operation of his new territory as he enjoyed on the Iowa division. W. J. Hotchkiss, formerly train master at Marlon, succeeded Mr. Whalen to the position as assistant superintendent at Perry, the change being a promotion for him, which all of his friends were glad to see him receive.

Roy Barrett of the Milwaukee force at Rockwell City, had the thrill of hearing his name read over the radio recently as the winner of a crisp new one dollar bill. Roy sent in a good joke which was read on the radio and selected as one of the best entries of the week.

Switchman C. E. Robbins of the Perry yard force was off duty in January and was a patient at the Veteran's hospital in Des Moines.

F. L. Hedrick, who has been working in Perry as operator of the clam shell used in loading coal at Perry roundhouse, left Perry the first of February to take a job at Western avenue.

Wilbur Swanson and wife of Perry spent the latter part of January and few weeks in February with relatives in California. Wilbur is one of the men on the Perry yard track force.

J. Snipe, local chairman of the B. of L. F. & E. was in Chicago a few weeks in January and February on committee work.

William Higgins, who is employed in the work equipment department, was in Perry in January and February overhauling some equipment to have it in readiness for the spring work.

Floyd Lutz, Jr., son of engineer Floyd Lutz and grandson of engineer Sinclair, and Charlotte McLuen, daughter of engineer Howard McLuen and granddaughter of engineer Carl McLuen, were guest artists on a couple of special radio programs over KSO radio station in Des Moines. The young people are dancers and had won the chance to appear on the special program by having taken part in other preliminary contests.

Joe Long is the new pumper for the Milwaukee at Manilla, he having taken the job when William Kemp, who has been holding it for some time, decided to retire. Mr. Kemp spent many years in the B. and B. department as a bridge carpenter.

Mrs. W. J. Whalen, who left the latter part of February for her new home in Terre Haute, was the guest of honor at a farewell party given by a group of Milwaukee ladies at one of the tea rooms. A gift for remembrance was given Mrs. Whalen. Mary Adele was also the guest of honor at numerous parties given by the Parochial High School, of which she was a member, and other young friends in the city.

Mrs. Charles Phares, wife of one of the Des Moines division engineer, had the misfortune to fall on the ice Feb. 9th. The bones of one wrist were broken. Mrs. George Havill also had the misfortune to slip on the ice during the winter and she also broke an arm.

Engineer George Finnicum returned home the forepart of the month from California, where he had been for several weeks on account of the illness of his son.

Engineer Lon Morgan of Perry had the honor of knowing that one of his grandsons, Frank Flack, whose home is in Marlon, was one of the young men taking part in the inaugural ceremonies in Wash-

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Oil Treated Screenings and Stoker Coal

Low in Ash

Low Volatile

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**THE WONDER COAL**

ington, D. C., in January. Frank, who is a student at Coe College in Cedar Rapids, is a musician with the college band which went to Washington. Frank's brother Maurice bids fair to make a name for himself as a magician. Maurice recently entertained the Kiwanis club at his home in a program of magic, the equal of many professionals.

Train dispatcher Curtis Marchant and wife of Perry were in Marion the latter part of January to attend the funeral of Mrs. Elizabeth Cline, their grandmother. Mrs. Cline, who was eighty-nine years of age, had made her home with her grandson, Marl Marchant, in Marion.

Conductor J. F. Briggie, who was confined to Mercy hospital in Council Bluffs for several weeks, was able to be moved to his home the latter part of January. John is not able to return to work but his many friends are glad to know that he is improving.

A marriage of interest in the railroad family occurred in Perry January 26th when Isabel, daughter of conductor and Mrs. P. J. Reel, was married to Harvey Hood, a young farmer living near Perry. Following a wedding breakfast the young people left for California for a six weeks' wedding trip.

Wilbur Goodwin, son of conductor Ralph Goodwin, who has been in the U. S. Navy for some time, has recently been transferred to Pearl Harbor for service as an aviation mechanic. Wilbur spent several months in special training at one of the government schools at Norfolk, Va., before going to the Honolulu naval base.

## La Crosse River Division— Second District

*Fra A. Wallace*

R. I. WINTER, agent at Menomonie, has recovered from a bad attack of influenza and is now back on duty. He was relieved by J. W. Hillikel of Viroqua.

Signal maintainer Al Lundberg of Kellogg has been assigned to a like position at Mitchell, S. D. His family will soon join him there, where they will make their new home. No assignment has yet been made for the vacancy at Kellogg.

