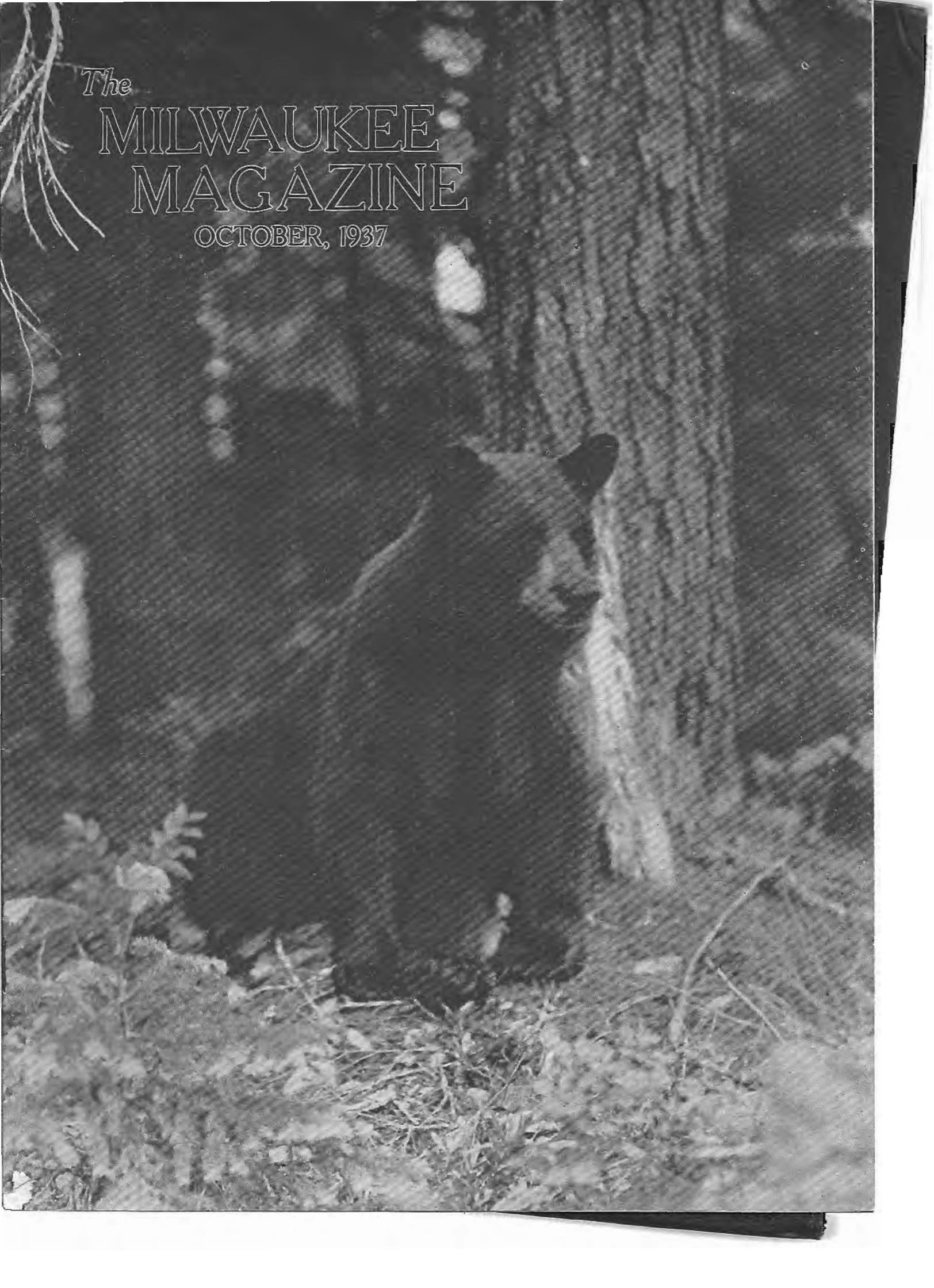


The

MILWAUKEE MAGAZINE

OCTOBER, 1937



LICK OLD MAN WINTER

Here's How to Get Extra Safety—Extra Comfort This Winter!

NEW BATTERY GUARANTEED AS LONG AS YOU OWN YOUR CAR!

• Only with a battery so revolutionary in construction could such a sweeping guarantee be made. Avoid winter driving trouble. Install a super power Goodrich Kathanode Electro-Pak with exclusive Power-Saving Top Cover in your car now.

THE NEW Goodrich KATHANODE Electro-Pak



DON'T LET COLD WEATHER CATCH YOU NAPPING! HAVE YOUR CAR "Winter-Checked" NOW

FREE

"WINTER CHECK"

• Don't let winter get you or your car "dowd." Drive in at any of the Goodrich Stores listed below. They will gladly give you a FREE inspection of your tires, battery, heater and all water connections, to save you money, time and trouble. *There's no obligation to buy when you "Winter-Check" with Goodrich.*

I'M SICK AND TIRED OF STALLING, SKIDDING AND SHIVERING.... WHY DIDN'T WE GET OUR CAR READY FOR WINTER?



REAL SKID PROTECTION

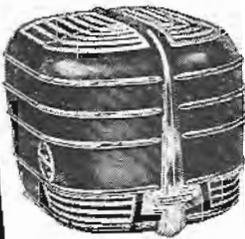
• Smooth tires may mean a car-spinning skid on wet, slippery roads. Play safe. Ride on Goodrich Silvertowns. Then you'll have the protection of a scientifically designed "road-drying" tread. And remember, Silvertowns are the *only* tires that give you Golden Ply blow-out protection.



Goodrich SAFETY Silvertown WITH GOLDEN PLY BLOW-OUT PROTECTION

HERE'S A NEW WAY TO HEAT YOUR CAR!

With the new Goodrich Super De Luxe heater you get a four-way stream of glorious hot air to every nook and corner of your car. Down to the passengers' feet it goes—across to the driver's feet it travels—out through the entire car it circulates. Out to the defroster it shoots to clear the windshield of ice and snow.



Goodrich Super De Luxe HEATER

SPECIAL CREDIT CARD for All Chicago, Milwaukee, St. Paul & Pacific R. R. Employees

• As an employe of this company your credit is established with the Goodrich Stores listed below. Just select the Goodrich Tires—Tubes—Batteries—Accessories you need and make your own long, easy terms. No delays. No red tape. Your purchase will be installed *at once*.

GO TO THESE GOODRICH STORES FOR TROUBLE-SAVING PRODUCTS AND SERVICE!

Aberdeen, S. Dak.
524 S. Main St.
Austin, Minn.
128 W. Mill St.
Chicago, Ill.
Call Wabash 6400 for nearest store
Council Bluffs, Iowa
301 W. Broadway
Davenport, Iowa
4th St. & Pershing Ave.
Des Moines, Iowa
8th & Grand Ave.
Dubuque, Iowa
7th and Iowa Sts.

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

Omaha, Nebr.
2406 L. St.
20th & Douglas Sts.
Ottumwa, Iowa
Cor. Main & Washington Sts.
Rockford, Ill.
227-229 S. Church St.
St. Paul, Minn.
942 Payne Ave.
1636 University Ave.
6th & Exchange Sts.

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

The State, Game and Fur Farm at Poynette

Part of Wisconsin's Conservation Program

ON the outskirts of the little town of Poynette, in Columbia County, on the Madison & Portage Line, Wisconsin's Conservation Commission is carrying on a project of quite major importance to hunters, trappers, commercial fur farmers and game breeders.

The big farm attracts many visitors throughout the season and after you have been "personally conducted" by guides trained in the business of propa-

Caracul sheep are being experimented, and the representative of that family, shown here, displays a coat which has passed the stages of fur value commercially, and she is now looked to as the future mother of prized peltries. Your guide explains the various stages of the so-called Caracul "C" furs, Karakul "K," Persian lamb, broadtail, and then the ultimate stage when the "wool" passes into different manufactured fabrics. In their native land, much of the Karakul sheep's wool is used in the manufacture of Oriental rugs. There is, it will be discovered, a subtle distinction between caracul, with two c's, and karakul, spelled with two k's; the former being rather the more choice. One learns, also with relief, that the use of unborn lamb peltry is forbidden by law, and the only "broadtail" on the market is from "stillborns." You will observe the broad, flat caudal appendage on the caracul sheep now maintained at the farm, and will be told

imals have pools of water for their enjoyment and well-being.

Mink in several varieties are propagated and distributed. This animal is native to Wisconsin, and is successfully trapped in many parts of the state. The fur of the Wisconsin mink is regarded as very choice—hence the care and attention given to increasing the supply of this fur bearing animal.

Otter, several varieties of the marten, skunk (deodorized, let it be known), the Hudson Bay musquash, fitch, nutria and other fur-bearing animals of value, are being reared experimentally at the farm.

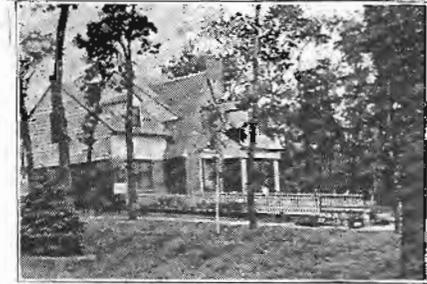
The farm maintains a so-called "clearing house" for all confiscated live animals and birds, and these, together with some exotic forms of wild life, form the nucleus of a projected zoo to be maintained in connection with the breeding and rearing activities in this section. There is an albino skunk whose pink eyes look out at you rather sourly, and he doesn't really seem to greatly enjoy being exhibited. He "rests" principally within his own particular hideout and has to be urged rather forcibly to come out and receive his visitors. Other and the more regular varieties of this animal are not so shy, and allow their keepers to take them up in their arms and show them off.

There is an old gray wolf, and a timber wolf in the zoo, as well as some black bear, some white rabbits that are destined for the research table; some porcupine, whose quills, you are told, form good eating for other animals of the collection; opossum hiding out as is their custom, wild cats, etc.

An interesting deer park occupies the sunny hillside above the animal enclosures. Here a number of white tail deer are kept—one especially interesting albino. Pure white, pink eyes, and a pair of branching antlers, that at this season of the year have just discarded their "velvet."

The Wild Bird Life.

Over on the opposite corner of the Poynette farm is the preserve devoted to propagation of wild bird life, chief among



Manager's Home.

gation and care of wild life you come away with some very definite ideas; for instance, in regard to where the fur in madam's new fur coat, on mister's overcoat collars, etc., comes from—the kind of animal that produces that big raccoon campus coat; the little beasts which supply the fur of our "Hudson seal" wraps, our Persian lamb, our martens, and of course all those intriguing fox neckpieces that most women would be willing to sell some of their eye teeth to possess.

In long rows, under the shade of a sheltering grove, are the animal pens, each one consisting of a low hut and a fenced in "yard" all nicely carpeted with clean sand.

Your tour begins with a visit to the young raccoons—hundreds of them, all penned in, but yet very cordial in their welcome to the strangers. Coons are friendly little animals and offer you their snouts to stroke through the wires, as you pass by. They climb up on the fencing and scramble around like jolly little pups, which they are.

Coons are being reared by the wholesale at the farm, or the "Fur Ranch," which seems to be the preferred title for this section of the farm; and they are to be distributed generously "in the natural coon country" of the state, where hunters and trappers will be the gainers by means of the general "restocking" of the natural game haunts of the state.

Most of the raccoons seen this season at the Poynette ranch and now being released are the black variety. These have been crossed with the native gray, producing a superior grade of pelt. One may look for some very swanky coon coats at future football games, for these black raccoons have very handsome overcoats.

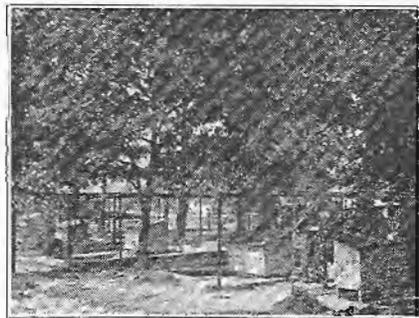


Assistant Manager's Home.

that the "tail" is a reserve of fat and fuel energy made use of in dry seasons, just as a camel's hump is the storage plant of energy fuel for the "ships of the desert" when water and food are unobtainable. The caracul is a native of desert lands also.

At the fox pens, you are introduced to some very elegant looking Alaskan blue foxes. Some of these are youngsters ready for liberation—while others are the parent stock. Blue foxes are hard to raise in captivity, and the success so far at Poynette farm is quite encouraging, for during the "stork season" of this year, there were some litters of sixteen, ten and nine each. Breeding and rearing of the fox, however, is not confined to the blue variety, for the much esteemed silver fox, and the more common red fox are successfully reared, and distribution has been accomplished.

Beaver also belong to Wisconsin waters, and are being propagated for distribution. The pens for these ani-



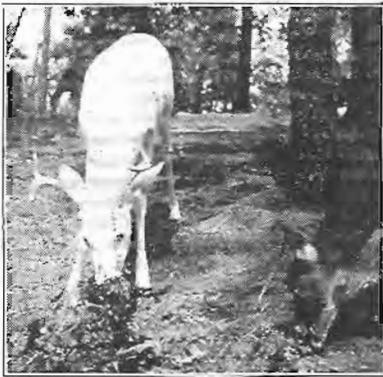
Fur Bearing Animal Pens



A Kurakul Sheep.



In the Deer Park.



An Albino Deer.

which are the pheasants. Stocking of Mongolian pheasants is at present a prime purpose of the game farm. The Mongolian is the largest of the ring-neck family and is greatly prized by hunters, and by breeders on the commercial game farms throughout the state, which receive product from the State Farm. Other species of pheasants that are being stocked experimentally, or in quantity, include the English black-neck, English ring-neck, Chinese ring-neck, Melanistic Mutant, Formosan, Reeves and Silver. All but the last two of these types, it is said, will cross quite readily and the hybrid compares very favorably with the pure-breds.

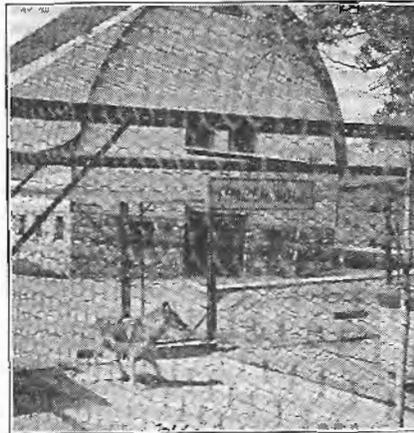
Seventy pair of hand-reared Hungarian partridge breeders were the nucleus of a partridge distribution program. The eggs are hatched in electric incubators and rearing is by the electric brooder.

Many hundreds of wild turkey eggs have been hatched and shipped this season.

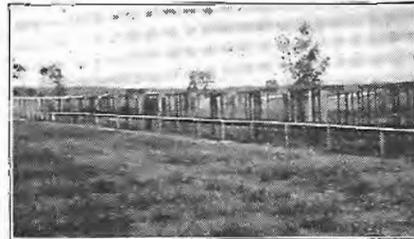
In the display pens which occupy an immense field, are some rare varieties of pea-fowl, ducks, geese, and other game birds. The pens are large, open to the air and sky, and are easily inspected by visitors.

In another field is the huge brooder set up from which during the past season thousands of day-old chicks were sent out to sportsmen's clubs, 4-H clubs, and "cooperators" among the farmers who permit hunting on their premises during the season and who provide food

and shelter for the young birds. Rearing of quail, grouse and prairie chicken are a part of the farm's game bird program and it should not be very long before the gentle call of the Bob White and the whirr of grouse wings over the fields of Wisconsin become familiar sounds to the hunters' ears.



Timber Wolf Pen. Barn in Rear.



The Brooder Set-ups.

Establishment of the Experimental Farm

Wisconsin's game farm activities were begun in 1928 on a farm in Peninsula State Park, Door County. Inaccessibility, climatic conditions, costs, etc., impelled the Conservation Commission to seek a more favorable locality, which was found at Poynette. Here the soil as well as the climate was considered more congenial to the particular types of wild life that the Commission was anxious to develop. The present farm consists of 150 acres, part of which is devoted to rearing of game birds and a part to the "fur ranch" and its activities. A small portion is a nursery for food trees and plants.

The buildings already erected and in use on the farm include beside the homes of the manager and assistant manager, and garages, a large laboratory building where experiments and other work of the department pathologists are carried on. The laboratory is equipped with an autoclave and electric oven for sterilizing purposes, a distiller, an incubator for bacteria, an operating table and a medicine cabinet. Microscopes and other instruments are provided for the use of the pathologists, and there is an ice box and a cage in which sick animals are confined while under close observation. The general farm office and reception room is also in this building.

Above, on the hill, is an assembly and dining hall for the use of various conservation organizations, in order that they may have a common meeting place. Sportsmen's clubs, commercial

(Continued on page 9)

Celebrated 300th Anniversary of Pere Marquette Prairie du Chien Observed the Tercentenary of the Great Missionary

Historic old Prairie du Chien paid tribute to the memory of Father Marquette, the pioneer Jesuit Missionary on June 1st by observance of the three hundredth anniversary of his birth.

Pere Marquette in company with Louis Joliet, first looked upon the Mississippi River from the hills above Prairie du Chien, where the view looks down upon the vast delta where the Wisconsin River joins the Mississippi; and from this Lookout Point, the two white men, the first to gaze upon the upper reaches of the Mississippi, took possession of an unknown land, Joliet in the name of his king, Louis XIV of France and the priest in the name of God.

Father Marquette was born at Laon France, and this year, the city of his

birthplace also did him honor. A cask of water taken from the mouth of the Wisconsin River was sent to Laon for use in the ceremonies held there; while a chest of earth from his native soil came from France to be placed at the foot of the Marquette statue which stands atop a lofty fluted column overlooking the rivers.

Marquette was 36 years old when he accompanied Louis Joliet, commissioned by Count Frontenac, governor of New France, on a journey to the legendary "great river of the west" that for many years had intrigued the minds of the French explorers who from time to time foregathered in the French Canadian colonies.

Leaving Montreal in the autumn of 1672, Joliet carried orders from the

Jesuit Superior to Father Marquette to join the expedition. Joliet found the priest at St. Ignace, and the two spent the following winter there planning their hazardous expedition. Hazardous not only because the route lay over rough and largely unexplored country, but hostile Indians inhabited all the land to westward.

Leaving St. Ignace on May 17th, with two birch bark canoes and a not over supply of food, they skirted the northern shores of Lake Michigan before entering Green Bay. At Portage, they crossed from the Fox River to the Wisconsin, and one month later, on June 17th, they sighted the Mississippi.

Marquette's account of the journey was published six years after his death, while the report of Joliet, prepared for Count Frontenac was lost in a shipwreck of his little boat near Montreal, on the return journey.

PRAIRIE DU CHIEN and its surrounding *locale* is a mine of historic lore, and its connection with the early history and progress of The Milwaukee Road is especially interesting. In the following, a chronicler of local renown, Mr. W. E. Martner of Prairie du

Chien puts together some data which had been given him by some of the early pioneers of Crawford County, who were in a greater or less degree concerned with the construction of the railroad into "the Prairie." He says: "I put together this story from notes given me by James Ackerly and B. F. Fay. Ackerly's father, (John) helped build all the bridges between Whitewater (?) and Prairie du Chien, and James was the first call boy who would, in connection with his other duties, stand on the river bank and announce to the passengers getting off the steamer,—'get your tickets at the toll house yonder, for Milwaukee and Chicago.' John and James Ackerly lived in Milwaukee, but were on the first train to reach Prairie du Chien on the old Milwaukee & Mississippi R. R. James was 14 years old then, and four years later, he was an engineer, handling the throttle for sixty years with not a single accident,—most of that time having charge of "No. 49" a 16 x 24 cylinder, which in the sixties, was the acme of locomotive power on western railroads.

The material in the story was taken mostly from memory and both of these men have long since been dead.

ander Mitchell, the Milwaukee banker. The self-appointed reception committee included most of the officials and business men of "the Prairie" and the surrounding territory.

It was a joyous occasion, and after the hand-shaking, the delegation went to the Granite House where a banquet awaited them; and feasting and imbibing to the success of the new enterprise took place, and to "the 'Iron horse' which could drink from the waters of Lake Michigan and the Mississippi on the same day." Great satisfaction was expressed by the local citizenry present that it would no longer be necessary to purchase goods and supplies for one year, all at one time, with a Milwaukee market so accessible and within reach in so short a time.

The accomplishment of a rail line across Wisconsin eighty years ago was a herculean task, the 325 miles of main line, plus 28 miles of side track had cost what at that time, was "a mint of money," being more than eight millions of dollars. Right of way, fencing, depot grounds and buildings, water stations and machine shops had cost over six millions of dollars. The rolling stock consisted of 44 locomotives, 33 passenger cars, 13 baggage and post-office cars; 411 "house cars," (now termed freight cars); 107 flat cars, 40 gravel cars, 39 hand cars and 22 iron cars,—valued to above eight hundred thousand dollars. The smallest item was the telegraph line between Milwaukee and Prairie du Chien, which was listed at \$7,600.00.

The railroad officials took much satisfaction in the achievement, though it had taken seven years to complete the job. The road was built in sections, and as each link was completed it was put into immediate service and the stage coach route correspondingly diminished. The speed of the passenger trains was about thirty miles an hour, while the old stage coach had been about thirty miles a day,—and long days at that, with only "trails" to follow.

Edward Barber, who came to this country from England, with his two brothers and had bought a large tract of land near Madison for colonization, became interested in the M. & M. Railroad project because "it was knocking at the door of opportunity in a sparsely settled country" was the first agent of the railroad at Prairie du Chien. Barber had been there but nine weeks, when he was confronted with serious disaster in the form of a flood that swept down the Wisconsin River valley, taking with it twenty miles of the new railroad. And on the day the railroad was swept away. Barber had about 225 passengers on his hands desiring to move to points east. Most of them had been in Iowa and Minnesota scouting around for desirable claims and were on their way back to prepare to move. He had no way of communicating with chief Engineer Brodhead, or President Catlin, so he called upon the captain of the river packet to run his boat up to the bridge at Woodman where he hoped to

When The Milwaukee Came to Town

By W. E. MARTNER

IT WAS exactly eighty years to the minute, at 5:02 P. M., April 15th, 1937 that the first train on The Milwaukee Road reached the Mississippi River, and the shrill whistle of old No. 1 was greeted by the deep, hollow welcome of the steamer "Tishimingo" at the wharf in "Pig's Eye" at Prairie du Chien.

More than 400 people, their glee pitched to high enthusiasm, were waiting to welcome "the iron horse" with its load of railroad officials and prominent citizens of Milwaukee, Waukesha and Madison.

The Milwaukee & Mississippi had successfully pushed across the state and the neigh of the iron steed resounded to the glory of a new era in transportation, which had hitherto been confined to overland stage and river routes.