Custodian M. T. Nilan and Mrs. Nilan have returned from a visit at St. Cloud, Minn., where they were the guests of their daughter.

Carl Ellingson of the roadmaster's office is again sporting a new Plymouth. Understand this one was bought jointly and they have put it in storage for the balance of the winter.

Agent Hanson of Lake City is also the proud owner of a new coupe.

Operator Pete Meyers of Hastings has returned to duty after being confined at his home with a very bad cold.

Maurice Hartery has displaced Frank Anderson on the ticket clerk job at Lake City. Ticket clerk Herb Birler, who is on leave because of illness, is slowly recovering and plans to return to work in about a month.

The ice carnival recently held at St. Paul was attended by many employes from this division.

On January 22nd, operator Otto Wittisch suddenly passed away at St. Paul while on his way to work. His death was attributed to a heart attack. Mr. Wittisch was well known over the entire division and will be sadly missed by everyone. We extend our sincerest sympathy to those who survive.

Upon the retirement of agent Martin of Downsville, agent Wadley of Caryville was assigned to that position.

Operator Jim Meyers of the First District is relieving George Snure on the second trick at Red Wing.

George Loer and Charles Bystrom have returned from their trip to Los Angeles, Calif. They met roadmaster Charlie Carlson there and claim he has acquired a nice suntan and is feeling fine.

## The Fellows That Switch in the Yard

Perhaps your eye's been cast on a train speeding past—

It might be a hundred car freight—

Or that latest sensation a stream lined creation

Shooting by at an aeroplane rate;

And maybe you've wondered as on the train thundered

If life on the railroad was hard

Consider the boys that the railroad employs  
The fellows that switch in the yard.

Although roughly dressed in clothes seldom pressed

Yet month after month through the year  
By day and by night their work is done right

And they see every car's into "clear."

As nowadays speed is the one crying need  
For nothing the trains must retard

It's up to the boys that the railroad employs

The fellows that switch in the yard.

Once work is begun they're kept on the run  
But all are accustomed to that  
They get many "bumps" and ride many "humps"

On box car gondola and flat  
When their day's work is o'er though muscles are sore

They surely have earned the regard

That's due to the boys that the railroad employs

The fellows that switch in the yard.

—J. S. Murphy.

## Northern District—Car Department

*O. M. S.*

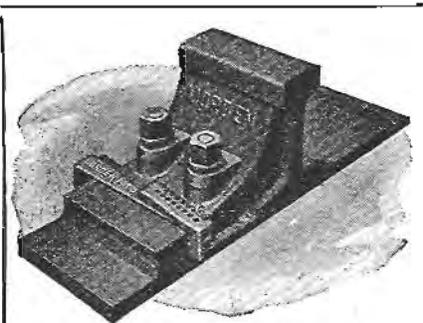
AT Minneapolis, we have lots of snow, a cold weather and a fine Minnesota winter. Snow has been hauled from our yards by trucks on contract job.

Gust Gruhlke, veteran carman helper, passed away Dec. 11th, 1936. He had been unable to work for past year, due to illness.

Gottlieb Olson, veteran carman, passed away unexpectedly New Year's night.

Mrs. Peter A. Johnson, wife of carman Peter A. Johnson, passed away Feb. 1st.

Thor Ingwall, 84 years of age, and a former veteran employe at Minneapolis Shops, passed away Feb. 3rd.



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

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Pacific Railroad, on Puget Sound  
Established more than forty years ago.  
Interest paid on savings deposits.  
1892-1936

ington, D. C. Mr. Johnson advised that he received a check for \$350 for the months, July to December, and would receive \$63.02 monthly hereafter. Mr. Johnson is 76 years of age and has worked for the Milwaukee Road since October, 1892.

Foreman F. M. Washburn, at the January meeting of the Northwest Carmen's Ass'n. was elected third vice-president of that Association.

The annual A. A. R. meeting was held at Minneapolis Car Shops, at which Mr. F. J. Swanson, GCDS, presided. Mr. J. E. Mehan, from our Milwaukee office explained and discussed the changes in the A. A. R. rules, effective Jan. 1, 1937. Mr. Mehan also was requested as guest at the Northwest Carmen's Ass'n meeting of Jan. 4th, at which time the various changes of A.A.R. rules were discussed.

Relatives and friends gathered at the home of Mr. and Mrs. Fred Kittell, 3306 17th Ave. So., Minneapolis, during afternoon and evening of New Year's Day, the occasion being the 55th anniversary of their marriage. Mr. Kittell started to work for the Milwaukee Road in 1891, was advanced to foreman in 1901 and is still working in that capacity. Our good wishes for many more anniversaries.