The throng went wild with joy when a delegation of officials of the new road—all wearing grey silk "toppers" whose crowns were wider than the upturned rims—alighted from the train. The flags and banners which had been held taut in the breeze, and a bit soiled by the smoke from the wood burner, had barely dropped into their folds when Mr. John Catlin, president, jumped off the high step of the first coach to extend the glad hand to Nelson Dewey, H. L. Dousman and J. B. Fay. All three of these men were directors of the new transportation line,—the first named being Wisconsin's first governor, and the other two prominent residents of Prairie du Chien.

While the whistles of both locomotive and steamboat kept up a continuous din, the chorus was augmented by the cheering crowds, as the rest of the trainload

of notables alighted. Among them were vice-president, Hans Crocker; secretary, William Taintor; auditor, A. Y. Miller; superintendent, William Jarvis; master mechanic, Cephas Manning; all of Milwaukee, together with chief engineer, E. H. Brodhead and transportation agent, John J. Hill of New York. Some of the sixteen directors were also among those present, including Alex-



"46 Years of Service with the Store Dept."

JOHN J. CZEK started work for the Milwaukee Road in the Store Dept. in 1891. Employed in various capacities—handling mail and other duties entrusted to him.

He has had no accidents during all these years. Has been kindly and tolerant to all which has been reflected in his good health and genial spirit.

A testimonial dinner and party was given in his honor on Aug. 31, 1937, at the Eagles Club, Milwaukee.

meet a train and "get my passengers off my hands," as he expressed it. Captain P. E. Robinson, who owned the "Tishimingo," which plied between Dubuque and St. Paul informed him we would have to hire a Wisconsin River pilot to take the steamer up that river. Barber learned that such a pilot was then running a gambling house near the levee and he went to see the old rough and ready, who was at the time presiding over a large sized game. Hesitatingly he asked if the old man would take a steamer up the Wisconsin twenty miles, and the answer came: "I'll take her to hell for you for money." Barber replied that if there were any particular place that he did wish to avoid taking his passengers, it was to the place just mentioned, but if they could be landed at Woodman, he would be satisfied. The bargain was struck for fifty dollars to the pilot and \$300 for the use of the boat.

The water was so high it was difficult finding the channel where the Wisconsin flows into the Mississippi, and as the "Tishimingo" slowly made its way with its cargo of passengers evidences of the "worst flood since Noah's little affair" were apparent. Water covered the tops of tall trees in the lowlands and the high ground was visible only here and there. Two men were rescued from the top of a tree, and found to be employes of the railroad. Then they were signalled from shore and on putting in, found Chief Engineer Brodhead. Barber expected to be reprimanded for his action but Brodhead who had come from Milwaukee with a work train, had taken several men and scouted ahead of the crew, and the rising waters had cut them off, was glad to see Barber's steamer. After reaching Woodman repeated attempts were made to land the passengers, but Brodhead finally ordered the dangerous proceedings stopped and sent the steamer back to Prairie du Chien, where all the hotels were kept busy for nearly two weeks till the line could be reopened.

Such was the story of the great flood on the Wisconsin River and the attempt to transfer passengers by boat to Woodman. The story has gone down through history with much embellishment and dramatization, and the foregoing are only the bare facts.

The Milwaukee & Mississippi Railroad was a true trail blazer and opened the way across the Wisconsin and eventually into the "Golden Northwest."

Milwaukee Road Booster Club Educational Tour

MORE than 300 Chicago employes of the Milwaukee Road made an educational and inspection tour on Sunday, September 19th, of the road's huge car and locomotive shops in Milwaukee, traveling there in special coaches attached to regular trains.

Many making the trip were junior employes, new in rail service and who had not previously traveled on their railroad.

Milwaukee Road Employes Certified for Annuities Under the 1935 Railroad Retirement Act Reported to September 1st

Name	Occupation	Location
Brough, James Henry	Engineer	Terre Haute, Indiana
Mallwitz, August Frederick Wilhelm	Section Laborer	Milton Jct., Wis.
Baysore, William James	Conductor	Sioux Falls, S. Dak.
Manning, Dennis James	Conductor	Milwaukee, Wis.
Pike, Ernest Luke	Brakeman	Sioux City, Iowa
Flynn, David M.	Switchman	Perry, Iowa
Davis, Willard	Machinist	Milwaukee, Wis.
Burton, John Russell	Engineer	Elgin, Illinois
Carley, William Henry	Clerk	Chicago, Illinois
Dallmann, Bernhard Wilhelm	Laborer	Milwaukee, Wis.
Novello, Nunzio	Track Laborer	Mannheim, Illinois
Brice, Henry Alfred	Engineer	Chicago, Illinois
McCarthy, Patrick John	Blacksmith	Milwaukee, Wis.
Anderson, Fred	Switchman	Chicago, Illinois
Norton, Thomas Eugene	Switchman	Chicago, Illinois
Doran, George McLean	Sleeping Car Conductor	Chicago, Illinois
Carpenter, William Ellsworth	Machinist	Chicago, Illinois
Willette, Walter	Trackman	Sabula, Iowa
Stark, Elton Saeger	Agent	Witbeck, Mich.
Rohrer, John Elliott	Janitor	Marion, Iowa
Weed, Henry Lewis	Carman	Green Bay, Wis.
Synek, Joseph Frank	Cabinetmaker	Milwaukee, Wis.
Skulte, Louis Ole	Mach. Opr.	Minneapolis, Minn.
Reichow, Ferdinand Albert Carl	Lacquerer	Milwaukee, Wis.
Branan, Jacob	Laborer—Car Dept.	Chicago, Illinois
Rhodes, William Elmer	Engine Hostler	Rockford, Illinois
Schroeder, William Christ	Electrician	Milwaukee, Wis.
Chapel, Edgar Lazelle	Machinist	Minneapolis, Minn.
Vosgerau, Theodor Henry	Mach. Helper	Chicago, Illinois
Safranek, James	Handyman	Chicago, Illinois
Binder, Charles Arthur	Switchman	Chicago, Illinois
Galey, Thomas William	Machinist	Chicago, Illinois
Ward, James	R. H. Laborer	Chicago, Illinois
Anderson, Christ	Mach. Helper	Chicago, Illinois
Selix, James Willas	Sect. Laborer	Blakesburg, Iowa
O'Connor, Charles A.	Welder	Dubuque, Iowa
Beardsley, Frank Hazen	Sect. Laborer	Tomah, Wis.
Jacobsen, Hans Jacob	Store Helper	Ryegate, Mont.
McGraw, Jeremiah	Engineer	Wabasha, Minn.
Coyle, James John	Sect. Foreman	Rathdrum, Idaho
Clarey, Thomas William	Engineer	Portage, Wis.
Mayer, Henry Charles	Foreman Loc. Dept.	Minneapolis, Minn.
Delehanty, James Edward	Boilermaker	Milwaukee, Wis.
Pond, Frank David	Engineer	Wausau, Wis.
Sholes, Charles John	Engineer	Milwaukee, Wis.
Townsend, William John	Hostler	Portage, Wis.
Rainville, Eusebe Napoleon	Loc. Carpenter	Deer Lodge, Mont.
Williams, Thomas John	Car Foreman	Chicago, Illinois
Dustin, Albert Morland	Boilermaker	Minneapolis, Minn.
Borgeson, Ben	Carman	Minneapolis, Minn.
Ostrom, Nels Nelson	Boilermaker	Minneapolis, Minn.
Schroyer, John Allen	Sect. Laborer	West Union, Iowa
Tobin, James Patrick	Bill Clerk	Columbus, Wis.
Apple, Fred Henry	Conductor	Perry, Iowa
Klotthor, Sr., John Mike	Crane Opr.	Milwaukee, Wis.
Heiden, Fred	Carpenter	Milwaukee, Wis.
DuSang, Marshall Elmer	Operator	Chicago, Illinois
Maske, Samuel Fred	Carpenter	Milwaukee, Wis.
Shaben, Joseph Peter	Agent	Hobarton, Iowa
McConnell, John Ira	Car Foreman	Chicago, Illinois
Callahan, John Collins	Switchman	Chicago, Illinois
Graven, John Nicholas	Carman	Minneapolis, Minn.
Sullivan, William John	Engineer	Wisconsin Rapids, Wis.
Nicholson, Joseph Todd	Gang Foreman	Minneapolis, Minn.
Ruckrich, Philip Jacob	Mach. Helper	Chicago, Illinois

Camera fans in the group took many pictures to enter in an amateur photo contest sponsored by the road's employe Booster Club.

The Locomotive Dept. and the Car Dept. provided about forty-five guides to escort small groups through the shops. The Locomotive Dept. men under the guidance of Jim McCormick, wore white arm bands with "The Milwaukee Road" upon them and Mr.

Poenisch's Car Department men wore orange arm bands.

More than 25 per cent of the bonds representing the funded debt of the railroads are owned by insurance companies, according to a recent statement made by Charles B. Henderson, a director of the Reconstruction Finance Corporation.

The Agricultural and Colonization Department

Irrigation Stabilizes Farming— Dakotas Study Water Resources

PRODUCERS of farm crops throughout the whole western portion of the country are more and more convinced that water during the growing season measures the success of the annual harvest. Each inch of rainfall at the proper time puts extra dollars in circulation.

Farmers who depend entirely on natural rainfall in much of the prairie areas conduct their business on a hazardous basis. Some cannot avoid doing so, others can eliminate a great part of the climatic uncertainties by the use of irrigation. Many have done so. Each year there is a growing understanding of the importance of supplying irrigation waters to suitable soils and crops. Experiences of many of the farmers located on the older irrigated districts demonstrate how well irrigation insures annual production. Also how irrigating sizeable tracts of economically irrigable lands helps to bring about proper and dependable usage of the adjoining non-irrigated lands, thereby stabilizing the agricultural incomes of large farming districts.

The public demand for irrigation developed first in the more westerly states. That demand is now moving eastward. The easterly prairie states have become "water minded" and want development of irrigation districts as rapidly as investigations and surveys show them to be feasible.

Like all other things, irrigation has gone through the trial and error period and has gradually been improved upon. No one system of using available irrigation waters is now thought to be best. Experience has adequately proven that the "best" method of irrigating a given area depends upon many factors.

Over the country there are several systems used to irrigate land and growing crops. In the beginning all irrigating was done by what is known as the gravity system, briefly, that of diverting water from streams by canals to lands below the canal intake, then flooding the irrigable lands as often as needed, or water was available. While this system was a decided improvement over no irrigation, it, too, had its hazards. There was no assurance that there would be stream flow when the crops needed water most. So dams were the next step. By damming the streams, thereby creating reservoirs, surplus stream flow could be held back and released in time of need.

But not all lands suited to irrigation are so located that they can be irrigated by a gravity system. Often one heard, "If we could only irrigate." That

statement, repeated enough, brought attention from engineers, geologists, agricultural experts, soil technicians and many other individuals and groups. The result is irrigation by pumping from rivers, lakes, reservoirs and underground supplies. Travel where you will in the "wide open spaces," and you will often hear the regular chug, chug of a laboring engine or the whir of an electric motor hitched to a pump lifting water to thirsty land.

Irrigation by pumping greatly enlarged the number of acres that could be brought under water. Yet the best authorities on the subject state that very much less than five per cent of all the farm lands in the western states can be irrigated. These same authorities further state that even though the percentage is small it is sufficient to stabilize farming in a great and growing part of the country.

It reminds us of a very successful business man who gave some free advice when we finished school. He said, "Always remember that the difference between success and failure or profit and loss is often less than two per cent. If you continue to lose as little as one per cent you will eventually go broke. If you continue to make as little as one per cent you will never go broke. The difference is two per cent or less." By this reasoning, possibly irrigating two per cent of the lands in states having

light annual rainfall would change whole areas from losses to profits.

The citizens of the Dakotas have become irrigation conscious. All kinds of surveys and investigations are being made. Water use is the talk of many communities and a leading subject of discussion at most meetings, and well it may be. The reports of findings are weekly coming from reliable sources supported by practical experience, even though the experiences may have been on a small scale, indicating the progress that is being made. Groups of farmers and land owners are organizing to pool their rights in known supplies of water. Organizations of water users are being made to adjust differences of opinion and past provisions of law and to distribute benefits from proposed irrigation districts equitably between all affected parties.

This interest in the possibilities of irrigation is state wide. It is even reaching out into sources of government and centers of business. Many are offering helpful suggestions. And out of it all there will surely come greater stabilization to the agriculture of these states, a broader understanding of the problems to be confronted and a better unity of purpose.

To the distant observer there are plans being evolved that may become fundamental in the future development of irrigation areas not unlike those in the Dakotas.

BARLEY GRADING SCHOOLS

To Be Held in Several States

TO GET the premiums offered by the trade is one of the major problems of handlers and producers of special crops. Each year something happens to the crop as a whole or to the crop produced in given areas, so that its quality does not merit full premium value.

This is a year when growers and handlers of malting barley are having

Continued on Page 11



This garden was irrigated from the reservoir pictured below. String beans for canning are being picked.

The pictures on this page illustrate how the U. S. Indian Service is using irrigation to aid the Indians in providing for themselves. In this instance Indians are demonstrating what can be done when lands in the Western Dakotas are irrigated.



Rock masonry dam across stream near Waukpaia, S. D. The reservoir created impounds sufficient water to furnish irrigation supply for gardens during summer months.

THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

Vol. XXV

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No. 7

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

CARPENTER KENDALL, *Editor*

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

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The Retirement List

FOR the information of all friends of and of veteran employes themselves now on retirement, The Magazine wishes to explain its position in regard to the many notices and lists of those from the various divisions who have taken the Railroad Retirement Pension. The list is so large and constantly growing, and space in the Magazine so very limited, that after consultation with our executives, it was decided that in justice to all the loyal, faithful veterans now leaving active service, only the general list could be published, because, obviously, if division lists and individual notices were accepted, there would be little space left in each issue for any other news or reading matter. Therefore, the lists as they come from the Retirement Board will appear each month and Mr. Gillick's tribute in the August Magazine should be accepted as applying to each and everyone, who should realize that his good wishes belong to every member on the Retirement list.

James H. Currie

THE many friends of James H. Currie of Seattle were inexpressibly grieved to learn of his death resulting from an automobile accident on August 21st, near Renton.

Mr. Currie, a native of Scotland, was a veteran of 40 years in Milwaukee Road service, and for the past 30 years had been employed in the office of the assistant treasurer in Seattle. He was 71 years old, and was about to apply for the retirement pension.

Mr. Currie's kindly, genial nature made friends for him everywhere and the accompanying tribute to him from one of his Seattle General Office associates will touch a responsive chord in the hearts of all who knew and loved "Jim Currie."

Funeral was under Masonic auspices and took place August 25th. Surviving are his widow, one daughter residing in Seattle and one son living in Louisiana.

A Tribute to Jim Currie

by his friend
Lon Cook

They say that some people are afraid to die because they haven't done anything that will live after they have gone. This may be true in some instances, but I am sure that our beloved friend Jim Currie has done enough on this earth for thousands of friends that will live for many generations.

They just needed a good auditor up there, Jim, and you simply had to change range. You will find lots of your old friends up there who will be awfully glad to see you. You know the great trouble is, Jim, a fellow has to move around occasionally to find out how many friends he has.

The first time I had any advice of your changing pastures was when I came down Sunday to get out that dog story that you and I were laughing about a few days ago. Someone in the telegraph office sprung the news and of course you know my health of late and what little bit of heart I had left, Jim—it "darned" near took it all.

This paper seems a little damp and it's hard to write on.

Well, Jim, you may not believe it, but you are going to make it easier for lots of us to do something that will live after us.

Henry Charles Opie

HENRY CHARLES OPIE died Aug. 26, 1937, following a long period of failing health. He was born in Perranwell, England, May 25, 1855. He came to America as a young man and obtained employment with the Milwaukee Railroad as a blacksmith, being stationed at Dubuque and Sioux City in Iowa, and Glendive, Montana, before being transferred to Austin, where the family have since resided.

Mr. Opie was employed with the Milwaukee R. R. for 57 years. He and two brothers, Joe and Joel, together have rendered 162 years of service with the Company. At present two sons and a

grandson are employed with the C., M., St. P. & P. R. R.

In all Mr. Opie's 57 years of service, he was never compelled to lay off on account of an injury, which is a Safety First record to be proud of.

George E. Stolp

AT Tomahawk, Wisconsin, on September 22nd, occurred the death of George E. Stolp, Oriental Freight Agent for this company.

Mr. Stolp was a veteran in Milwaukee Road service, having entered the employ of the railroad in 1891, in the general offices in Chicago. He was for many years chief clerk in the office of the late vice-president, J. H. Hiland, handling oriental traffic matters. In 1918 he was placed in charge of the Oriental Freight Department, which position he occupied until his death.

Funeral services were held and burial took place in Chicago, September 25th.

Mr. Stolp is survived by one son to whom the many friends of the Milwaukee Road extend their sympathy.

Retired

GENERAL office employes in the Union Station, and especially her co-workers in the traffic department, will miss the pleasant smile and cheerful greeting of Miss Jennie E. Pierpont, who retired from active service on Sept. 1.

Miss Pierpont's entire service with our company has been in the traffic department in various capacities, the last of which was as secretary to our chief traffic officer, H. E. Pierpont, and we are sure we express the wish of all when we say it is our hope that she may have many years in which to fully enjoy the period of leisure which she has so thoroughly earned.



Pictured is the hustling aggregation of softball players that creditably represented the Milwaukee Road in Chicago the past summer. The team played in the Y. M. C. A. league; the Chicago Railroad league and went into the semi-finals in the tournament sponsored by the Association of Railroad Booster clubs. The boys won 40 of 48 contests.

Left to Right, Rear Row: W. S. McKee; F. D. Basil; C. G. Peterson; W. E. Klos, manager; M. Pricster; J. Flickenger; J. T. Burke; H. Dermody; H. Gumz; E. P. Hora. Front Row: J. H. Schmitt; J. J. Niedzlek; R. Sankey; R. Tansey.

A Faithful "Newsie"

RESIDENTS of metropolitan areas, long accustomed to finding their daily newspaper awaiting on their doorstep or at a nearby street corner, likely give little thought to the loyalty of the carrier or newsboy who each day serves them—rain or shine—or to the multitudinous problems involved in the mechanics of newspaper delivery.

From a traveler just returned from

man tosses the roll, and Duke leaps into the air to catch it. Proudly he shakes his head, growling over his responsibility, until the train is lost to sight. Then off he trots up the hillside to the cabin to await the return of Carson, who, with sledge and track wrench, patrols a section of the track alert for loose spikes and bolts following the passage of a train.



Walter Carson and Duke.

a vacation trip to the Pacific Northwest comes the tale of a canine "newsie"—whose faithfulness is recognized by railroad trainmen.

He is just a small-sized dog, Duke, by name, a police dog with maybe a strain of something else, and he lives with his master, Walter Carson, in an isolated shack near the abandoned station of Garcia, Washington, high in the Cascade Mountains. Carson is a railroad track-walker, a lonely job, and his sole touch with civilization is discarded newspapers, for high tension trolley wires that feed power to the giant locomotives that haul Milwaukee Road trains past his cabin make the use of a radio receiving set impossible.

Daily, a bundle of Eastern newspapers, left on the train by passengers, is thrown from the observation car of the Olympian by friendly brakemen. And, daily, Duke is there to carry the bundle to his master. Through some strange dog instinct, Duke knows just when the speeding Olympian is due. He takes his post on a little rise near the track. Quivering, he waits as the huge locomotive and coaches swing by him.

There's a blur of white as the train-

For more than two years Duke has been at his post, whatever the weather, through hot sun and deep snow. Now he is one of the traditions of Milwaukee Road train crews. Early rising passengers are told his story and crowd to the observation platform to watch him.

One day there were no papers on board, or perhaps there was no understanding trainman to toss them to the news carrier dog. Puzzled, Duke ran about and whined. As the train vanished, he was seen to lie down disconsolately, his head on his paw, perhaps feeling in his dog heart that he had



The Paper Is Caught

failed somehow. But, in keeping with the best traditions of newspaper delivery service, he was on the job the following day and every day since, faithful to his trust to deliver the papers without interruption.

Experimental Game and Fur Farm

(Continued from page 4)



The Albino Deer and Keeper.

breeders and similar organizations may also use these facilities for meetings, discussions, etc.

West of this group of buildings are the pens and enclosures of the fur ranch, and still farther west is the new refrigeration plant. This building, modern in every detail, includes an incinerator to dispose of waste, a killing room for the slaughtering of horses, which meat is largely used as food for the animals; a feed grinding and mixing room, where the horse meat, fish and other types of food are prepared for freezing and storage.

Next is the large granary and animal barn, used for storing equipment, feeds and hay. Modern bins for grain used by the game birds and fur-bearing animals are on the upper floor while quarters for the small herd of karakul sheep occupy the lower floor. A small section is also used as an animal hospital.

On the game bird farm are buildings for offices, for food and other supplies, and incubator service, together with the unusual "brooder set-up" already noticed.

The activities of the farm are under the direct supervision of the farm manager and assistant manager. Expert propagation men are employed at the game bird farm, whose duties consist of caring for the birds and eggs produced during the summer.

The personnel at the fur farm are men who have specialized for years in the feeding, breeding and caring for all types of animals kept at the farm.

The farm pathologist may well be called "the family doctor" as he presides over the good health of all the inarticulate creatures which inhabit the farm.

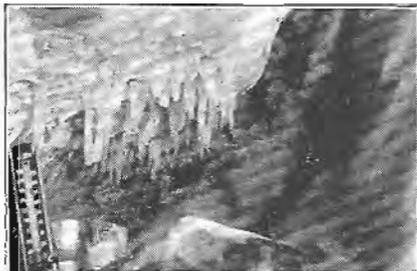
One aim of the Experimental Farm is the improvement of the fur industry of the state. With its natural resources and favorable locations Wisconsin should be the "fur-farm" Mecca of the world, since it has the most ideal climate to produce luster, color and all other desirable qualities in fur. The services of the Poynette laboratory will help to make fur-farming in the state a much safer venture than heretofore.

The other aim is production of game birds of superior quality and quantity, and to restock the woods and waters and fields with those species of wild life best adapted to climate and location.

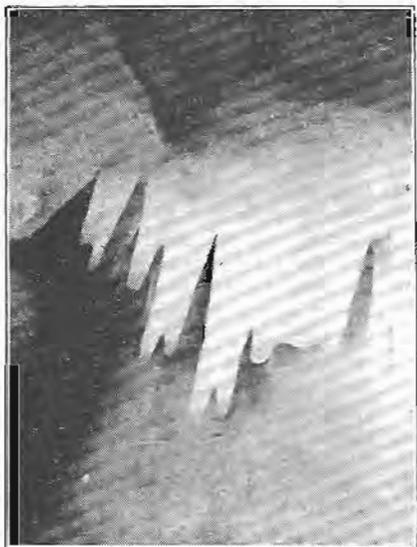
A Year Round Snow and Ice Cave

A Remarkable Nature Freak in La Crosse County, Wisconsin

“ONE may stand on the steps with the lower part of the body in the chill of a freezing temperature, while the upper part is oppressed with wilting heat; and still there is no visible division between the layers of atmosphere.”