The following amounts were donated to the Red Cross by the Milwaukee employes at Minneapolis Shops, for the relief of the flood sufferers:

Minneapolis Locomotive Shop.....	\$299.75
Minneapolis Car Department.....	261.75
Minneapolis Store Department.....	51.00

Total ..... \$612.50

### I. & S. M. (East)

H. J. S.

DEEPEST sympathy is extended to the bereaved relatives of W. G. Lauffe, who died of pneumonia on Jan. 18, 1937, after a short illness. "Bolivar," as he was known to his many friends, will be greatly missed around Austin Yard, where he was employed as yard conductor.

Roadmaster F. F. Luskow is almost up to par again, after being off ten days account of infection of the teeth and sinus.

Our sympathy is extended to L. R. Crawford, operator, Comus, Minn., whose home was completely destroyed by fire on Jan. 15th.

W. J. (Boomer) Cambern and wife have returned from Hot Springs, where they spent about a month. They returned via a different route account flood conditions. Better take a boat with you next time, Boomer.

Our sincere sympathy is extended to the bereaved relatives of Jerry Tollefson, warehouse foreman, Madison, S. D., who died Jan. 30, 1937, following a short illness with the "flu."

Mrs. S. B. McGinn, wife of agent at Faribault, was taken to the hospital for a few days the latter part of January. Hope at this writing she is fully recovered.

Highways are happy ways for operator A. Hayes at Albert Lea, who is sporting a new Oldsmobile.

Brakeman Geo. Damm has resumed work at Albert Lea, after an absence of about six weeks.

Account colds and the flu, new faces could be seen almost daily on the switch job and other regular jobs at Albert Lea during the month of January. The following were off sick: fireman Al De Tienne, conductors Heslip, Doering and Johnson, and A. Swenson, dock foreman.

We wish to extend our sympathy to surviving members of these families.

Lawrence Larson, from Hurley, Wis., visited at the homes of his uncles, Einar and Harry Hauger, during Christmas Holidays.

A wire rat cage was purchased by GCF, J. Hemsley, for the Light Repair Yard lunch room following complaint of employes on their lunch being disturbed. Two weeks elapsed before first catch was made but the number was two. The evidence was deposited at Light Yard office. Foreman Hollingsworth was shocked rather than thrilled.

The stenciling of schedule cars, repaired at Minneapolis Shops, has been changed—the rectangular design bearing lettering, "Chicago, Milwaukee, St. Paul & Pacific" in small letters (instead of "MILWAUKEE" in large letters) is used.

Robert Hughes, formerly foreman of our wood mill at the Minneapolis Car Shops, retired at his own request the latter part of January this year. Mr. Hughes started to work for The Milwaukee Road on Feb. 2, 1900, and has given over 36 years of continuous service. He has never been absent nor late at any time and has seen the building up, and various changes about the Shops. We are sorry to lose Mr. Hughes from our daily contact but feel he and Mrs. Hughes in their comfortable home in Minneapolis will greatly enjoy rest and leisure.

We offer our sympathy to Thos. H. Rouse, carman, in the decease of his mother, Mrs. Julia Rouse, 87 years of age. Mrs. Rouse was born in Ireland and had lived in Albany, N. Y., before residing at Minneapolis. Lloyd O. Roth, helper in Light Repair Yard, was married Jan. 23rd, to Miss Lois Ean. Congratulations and much happiness is our wish.

John B. Johnson, formerly employed as carman at So. Minneapolis Car Shops, who retired in July, 1936, recently visited the Shops, exhibiting his certificate of annuity from the Railroad Retirement Board, Wash-

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RAILROAD CAR HARDWARE  
CAR LIGHTING FIXTURES

GIBBS Electric Lighting  
CONNECTORS

300 South First St.  
MILWAUKEE, WISCONSIN

Letters received from former superintendent G. A. Van Dyke indicate that he had a pleasant trip out to San Diego, Cal., that the weather has been mild and he is enjoying his vacation immensely. His address is: 4342 Mississippi St., San Diego, Cal.

To date we have received notice that six I&SM Divn. employes are receiving pensions under the Railroad Retirement Act, as follows: engineer John T. Ryel, born Sept. 9, 1857, entered service as fireman July 1, 1880, promoted to engineer Mar. 13, 1883, retirement effective June 1, 1936.