Freezing Temperature.



Icicles Depend from the Roof.



Snowbank in the Ice Cave.

torrents of hissing steam and boiling water; and at others the cold shoulder is turned as she blows frigid air out of the bowels of the earth.

The cave was opened to the public on July 4th this year, and is a very much worth while place to visit, just for the thrill of contacting one of Earth's mysterious manifestations.

Veteran Engineer Retires

ON JUNE 17, 1937, occurred the retirement from active service of Thomas M. Maroney, who for the past 51 years has served the Milwaukee Road in engine service in the Chicago terminal.

Engineer Maroney, or "Tom" as he is familiarly called, entered the service as a blacksmith's helper in 1886 in the old Campbell Ave. roundhouse. He entered the engine service as a fireman in 1890. Three years later he was promoted to engineer, and served in that capacity until his retirement.

During his long association with our railroad Tom has made many friends and they love him. This was exemplified by a party given in his honor on July 1, when a token in appreciation of that friendship was bestowed upon him—a special made watch charm with the emblem of the Milwaukee Road inscribed on it, "from 1886 to 1937." His former fireman, Theodore Zirbes, was given the honor of making the presentation, which was edifying and very impressive.

Tom wishes to tell his many friends that he is not saying "goodbye," but is going to use the expression the poets have found to bridge that feeling of saying "goodbye." They say "until we meet again." He will always remember the Milwaukee Railroad as one big happy family, and will continue to feel a part of it in his retirement.

Good old Tom takes into his retirement the best wishes of his many friends and associates, and that soft, congenial smile and voice of his will always be remembered.

Twin City Terminals Mechanical Stores Department N. A. H.

ALFRED EDWARD PAULSON, the bull cook of Minneapolis Roundhouse, better known as the "Duke" went on his vacation at high noon on August 12. Went

west to Rat Tail Lake. To be on the safe side, he took the roundhouse federal man, Leo Minetor with him; also, the roundhouse carpenter "Chip" Siegler and Pudge Hawley as guides.

"Duke" reached for a grasshopper and got dunked in 90 feet of water. Next morning at work, he said: "I am not so sure about the safe side but I am glad to be back, and I am going again next year. What I mean is that next year I am going fishing."

Jim Makres wishes to extend a big hello to all the boys in Minneapolis roundhouse and he wants them to know that he had a wonderful trip to his native land across the waters—Greece.

Vacations are all over with and everybody feeling fit as a fiddle. The new turntable at Minneapolis was installed and everything perking as should.

Milwaukee Freight Shop News

Robert Harris

FROM repair shop to laboratory might be an appropriate title for our shops here. During the last few years our cars have represented a new experiment in railroad design and as each program is completed a jewel is added to the treasure-house of experience. The 500 automobile cars which are at present under construction differ from last year's cars in appearance and design. We see this principally in the sides where spot and series welding play a more important part than arc welding. With this new idea perfection is not reached in a step but we have every reason to believe that they will prove superior to any of their predecessors.

Harry Grothe, whose resistance seemed to be iron-clad, finally yielded to a nasty cold and was confined to bed for a few days. Perhaps one of Harry's mottoes is: Down but not out, for, we are glad to say, he was soon back with us. Art Schroeder is looking forward to a two weeks' respite some time this Fall and wants nothing more than the luxury of sleeping late in the mornings! Garnet Greeman reluctantly retires his fishing rod in favor of his rifle and hopes to bring home some unsuspecting little duck when the hunting season opens. George Bilty's little son, Jimmy, has aspirations of becoming another "77" and proud father has crowned him with a real big-time helmet.

Over in the machine and blacksmith shops we find Gus Reichart away on a well-earned rest. Nobody seems to know where he is spending his time but we have a sneaking suspicion that Mrs. Reichart has prompted Gus to indulge in a little domestic engineering. Are we right, Gus? We have a difficult time locating Charlie Klug these days and we can only conclude that his work must have buried him. No kiddin', Charlie, we miss that smile of yours. Sky Guschl has been making every effort to personify Shakespeare's seventh stage of Man—the slipped pantaloons! In other words, Sky has acquired an old man's malady—gout! But that doesn't put a stop to his sporting instinct, for Sky journeyed north over Labor week-end and proved his prowess with the rod and reel. Miss Mendlik—known to us all as Adeline—just returned from a two weeks' trip, which took her through Glacier National Park and Banff. Adeline was accompanied by Miss Hurley, our professional nurse, and both enjoyed their vacation immensely.

Harvey Cooper has been training his eye on real estate for the past few weeks and has hopes of acquiring some lake-land in the north woods. Let us know when you get it, Harvey, and we'll come up and see you, some time. Gus Hill spends his week-ends managing an acre that he calls his "farm." He is very proud of his choice vegetables but complains that his potato crop is poor. George Vincett, our resident engineer, has been given a pedigreed bull terrier and he is busy studying rule 1 in the manual: How to train your dog, which is headed: House breaking! Charles Wichert is practicing up for the local hog-calling contest and gets splendid competition from the riveting hammers in the Shop.

WATERWAY SUBSIDIES PENALIZE INLAND AREAS

Many Sections of Country Derive no Advantages From Water Routes, Yet Must Contribute to Support of Water Carriers.

ALTHOUGH they derive no direct benefit from waterway service, inland areas are compelled to contribute to subsidies which give water carriers undue preference over railroads, the *Massillon* (Ohio) *Independent* points out in a recent editorial.

"Railroads must compete with carriers on the highways and waterways for a very large portion of the traffic they transport," the editorial remarks. "Their rivals enjoy privileges, under current public policies—not only with respect to wages and working conditions of employes, taxation, uniformity and regularity of service, and initiative and freedom in rate-making but in competitive practices as well—that are withheld from railroads.

"The railroads, financed by private capital and subject to taxation that absorbs a substantial percentage of their gross revenues, must strive to earn both interest and taxes. They compete with rivals whose operations are largely made possible by expenditures of public funds, in provision of the facilities they use and on which no earning is required to be shown, and against which no taxes are assessed.

Barge Lines Enjoy Arbitrary Preference Over Railroads.

"These privileges by whatever name designated or however disguised in the end amount to the same thing, so far as practical results are concerned, as direct subsidy. To a very great degree they develop advantage from a transportation standpoint for some shippers and some sections in which all shippers and all sections do not share, and for which many shippers and sections enjoying no benefits are called upon to pay.

"Inland producing areas, not directly served by water carriers, are plainly penalized through public policies under which water carriers enjoy arbitrary and undue preference over railroads. They are directly dependent upon the railroads for the transportation without which they cannot continue production and marketing with profit. They derive no direct benefits from the water service, although they are compelled, along with the rest of the country, to contribute to the subsidies, direct and indirect, which make water service possible for the benefit of other sections and other shippers."

Low Waterway Rates Burden to Taxpayer

ONLY because the taxpayer assumes the deficits of the Inland Waterways Corporation can the government afford lower freight rates to the shipping public, the *Chicago Tribune* contends in a current editorial. It says:

"Both the Senate and House have

now passed a measure that will enable the Inland Waterways Corporation to operate on the Savannah River, perhaps the least navigable tidal river on earth. It will be remembered that this government agency was organized directly after the war to conduct some 'experiments' in local waterway service on the lower Mississippi.

Barley Grading School

(Continued from Page 7)

their troubles trying to determine the full value of carloads of malting barley. Because of disease and unfavorable weather, a large part of the 1937 barley crop is not sufficiently good to meet all requirements of the maltsters. As a consequence many car loads are sold at some figure between the market price for feed barley and good malting barley. A typical spread in price paid for barley on one of the country's leading markets for one recent day was 52 to 84 cents per bushel. Because of this wide spread many growers are reluctant about selling their crop for they cannot interpret the market factors that together help determine the ultimate sale price.

On account of this situation a number of barley grading schools will be held in Milwaukee served areas, where malting barley is produced, to acquaint farmers and local elevator managers with

Celebrates Fifty Years of Service

FIFTY YEARS of continuous service in the employ of the Milwaukee Road was marked September 1 by Frank M. McPherson, agent for the railroad at the Union Street freight station in Chicago.

Wednesday, at 6:30 p. m., at the Hamilton club, Mr. McPherson was the guest of honor at a dinner tendered by a group of employes and officers of the railroad located in the Chicago area.

J. L. Brown, general superintendent of transportation, presided. C. L. Whiting, superintendent of the terminal division, presented Mr. McPherson with the 50 years gold button, emblematic of 50 years' service, and of membership in the Veteran Employes' association. He was also presented with a handsome electric clock, a gift of fellow employes.

Mr. McPherson, who has an exceptionally wide acquaintance in Chicago's industrial

the price determining factors that are apparent in samples of the 1937 crop. The samples to be used will come from elevator bins or from farmers' granaries.

Federal, state and local market men will conduct the schools, pointing out to each grower and elevator manager what blight and scab are; what percentage of clean out there is; what the effect of variety mixtures is; how to identify the common or popular varieties; what takes place when barley is malted; what amount of barley is needed to supply U. S. maltsters, etc.

The purpose of the schools is to create the movement of suitable malting barley from country points to terminal markets. They are also designed to point out to local buyers and growers the correct value of all marketed barley, so that the producer of good quality may be properly rewarded for his good work and that local buyers will become better able to reflect back to producers proper market values for all barley handled.

These schools are now planned for Wisconsin, Minnesota, Iowa, and will likely be held in other barley growing states.

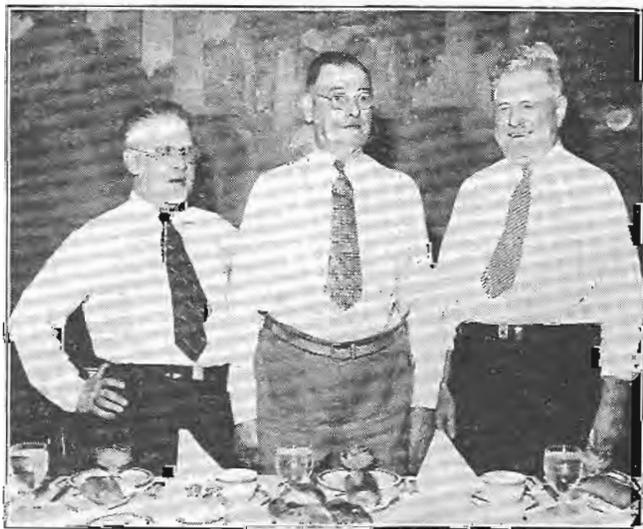
We have been asked by the maltsters, representatives of boards of trade and state agricultural extension services to aid them in setting up the schools, as well as assist in conducting the meetings. Our cooperation will be gladly given in malting barley growing areas served by our Road.

"Horace is going to teach me to play cards so that I'll know all about it after we're married."

"That's right. What game is he going to teach you?"

"I think he called it solitaire."

and traffic circles, entered the service of the railroad at Chicago as a messenger September 1, 1887. For the past 15 years he has been agent in Chicago. His entire business career has been spent with The Milwaukee Road. "Mac" says he does not intend to retire presently, indicating that after a half century, railroad work still continues to fascinate him.



Left to Right: J. L. Brown, F. M. McPherson and C. L. Whiting.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Report of Membership on July 31, 1937, as compared with Membership on Dec. 31, 1936.

Chapter	Voting		Adult Contributing		Junior Contributing		Total Membership	
	Dec. 31	July 31	Dec. 31	July 31	Dec. 31	July 31	Dec. 31	July 31
Gen. Gov. Board.....	...	...	3	...	...	...	3	...
Aberdeen	543	544	579	607	142	124	1,264	1,275
Alberton	34	28	71	45	...	...	105	73
Austin	109	113	164	117	...	3	273	233
Avery	37	25	77	25	6	2	120	62
Beloit	73	74	95	102	4	4	172	180
Bensenville	88	89	109	174	...	...	197	263
Black Hills	76	78	99	105	1	...	176	183
Butte	43	56	104	104	...	...	147	161
Channing	55	27	66	30	2	...	123	57
Chicago—Fullerton Ave... 387	417	643	616	9	7	1,039	1,010	
Chicago—Union Station ... 215	196	504	526	...	1	719	723	
Council Bluffs	53	56	79	88	7	...	139	144
Davenport	53	58	94	112	2	2	149	172
Deer Lodge	64	84	22	29	...	...	86	113
Des Moines	42	44	58	58	...	...	95	102
Dubuque	84	88	209	145	17	22	310	255
Great Falls	46	58	63	56	3	2	102	116
Green Bay	123	125	345	257	...	...	468	382
Harlowton	27	49	12	13	33	20	72	82
Iron Mountain	34	30	17	25	3	6	54	61
Janesville	127	154	89	133	...	6	216	293
Kansas City	68	53	126	100	2	...	196	153
La Crosse	83	93	129	152	...	...	212	245
Lewistown	91	109	115	116	7	...	213	225
Madison, S. D.	46	37	82	34	...	...	128	71
Madison, Wis.	59	87	86	109	...	1	145	197
Malden	62	76	53	65	8	12	123	153
Marion	107	139	150	185	...	2	257	326
Marmarth	29	36	22	29	...	...	51	59
Marquette	81	81	53	18	...	...	134	99
Mason City	121	156	269	238	3	14	393	408
Milbank, S. D.	53	17	95	39	...	...	148	56
Miles City	205	206	219	234	5	3	429	443
Milwaukee	215	166	602	77	...	...	818	243
Minneapolis	132	117	482	350	...	...	614	467
Mitchell	33	68	104	125	...	...	139	193
Mobridge	90	142	168	62	...	...	253	204
Montevideo	87	40	180	72	...	...	267	112
New Lisbon	44	46	25	27	...	...	69	73
Othello	61	64	127	135	5	3	193	202
Ottumwa	150	190	229	250	11	7	390	447
Perry	175	104	249	124	...	3	424	231
Portage	90	105	104	55	...	...	194	160
St. Maries	26	45	44	57	...	1	70	103
St. Paul	83	93	231	261	3	...	317	354
Sanborn	69	71	78	84	...	1	147	156
Savanna	98	117	89	360	...	...	187	477
Seattle	91	63	260	221	...	...	351	264
Sioux City	127	124	303	264	...	11	430	399
Sioux Falls	61	49	147	117	...	4	208	170
Spokane	69	101	51	30	...	5	120	136
Tacoma	142	99	249	178	...	4	391	251
Terre Haute	170	84	483	208	...	1	653	293
Three Forks	38	20	36	8	...	...	74	28
Tomah	190	204	262	268	...	...	452	472
Wausau	110	122	93	142	...	...	203	264
Total	2,671	5,711	9,842	8,161	274	272	15,427	14,144

Membership Honor Roll—Year 1937.

We take pleasure in announcing that the following chapters had by July 5th increased their memberships, as follows, over their December 31, 1936, memberships, qualifying for the prizes named below:
\$15.00 prize for increase in total membership over December 31, 1936, total membership.

Chapter	Total Increase
Chicago—Union Station	4
Iron Mountain, Mich.	7
11	

\$20.00 prize for increase in voting as well as total membership over December 31, 1936, voting and total membership.

Chapter	Total Increase	Voting Increase
Aberdeen, S. D.	11	1
Beloit, Wis.	8	1
Bensenville, Ill.	66	1
Black Hills (Rapid City, S. D.) ..	7	2
Butte, Mont.	14	13
Chicago—Fullerton Avenue... 1	30	
Council Bluffs, Ia.	5	3
Davenport, Ia.	23	5
Deer Lodge, Mont.	27	20
Des Moines, Ia.	7	2
Great Falls, Mont.	14	12
Harlowton, Mont.	10	22
Janesville, Wis.	77	27
La Crosse, Wis.	33	10
Lewistown, Mont.	12	18

Madison, Wis.	52	23
Malden, Wash.	30	14
Marion, Ia.	69	32
Marmarth, N. D.	3	1
Mason City, Ia.	15	35
Miles City, Mont.	14	1
Mitchell, S. D.	54	33
New Lisbon, Wis.	4	2
Othello, Wash.	9	3
Ottumwa, Ia.	57	40
St. Maries, Ida.	32	19
St. Paul, Minn.	37	10
Sanborn, Ia.	9	2
Savanna, Ill.	290	19
Spokane, Wash.	16	32
Tomah, Wis.	20	14
Wausau, Wis.	61	12

1,093 464

Increase in total membership in 34 chapters 1,104
 Increase in voting membership in 32 chapters 464
 General Governing Board.

Fullerton Avenue Chapter

Ruth L. Nixon, Historian

FULLERTON AVENUE CHAPTER held its first fall meeting Tuesday evening, September 14th. Supper was served at five o'clock to one hundred and ten members.

Our president, Mrs. Frandsen, opened the meeting with renewed enthusiasm and plans for a very active winter.

Reorganization of the handicraft class, and a new bowling league are on the calendar. Join the class that interests you, we want each and every member to participate in all of our activities. We have a club to be proud of—let's make the most of it.

Mrs. Henry Kraebler, our membership chairman, announced a membership of 1,040, as of August 1st. This qualified us for the General Governing Board prize for exceeding our last year's membership.

The Chapter is grateful for this and wishes to thank the Board for its interest. A vote of thanks was given Mrs. Kraebler for her splendid work as membership chairman.

Mrs. Heyn, our welfare chairman, spent the summer months taking care of the needy and reported an expenditure of \$299.15 for June, July and August.

Mrs. Wm. Sloteway, our good cheer chairman spends one day each month visiting our railroad employes confined in the hospital. Her messages of good cheer and her thoughtfulness in providing cigarettes, candy and flowers was much appreciated.

Mrs. Reiners, our house and purchasing chairman reported the need of a radio at the hospital. The members voted on repairing the radio already installed, or the purchase of a new one, if necessary.

Plans for a card party are in progress, the date to be announced later.

If the members have any suggestions for activities which interest them, let us know. We are always open for new ideas. Let us hear from our Galewood members.

Birthday anniversaries are still being observed. If you have a birthday during the month include the date on your reservation blank—a special table gift and birthday cake await you.

After the business session, the meeting was turned over to our program chairman who had planned an evening of cards.

Beloit Chapter

Mrs. J. E. Yohn, Historian

ALTHOUGH having recessed during the months of July and August as far as club meetings were concerned, Beloit Chapter has not been idle since the June meeting. On June 19th we had a potluck supper attended by 48 voting and contributing members. Cribbage and 500 followed the supper, prizes were given and all had a good time.

Thanks to the efforts of our president, Mrs. Smith, and membership chairman, Mrs. Ferrero, our membership report went up by leaps and bounds during the latter part of

June and the coveted prize of \$20. from the General Governing Board, was earned. These ladies wish to thank all who cooperated with them in getting our membership over the top; they enjoyed meeting all old and new members.

A number of personal calls were made on the sick and afflicted during the past two months, at Beloit and along the line. Mrs. Robt. Smith and Mrs. Flanigan drove down to Dakota, Ill., to call on the John Marsh's. Mr. Marsh being very ill.

Mrs. McIntyre, Mrs. Flanigan and Mrs. John drove down to Shirland to visit Mrs. Charley Miller, who, on account of being quite lame, does not get out among us often. Her sweet smiling face assured us of a hearty welcome. After a picnic dinner—during which time we visited hard and fast, cards were enjoyed and all too soon it was time to go home. Mrs. Miller appreciated our visit very much and hopes that other members will also visit her in the near future.

Our club extends deepest sympathy to the following members in the loss of their dear ones. Mrs. Jack Collins (husband), Mr. Frank Cluskey (wife), Mr. Farvey Spear (mother) and Mrs. John Marsh (husband). Several of our Beloit contributing members furnished and drove their cars for the Marsh funeral, from Dakota to Shirland. They were Mr. Hoye, Mr. Robt. Smith and Mr. Yohn.

Sept. 8th was the date of our first regular meeting since June and was opened with a potluck supper for all voting and contributing members at 6:30 p. m., about 40 being present. The supper was a special affair in honor of Mr. and Mrs. Fred J. Fairchild, who had observed their 57th wedding anniversary on Aug. 30th and was a surprise on the elderly couple. After the supper was well under way two large, beautifully decorated wedding cakes were brought in and placed before Mr. and Mrs. Fairchild, while the wedding march was being played by their daughter, Mrs. Lela Lombard. In a few well chosen words our president told them what it was all about. Mr. Fairchild readily admitted that he was speechless—for the first time. After regaining their composure the cakes were cut and passed to all present.

The business meeting followed at 8:00 p. m., after which a very nice program was given for our guests of honor. Musical selections opened the program. A mock wedding was presented; the wedding party included a preacher, flower girls, ring bearer, bride and bridegroom, maid of honor and best man, bridesmaids, and mother and father. All were rigged out in amusing costumes. Roberta Smith, one of the flower girls, dressed in a colonial costume, presented a bouquet to Mr. and Mrs. Fairchild. A medley of old-time songs, very appropriate for this occasion, were sung by Mr. and Mrs. Harry Lombard, son-in-law and daughter of the Fairchilds. A Mexican and a military dance were done by the Kemp girls. The program closed with another musical number, after which congratulations were extended to the happy couple.

The meeting was called to order by the reading of the club motto. Treasurer reported a balance of \$48.17 on hand August 31st. Welfare chairman spent \$12.50 for relief, made 1 personal call, 1 telephone call and 1 family reached. Sunshine chairman reported 30 personal and 20 telephone calls made and 5 good cheer and sympathy cards sent, 10 families reached. Membership now stands at 74 voting and 108 contributing members. Total 182.

Bingo parties will be under way as soon as committees can arrange.

Great Falls Chapter

Viola M. Foy, Historian

IN A BRIEF resume of the early spring activities of Great Falls Chapter, the club members held a farewell party for Mr. and Mrs. Thomas Morgan, who were transferred to Miles City. The club presented the Morgans with a gift and expressed regrets at their leaving. Mrs. Morgan was right there to always lend a helping hand, and we miss both of them.

We held a public card party in May which netted us \$24, and on the 24th of May we served a luncheon to the Kiwanis Club in our club rooms and earned \$33. The first of June we received from the general governing board \$30 for membership prize. Much credit for going over the top in membership was due to the efforts of the membership committee and to Mrs. Wilson, president.

July 6 our president, Mrs. L. E. Wilson, moved to Deer Lodge, and we regret very much the loss to our club of such a capable and active member. Both Mr. and Mrs. Wilson are greatly missed by all the members. Mrs. H. H. Heath is now president of the chapter.

The club held a farewell party for Mrs. Robert Ray at the home of Mrs. Heath in August. The Rays have been transferred to Bearmont. We also had a small party for the members at the Heath home the latter part of August in honor of Mrs. Peter Olson, who spent a few days here visiting the Hawksworth family. Bridge was played with Mrs. McCabe winning high score and Mrs. L. C. Soper the cut prize. Mrs. Olson was presented with a lovely linen handkerchief from the ladies present.