Engineer Wm. D. Owen, born June 28, 1847, entered service June 27, 1882, retirement effective June 1, 1936.

Thos. Murphy, born April 9, 1862, entered service as brakeman, Dec. 20, 1879, promoted to frt. cond. Dec. 23, 1885; passenger conductor, 1891, retirement effective June 1, 1936.

Ed. P. Brook, born March 12, 1861, promoted to engineer in November, 1882, retirement effective June 1, 1936.

Elmer E. Houghton, born June 7, 1863, entered service as passenger brakeman; March 15, 1892, retirement effective June 1, 1936.

Chas. J. Erickson, born June 7, 1863, entered service as fireman March, 1883, promoted to engineer July 3, 1893, retirement effective as of Sept. 1, 1936.

Thanks to the ticket sellers and others who assisted in making a success of the 2nd Annual Ball held by the Mower County Chapter of Credit Unions on Feb. 2nd.

Effective Feb. 1, 1937, F. J. Holmes, Austin, was appointed chief dispatcher at Madison, S. D. Mr. M. P. Ayars, train dispatcher at Aberdeen, S. D., was appointed train master of the 2nd District of the I&SM Division.

Changes at the stations on the I&SM have been many during the past month:

A. M. Ray is relieving agent F. L. Thompson at Decorah. Mr. Walter E. Davis, newly appointed agent-operator on this Division is taking Mr. Ray's place at Pratt station.

E. H. Wood, who has been relieving at Mazeppa for the past few weeks, was transferred to Zumbro Falls, Feb. 15th, to relieve M. H. Smith, who was taken sick the 13th. D. E. Thurston will take Wood's place at Mazeppa.

H. O. Otterness is relieving at LeRoy, Minn., former agent F. N. Meyers having retired on pension.

A. W. Finnegan, H. W. Anderson and F. E. Powell have been relieving at Montgomery. H. W. Anderson, who has been relieving J. T. Moe at Ridgeway, Iowa, will be relieved by F. E. Powell, Feb. 15th.

H. L. Weihl, opr., Northfield, was off Jan. 18th to 21st.

J. M. Moudry, opr., Farmington, relieved Pete Berg at Austin for a few days while Pete sat in as dispatcher. Dispatcher E. W. Rudloff is off for two or three weeks; O. C. Peed is on first trick.

H. E. Wilson is relieving at Grand Meadow, having replaced R. W. Schulze, who went to Ramona, S. D., while J. E. Felker is away.

M. J. Kingsboro, Rose Creek, was off Feb. 8th to 12th—D. E. Thurston relieving.

General Foreman H. J. Keck was off for some time account the flu.

Chief dispr. F. M. Valentine was in Chicago for a couple of days on special work.

#### I. & S. M. (West)

**JERRY TOLLEFSON**, 38, popular railroad employe, died suddenly at his home here in Madison after a short illness. Acute dilation of the heart was given as the reason for his death; the heart attack being complicated by an attack of flu from which he was recovering. His death came as a shock to his many friends in this community. Up until a week ago he had seemed in perfect health. He had worked as warehouse foreman in the Milwaukee station since October, 1919.

Mr. Tollefson was one of the youngest members of the V. F. W., having enlisted in the World War almost immediately after the declaration of war, and served with



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**Because**  
Accidents and illness occur.

**Because**  
**YOUR** turn may be next.

**Because**  
When it comes — **YOUR**  
**PAY STOPS.**

**Because**  
The **CONTINENTAL** will  
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Milwaukee, Wisconsin

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**PROTECTION**  
for CARS and LADING

CARDWELL WESTINGHOUSE  
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*to absorb horizontal shocks*

CARDWELL FRICTION BOLSTER  
SPRINGS  
*to absorb vertical shocks*

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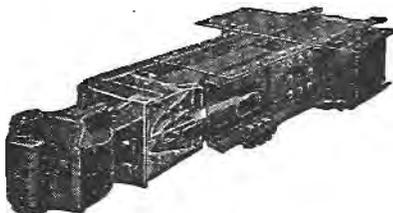
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CHICAGO, ILLINOIS

his contingent overseas for more than a year. He was born in Lake county, January 21st, 1899, and lived in this vicinity his whole life. He was married here to Miss Ida Abraham and two children, Alvin and Edward, were born to this union. He is survived by his wife, two children, his mother and three brothers. The funeral services were held in the Trinity Lutheran church of which he was a lifelong member; burial was made in Graceland cemetery.