With the cooler weather in view, the club will hold its regular meetings in the club room.

Des Moines Chapter

Cora Hamilton, President

AT THE beginning of 1937 the Des Moines Chapter placed its membership goal at one hundred members, and through the untiring efforts of the membership chairman, Mrs. Esther Moore, and the cooperation of the other officers we exceeded that number by two.

Mrs. Ray Morse, Mrs. Paul Black, Mrs. Glenn Hunter and Mrs. Ray Ferrin, our new members on the Des Moines Division, met with us for the first time at our May day luncheon. They immediately made plans for an all-day picnic at Rockwell City, Ia., for some time in the summer.

On July 21 fourteen of the Des Moines members were met in Rockwell City by the Milwaukee Road women there and taken to the state park on Twin Lakes. There were thirty-two members and guests seated for a bountiful picnic dinner, and supper, too. The occasion was such a success that it was voted to make it an annual affair.

Owing to the call of the professional world, our secretary, Mrs. Thelma Newell, and our second vice-president, Mrs. William Eggleston, have been released from active work. We are losing two faithful and loyal workers, but we wish them unlimited success in their respective positions. Miss Marian Elliott has been appointed secretary for the balance of the year.

Our treasurer, Mrs. Earl Hartshorn, reports a balance in the bank of \$177.73 as we begin our fall work. A committee has been appointed to purchase a new heater for our club rooms. We are using our \$20 membership prize to apply on the purchasing price.

This year, instead of a social chairman, an officer and her committee have had charge of the social hour. This plan has been a great success.

Two of our members, Mr. and Mrs. Carl Jensen, were shaken up in the passenger derailment north of Lehrville, Sept. 6, but we are happy to report that they were not hurt.

Marion Chapter

Rhea Newlin, Historian

MARION CHAPTER opened the year's work on Sept. 26 with a tea. Mrs. J. B. Fosdick and Mrs. Margaret Leming presided at the tea table. Mrs. J. F. Coakley, president of the club, acting as hostess, welcomed the guests and was assisted by Mesdames Guy Miller, W. C. Givens, E. C. Ainley and Fred Holsinger. Reports of the district meeting and luncheon in Chicago were read by Mrs. E. C. Ainley, secretary. After the meeting tables for cards were arranged and high scores were won by Mrs. George F. Hennessey, Mrs. J. F. Hunter and Mrs. Dewey Lockey.

Miles City Chapter

Mrs. N. A. Helm, Historian

MILES CITY CHAPTER met at clubhouse Monday evening, Sept. 13, with an attendance of 40 ladies. Mrs. Moss, our president, called the meeting to order by repeating club motto, after which Mrs. Clara Spear read a poem dedicated to the late president-general, Mrs. Lydia T. Byram.

Our sunshine and good-cheer chairman, Mrs. Wm. James, who is always on the job, reported 228 personal calls, 42 telephone calls, 18 cards of sympathy and 33 families reached.

Mrs. Walters, membership chairman, was given a rising vote of thanks for her wonderful work of getting all the membership in and making the Miles City Chapter eligible for the \$25 prize. She exceeded last year's membership by acquiring six new members. She reported 205 voting members, 251 contributing members and three juveniles, making a total of 460 members.

Mrs. Clara Spear gave auditing committee's report, showing a balance on hand of \$206.37.

Mrs. Moss and Mrs. Wm. James gave an interesting report of the district meeting held at Minneapolis in May. Miles City Chapter was represented by Mesdames Moss, James, Wm. Cain and N. A. Helm. They all reported a nice time and that the Minneapolis Chapter members were wonderful hostesses and treated them royally. The sightseeing tour of the city was greatly enjoyed by all.

Mrs. Moss reported on helping at crippled children's clinic at Garfield school.

It was decided to have a covered-dish dinner for our fall get-together dinner the first Monday in October.

Mrs. Walters thanked the club for helping with Girl Scouts.

This being bank night, Mrs. Watkins' name was drawn, but as she wasn't there the \$2 will be given away at the October meeting.

Clubhouse has been painted inside and out, and the floor waxed and everything cleaned for the fall activities, thanks to housing chairman Mrs. Clara Spear.

Mrs. Earl Shied and her acrobatic class entertained us with several numbers, and they are accompanied on guitar by Miss Susukara, who also sang two solos. Ardella and Betty Lou McCoy played two numbers which were enjoyed by all.

After the meeting lunch was served by Mesdames Wm. Anderson, Tom Brown and Cobb, after which cards were indulged in.

Malden Chapter

MALDEN CHAPTER was well represented at the district meeting held in Tacoma June 3. The following members were there: Mesdames Hankins, Racconale, Poole and daughter, Betty, and House. A very pleasant time was had and also a very instructive meeting. Many former residents of Malden were there and old times were recalled.

Our annual picnic was held at Colfax Park Aug. 22 with fifty-five in attendance. In the morning the children played games. After a 1 o'clock dinner the children and many of the adults went in the swimming pool, while the rest of the women passed the afternoon playing cards.

The 11th of September we gave our harvest dance and on the last of the month the ways and means committee gave a basket social and card party.

Since the pension has gone in effect we have many newcomers to our town. These are all young people and should be fine additions to our club.

Mrs. Robert Leyde recently underwent a serious operation at a Spokane hospital but is home now.

The Pierson family is home again after spending the summer in Cle Elum.

Mr. and Mrs. Chas. Hankins expect to leave soon for Cleveland, O., and other points east for a visit with relatives.

Mrs. Herman Tschuley recently returned from Washington, D. C.



SAID TO BE HUMOROUS



The Student's Alibi

Can't study in the fall—
Gotta play football;
Can't study in the winter—
Gotta play basketball;
Can't study in the spring—
Gotta run track;
Can't study in the summer—
Gotta girl.

Easily Explained

Coach (to new player): "You're great! The way you hammer the line, dodge, tackle your man, and worm through your opponents is simply marvelous."

New player (modestly): "I guess it all comes from my early training, sir. You see, my mother used to take me shopping with her on bargain days."

A girl admires the tone of a bachelor's voice when there's a ring in it.—Tit-Bits.

Hint

A hint, if properly managed, may be given without offending.

"Are you still bothered by those relatives of yours who come down from town to eat a big Sunday dinner and never invite you in return?" asked Mrs. Smith.

"No," said the unfortunate victim, "they finally took the hint."

"What did you say to them?" asked Mrs. Smith eagerly.

"Nothing was said," explained the other, "but we served sponge cake every time they came."

Larceny

He: "If I should steal a kiss, would it be petit larceny?"

She: "No, I think it would be grand."

Odoriferous

Two men were arguing as to which smelled worse, a tramp or a goat. They agreed to leave it to the Judge.

"All right," said the Judge, "bring on your evidence."

The goat was led in and the Judge fainted.

The tramp was led in and the goat fainted.

Well—Yes!

"Did you know, dear, that that tunnel we just passed through was two miles long and cost \$12,000,000?" asked the young man of his sweetheart.

"Oh, really?" she replied, as she started to rearrange her disheveled hair. "Well, it was worth it, wasn't it?"

No Longer Still

Old Lady: "I wouldn't cry like that, my little man."

Boy: "Cry as you darn please; this is my way."

Finishing Touch

"Your daughter has considerable natural talent for reciting, Mrs. Smith."

"Yes, all she needs now is a course in electrocution to finish her off."

There was once a young man of Fran, Who wore a nice new pair of pan.

It happened he tripped,
And felt that they ripped,
And had to retire from the dan.
—Vassar Vagabond.

There once was a man not unique
Who imagined himself quite a shique.
But the girls didn't fall
For the fellow at all—
He made only twenty a wique.

There was an old man from Calcutta,
Who talked with a terrible stutta.
He screwed up his face
When he tried to say grace
And blew his false teeth in the butta

Keeping It Dark

An American was trying to impress on his British host the vast area of his native country.

"Why," he exclaimed, after many futile attempts to get his friend to understand what he meant, "I can get on a train in Pennsylvania at seven o'clock at night and at seven the next morning I can still be in Pennsylvania."

The other seemed to grasp his friend's meaning at last, for he smiled and answered:

"H'm! Well, we've trains like that on our railways, too, but we don't boast of 'em."

Helping His Buddy

Two men were out shooting. Suddenly a policeman popped on the scene and demanded to see their license. One immediately took to his heels and the cop rushed off in pursuit, which continued some ten or fifteen minutes when the man was caught. The latter surprised the officer by pulling out a hunting license and presenting it.

"Well, why in the dickens did you run when I asked you if you had a license?" asked the cop.

"Well, you see, officer," was the calm reply, "the other fellow didn't."

Tit-for-Tat

Mr. Grouch—Woman is nothing but a brag, a groan and a tank of air.

Mrs. Grouch—Man is nothing but a brag, a groan and a tank of air.

Painting the Lily

Mother—How do you like your new French music teacher, Lena?

Lena—Oh, he's such a polite man, mother. When I made a mistake yesterday he said: "Pray Mademoiselle, why do you take such pains to improve on Bee-thoven?"

His Mistake

Judge—Didn't you feel the thief's hand going into your pocket?

Absent Minded Professor—Yes, I did. But I am so used to my wife going into my pockets I paid no attention to it at the time.

Full Explanation

He was a poet, and he had mailed one of his effusions entitled, "Why Do I Live" to the editor of the local paper, for a literary review.

The editor returned the poem with the following note, "You live because you didn't dare to bring it in yourself."

Virtue Triumphs

Judge—So you say you received \$25 to vote conservative and also received the same amount to vote liberal.

Witness—Yes, my lord.

Judge—And for whom did you vote?

Witness—I voted according to my conscience, my lord.

Serves Him Right

"I hear Rowley is getting married next week."

"Good! I never liked the fellow."

Hard Times

Lady—Those frankfurters you sent me were meat at one end and nothing but cereal at the other end.

Butcher—Yes, ma'am. Things are so high now it's mighty hard to make both ends meet.

Willing to Oblige

Customer—Have you any wild duck?

Waiter—No, sir, but we can take a tame one and irritate it for you.

He Knew

"Did you ever see a little bird with a big bill?"

"Yes; I once ordered a quail on toast, at a fashionable restaurant."

Obeded Literally

The tiny boy had been taken for a motor ride by a friend of the family.

On his return his mother said to him: "Did you thank Mr. Brown for taking you for a ride?"

There was no answer. The mother repeated the question, but still there was no answer.

"Jimmie," she said, "did you hear me? Did you thank Mr. Brown for taking you for a ride?"

"Yes," whispered Jimmie, "but—but he told me not to mention it."

Keeping the Faith

As the days got longer and warmer, the patience of the Tibbets family with little Willie's dog got shorter and shorter. One morning last week Willie's father announced at the breakfast table that if the dog were not given away or lost before supper he'd shoot it.

"Well, the dog is gone," Willie assured his father at the supper table.

"What happened to it?" asked his father.

"I traded it for three pups," proudly announced Willie.

Neat

It was a warm day, and a dull case concerning the rights of certain river commissioners was being argued in an English court.

Counsel made speeches of interminable length and the judge fell into a doze.

"But we must have water, my lord," thundered the defending lawyer in such stentorian tones that the judge came to.

"All right," he mumbled, hastily, "but only a very little in mine."