The husbands of the women of the Milwaukee Women's Club were their guests at the January social meeting held in the club rooms. J. W. Franklin was the winner of the door prize. A lunch was served by a committee comprised of Mrs. James Cheek, Mrs. Herbert Sheldon and Mrs. J. W. Franklin.

The meeting of the Milwaukee Women's club scheduled for February 9th was omitted because of weather conditions.

### The New Hub of the I. and D.

By Wm. Lagan

SWITCH Foreman Wm. Lynn, who has been enjoying a visit to the west coast, has returned to his home in Sioux City.

Conductor Earl Murphy has been up on the Platte Line on snow plow duty twice this winter. He says it's somebody else's turn next, he hopes.

Section foreman John Bastemeyer of Dell Rapids, S. D., reports a fire at his residence recently. Considerable damage was done to the inside of his home.

Mrs. L. M. Sweeney, wife of Switchman Les Sweeney, attended the women's patriotic conference held in Washington, D. C. January 26th. Mrs. Sweeney was delegate of the Women's Auxiliary of the Veterans of Foreign Wars, of which organization she is the department president for the state of South Dakota.

C. C. Smith has returned to Sioux City after spending about three weeks doing relief work at Mason City.

We regret to report the passing of Mrs. A. B. Main, wife of Engineer Al. Main, who passed away February 9th after a two weeks' illness. Mrs. Main was a charter member of the Milwaukee Women's Club and also a member of the Eastern Star. She was a past president of the Milwaukee Women's Club and had been very active in all the activities of the Club. We wish to extend our sincere sympathy to the members of the Main family in their bereavement.

The carpenters have built a very nice private office in the Sioux Falls freight station for ticket agent L. F. West. We are all looking forward to the formal opening now that it is completely furnished.

By the time this is printed the contest held every winter in the Sioux Falls freight office relative to the merits of fresh air versus lots of heat will be about over with. Mr. Meyers acts as referee and has managed to keep everyone more or less satisfied. However, E. J. Erichson, who acts as chief fireman, says he will be glad when the first of July is here.

G. Y. M. Ed Eckert of Sioux City reports seeing a robin recently in Sioux City at the East yards. It was perched on top of a Central of Georgia box car and Ed said he wasn't sure whether the birdie had come in as a passenger or was waiting for the car to start back home.

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CHICAGO

Dub. Ill., Division—2nd Dist.

E. L. S.

WE extend sincere sympathy to Mrs. Jos. L. Sievers, Preston, Minn., and her family, account the passing of engineer Sievers on Jan. 18th, after a long and painful illness. Mr. Sievers entered service of the company on Sept. 12, 1900, as a fireman, promoted to engineer in 1906. He was in almost continuous service until the serious ailment came upon him the latter part of 1935, at which time he was granted a leave of absence.

We also extend sympathy to Mrs. Wm. Keenan, whose husband, Wm Keenan, engineer, passed away at McGregor hospital at 1:15 a. m. Jan. 27th, after an illness of a few days. Mr. Keenan was 71 years old, and had been an engineer 47 years.

William Stone, Sr., aged 74, passed away at McGregor the latter part of January, and sympathy is extended to his widow, and to his son, Wm Stone, Jr., Marquette. Mr. Stone was likewise employed by the "Milwaukee" for a good many years in various lines of work, until his failing health necessitated his retiring from service.

A farewell party was staged for E. G. Kiesole, at Dubuque, Jan. 23d, at which 30 division officials from Dubuque and Savanna were present. Mr. W. M. Thurber, was toastmaster, and Ed. was presented with a Parker pen and pencil set, key container and bill fold from the various employes, together with very best wishes for success in his new field of endeavor as trainmaster on the Superior Divn.

Rip rapping has been completed in the vicinity of Brownsville and LaCrescent, also near McGregor and Marquette, and the outfit has now moved to Dubuque and are unloading from 53 to 55 cars of rip rap per day in the vicinity of Eagle Point and Edmore. Work expected to be completed in from 30 to 45 days.

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**FOR SALE**—Modern 9 rooms, bath, electricity and running water. Five acre chicken farm, good house, barns and garage. Two miles southwest of Bensenville railroad snop. Excellent schools and churches. Write Antony Smeja, Bensenville, Ill.

**FOR SALE**—Spanish Guitar, 6 string, mahogany finish, of C. F. Martin & Co. manufacture, style 0-17, with C. F. Martin case. Instrument and case like new. Price \$30.00 which entitles purchaser to 20 free lessons at any of the Wurlitzer Co. studios in Chicago. For further information address John Moloney, 1706 Juneway Terrace, Chicago, Ill., or phone Hollycourt 0581.

**WANTED**—Two Indian Head Cents for each year from 1858 to 1873 (both dates inclusive) and 1903 S and 1909 S. Also want half cents, large copper cents, flying eagle cents, and commemorative half dollars. Will pay cash or give stamps or other coins in exchange. In your reply, advise description of coins, dates, condition, and quote prices which must be within reason. Address Louis Gauthier, 3623 N. Marshfield Ave., Chicago, Ill.

**RANCH FOR SALE**: 240 acres—160 acres under irrigation—balance dry land and pasturage. Located in Kittitas County, Washington. Land and location ideal for Dude Ranch. Particulars given

to anyone interested. OTTO J. CHRISTENSEN, 412 N. Jay St., Tacoma, Wash.

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

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

**FOR SALE IN TAMPA, FLORIDA** 5 rooms, bath, gas, electricity. Corner on two streets, almost acre. One block from Bay, beautiful Ballast Point Park and 1,900 foot fishing pier. One-half block from 5 cent street car line. Near Bayshore Blvd., schools and stores. \$1,500 CASH. N. McGrath, 1621 E. 9th St., Des Moines, Iowa.

**FOR SALE**—Modern bungalow, 5 rooms and sleeping porch. H. W. heat. On 73rd Ave., Elmwood Park, Ill. Owner, River Grove 2285-M. Bargain.

**FOR SALE CHEAP**—160 acre farm near Thorp, Wash., in the Kittitas Valley, about 50 acres under irrigation. The ranch is under cultivation and produces all kinds of small grain and hay. House on property but needs repairs. Fences in fair condition. Excellent climate. Good schools, etc. Hunting and fishing. Write Box A, care of Milwaukee Magazine, 252 Union Station Bldg., Chicago, Ill.

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CHICAGO

## CONTENTS

	Page
Central Hall, Field Museum, Chicago.....	Front Cover
Field Museum of Natural History.....	3
Comments on Service Rendered.....	4
102 Miles an Hour Aboard the Hiawatha.....	6
Glamour Gone?.....	Lon Cook 7
Milwaukee Road Booster Club Awards.....	7
Just Keep A-Pluggin'.....	7
Appointments.....	7
Enactment of Pettingill Bill Urged.....	8
Frank A. Valentine—Obituary.....	8
Fleming Bates—Obituary.....	8
E. O. Reeder—Obituary.....	8
Railroads—Theirs and Ours.....	C. L. Slater 10
The Agricultural and Colonization Department.....	11
The Milwaukee Railroad Women's Club.....	12
On the Steel Trail.....	16

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But now to protect you every new Goodrich Safety Silvertown is built with the Life-Saver Golden Ply, a layer of special rubber and full-floating cords, scientifically treated to resist the terrific *blowout-causing* heat generated *inside* all tires by today's high speeds.

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Silvertowns also safeguard you against dangerous tail-spin skids with a specially designed "road-

drying" tread that acts like the windshield wiper on your car. At the first sign of a skid the big center ribs sweep away water, giving the double outer row of husky Silvertown cleats a *drier* surface to grip.

If you need tires now—if you are going to need them in the next few months—*don't take chances*. Equip your car with a set of these long-wearing Silvertowns. And don't forget, Silvertowns actually cost less than other super-quality tires, so you pay nothing extra for these life-saving features—they're *FREE!*



HEAT CAUSES BLOW-OUTS. PREVENT THOSE BLOW-OUTS WITH THIS HEAT-RESISTING GOLDEN PLY

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Typical examples of this standardization are these:

In the old days, there were 56 sizes and kinds of axles for freight cars—now, all freight cars are equipped with axles of one standard design in five sizes for cars of varying capacities.

Then, there were 58 different kinds of journal boxes—now, all cars have one standard design in five sizes for the different size cars.

Then, there were 26 kinds of car couplers—now, there is one standard coupler, which will couple with and interchange with all previous designs which may still be in use.

Then, there were 20 different kinds of brake shoes—now, only one standard design is universally used.

Then, there were 27 different designs of brake beads—now, there is one standard design.

Then, there were numerous designs and kinds of brake beams, and many kinds and sizes of wheels—now, there is one standard wheel, and one standard brake beam design of three sizes for different weights of cars.

True, this is progress of a kind inconspicuous to the average eye, but it helps explain why the American Railroads are internationally recognized as the most reliable and progressive transportation system in the world!

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