SPECIAL COMMENDATION

Our Business Getters

The list below is furnished by the general passenger department which commends those employes for their interest and assistance:

J. R. Camp	Station Duty Cond.	Chicago
Clyde P. Downing	Room 834, Union Station	Chicago
Zane D. Jenkins	Train Baggage man	Sioux Falls, S. D.
A. C. Payntor	Engineering Dept.	Chicago
U. R. Hagman	Agent	Watertown, Wis.
Howard Walker	Gen'l Frt. Dept.	Chicago
Al Ludgiscn	Engineer, Chgo. Terminal	Chicago
Edward May	Asst. Frt. Auditor	Chicago
Miss Dorothy Gruber	Fullerton Ave.	Chicago
W. H. Woodhouse	Baggage man	Mason City, Iowa
James Pate	Off. Auditor Station Acc'ts.	Chicago
W. J. Morlarly	Storekeeper Dept.	Aberdeen, S. D.
Wm. Rittierodt	Section Foreman	Roundup, Mont.
Mabel Price	Steno., Office DF&PA	Butte, Mont.
J. Goodenough	Office Frt. Claim Agt.	Chicago
T. W. Burtness	Sec'y, Milwaukee Road	Chicago
Lizzie Seymour	Gen'l Car Dept.	Chicago
C. M. McAuley	Conductor	Spokane, Wash.
Elmer Slater	Conductor	Spokane, Wash.
Geo. Louiselle	Conductor	Spokane, Wash.
P. L. Hays	Chief Dispatcher	Spokane, Wash.
Ole Blake	Roadmaster	Spokane, Wash.
Miss Mary Elser	Acc't Dept., Milwaukee Shops	Milwaukee
H. F. Jeske	Yard Foreman	Oshkosh, Wis.
Wesley Nehf	Office AGFA	Chicago
W. F. Miller	Frt. Auditor	Chicago
E. O. Kleppin	Chief, Clk., Gen'l Car Dept.	Chicago
Henry Wicke	Office Gen'l Supt. Trans.	Chicago
Ted Tolbertson	Sleeping Car Cond.	Chicago
Frank E. Berg	Local Frt. Office	Seattle
E. Nicholson	Night Roundhouse Foreman	Austin, Minn.
Fred C. Kuhn	Telegraph Operator	Mazomanie, Wis.
J. L. Brossard	Asst. Master Mechanic	Ebensville, Ill.
Mr. Salzer	Traveling Auditor	
Miss Etta L. Lindskog	Sec'y General, Milwaukee RR. Women's Club	Chicago
O. A. Kleppin	Chief Clerk, Mech. Dept.	Chicago
Curtis Bennett	Clerk, Office Gen'l Agt.	Buffalo
Miss Mary Boyce	Aud. Invest. & Jt. Fac. Acc'ts.	Chicago
P. L. Smith	Aud. Invest. & Jt. Fac. Acc'ts.	Chicago
Howard Walker	Office Frt. Traffic Mgr.	Chicago
Frank Thomas	Waiter, SS&DC Dept.	Chicago
Eugene F. Mathes	Machinist, Milwaukee Shops	Milwaukee
L. J. Benson	Gen'l Supt. Police	Chicago
R. W. Hayes	Maintenance Way Dept.	Chicago
Harry Zoelle	Switchman	Watertown
Miss Mable Chambers	Chief Telephone Operator	Milwaukee
A. J. Sovig	Station Master	Milwaukee
Frank Robinson	Office GAFD	Chicago
Mr. Winkey	Office Asst. to Vice-Pres.	Chicago
W. T. Farnsworth	Baggage man	Spokane
H. E. Salzer	Traveling Auditor	Spokane
Roland McIlmoyle	Clerk	Spokane
J. Downer	Conductor	Spokane
C. M. McCauley	Conductor	Spokane
Harry Miller	Cashier	Spokane
Palmer Sather	Store Dept.	Miles City
Margaret Hickey	Steno., Supt. Office	Butte
Mabel Price	Steno., Office DF&PA	Butte
Katherine Spetz	Daughter of Substation Operator, C. E. Spetz	
Thos. E. Lisle, Sr.	Substation Operator	Piedmont, Mont.
Miss Norma Everson	Office of W. C. Bush	Eustis, Mont.
Mrs. Bernice D. Churchill		Galewood, Ill.
	Members of the Purchasing Dept.	Chicago
C. E. Hanover	Office Pur. Agt.	Chicago
Herbert Sandwick	Office Mr. Hoyle	Chicago
W. H. Woodhouse	Baggage man	Mason City
S. Haukedahl	Conductor	Mason City
Ray L. Ender	Engineer	Eau Claire

The following list of employes have interested themselves in securing revenue business for the company, while in the conduct of other regular duties, and they are commended for their interest.

J. A. Rawlings, T. M. Division conductor, one round trip ticket to Schenectady, N. Y.
S. W. Nelson, general yardmaster, Miles City, two one way tickets Miles City to Racine, Wis.

Joe Wolf, T. M. Div. brakeman, one round trip ticket, Miles City to Portland, Ore.

Arthur Althouse, machinist, one one way ticket, Miles to Camp Douglas, Wis.
Arthur Sleagle, T. M. Division conductor, two one way tickets, Miles City to Sioux City.

Henry Swartz, Boardman, Miles City, one one way ticket, Miles to South Bend, Ind.

James Kirwan, T. M. Division brakeman, one ticket, Miles City to Chicago.

Wm. Norton, switchman, Miles City, one ticket, Miles City to Minneapolis; and a number of Eagles to the Miles City convention.

F. C. McAuley, Lieut. Police, Miles City, one round trip ticket, Miles City to Ketchikan, Alaska.

George Louiselle, conductor, Spokane, two round trip tickets, Spokane to Toronto, Canada.

P. L. Hayes, chief dispatcher, Spokane, one round trip ticket, Spokane.

Walter Stephens, station baggage clerk, Butte, one ticket, Butte to Spokane.

Miss Hazel Adams, clerk, freight office, Butte, one full fare and two half fare tickets, Butte to Seattle.

Mrs. W. Harries, wife of Milwaukee Division conductor, three round trip tickets, Beloit to Tulsa, Oklahoma. Passengers were secured after having made arrangements to use a competitive line.

F. J. Alleman, local freight agent, Tacoma, one ticket, Tacoma to Lansing, Mich.

Mrs. J. A. Morf, wife retired boiler maker, Tacoma, two revenue passengers, Tacoma to St. Paul.

C. D. Ziegler, forman, Butte Freight house, one round trip ticket Butte to Portland, Oregon.

Section foreman Wm. Rittierodt, Roundup, Mont., three round trip passengers, Chicago to Roundup and return. This business was competitive and only secured through the active solicitation of Mr. Rittierodt.

R. V. Bement, yard clerk, four tickets, Tacoma to Des Moines, Ia.

Mrs. Ed Braack, freight house employe, Davenport, Ia., secured the long haul on five cars of coal from Kentucky and West Virginia.

M. V. Helmer, operator, Spokane, secured routing of two carloads of tractors, Peoria, Ill., to Yakima, giving our line the longest possible haul.

D. Warren, LaCrosse-River Division brakeman, one ticket, Seattle to Minneapolis.

W. J. McMahon, I. & E. Inspector, Seattle, two one way tickets, Seattle to Detroit.

M. M. Krenik, engineer, Tacoma, furnished tip of prospective business moving from Tacoma to eastern points.

D. & I. Division engineer Maurice Stark, one ticket, Freeport to Excelsior Springs.

F. F. Clover, local freight office, Tacoma, one round trip ticket, Tacoma to Cleveland and return.

J. C. McDonald, district storekeeper, Tacoma, two one way tickets, Tacoma to Flint, Mich.

Mrs. Velma Wheeler, telephone operator, Tacoma, one round trip ticket, Tacoma to St. Louis and return.

Owen Roach, Tacoma, two round trip tickets from Tacoma to Kalamazoo, Mich.

W. L. Curtice, store department, Tacoma, two tickets, Tacoma to Superior, Wis., our line to St. Paul.

Harry Hendricks, conductor, Coast Division, one ticket, Tacoma to Dryden, Mo.
Ray Grummerl, operator, Tacoma Junc-

tion, was instrumental in securing the Johnson Paint baseball club, Tacoma to Wichita, Kansas, and return.

W. A. Munroe, train dispatcher, Tacoma, one ticket, Tacoma to Spokane.

Mrs. L. K. Sorenson, wife of superintendent, Butte, one ticket, Butte to Medford, Oregon.

ROY MULHERN, captain of police, and Felix Druba, special officer, have received special commendation for discovery of defective equipment on passing train, but being unable to stop the train at the time, drove in their motor car to a nearby crossing where train was flagged. Brake beam was removed, averting further damage.

Charles Kerwin, brakeman, Ottumwa, discovered broken flange on car at Nahant, while inspecting train, thus possibly preventing a serious derailment.

Milwaukee Division conductor A. E. Irwin and brakeman M. Roth, discovered a broken truck in their train while it was running, and succeeding in stopping the train before it caused an accident.

On June 29th, while No. 264 was passing Grotton, S. D., agent P. W. Holleran noticed a piece of lumber swinging out across westbound track from a flat car loaded with lumber. He signalled train was stopped, and the hazard removed.

Charles F. Dobbert, conductor, Milwaukee Division, discovered a piece of flange and defective car was located before fur-

ther damage occurred.

A. M. Bollinger, agent Preston, Iowa, discovered fire flying when No. 63 went past depot; and although not on duty, walked out and found a broken rail.

Z. G. Reiff, operator Kingston Crossing, Tower, Ill., detected sand board down on passing train, which was stopped and the defect removed.

John Bartoncella, Illinois Division brakeman discovered section of tread missing on car of gravel while working on Extra 8619. Car was set out without damage.

Anton Geiger, switchman, Milwaukee, discovered fire in empty car that had previously been loaded with sulphur, extinguishing same without any damage to the car.



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
 Mrs. C. E. Zimmerman.....Care Superintendent, Green Bay, Wis.
 Miss E. Stevens.....Care Superintendent, Savanna, Ill.
 Miss N. A. Hiddieson.....Care Mechanical Department, Minneapolis
 Mrs. O. M. Smythe.....Care Car Department, Minneapolis, Minn.
 Ira G. Wallace.....Clerk, Red Wing, Minn.
 E. C. Adams.....Mason City
 A. T. Barndt.....Care Supt. Car. Dept., Milwaukee Shops
 H. J. Swank.....Care Superintendent, Austin, Minn.
 Mrs. Lillia Atkinson.....Care Asst. Superintendent, Wausau, Wis.

Lucille Miller.....Care Store Department, Dubuque, Iowa
 William Lagan.....Care General Agent, Sioux Falls, S. D.
 Mrs. Dora M. Anderson.....Care Local Agent, Moberly, S. D.
 A. M. Maxelner.....Local Agent, Lewiston, Montana
 Edna Ann Hall.....Care Dispatcher, Mitchell, S. D.
 Mrs. Pearl R. Huff.....Care Superintendent, Miles City, Montana
 Mrs. Nora B. Decco.....Telegrapher, Three Forks, Montana
 R. R. Thiele.....Care Agent, Tacoma
 K. D. Smith.....Operator, Portage, Wis.
 H. J. Montgomery.....Mechanical Dept., Milwaukee Shops
 Kenneth Alleman.....Seattle Local Freight Office
 Howard Lawrence.....Care A. T. Berg, Bensenville, Ill.
 J. Novak.....Care Davis Yard, Milwaukee, Wis.

Notes from Tacoma and Vicinity, Coast Division West

R. R. T.

ON SEPT. 12 Mr. and Mrs. Frank C. Clover of Tacoma celebrated their golden wedding anniversary at the home of their son and daughter-in-law, Mr. and Mrs. Fay Clover, also of Tacoma. We join with the many friends of the jubilee bridal couple in extending to them our cordial congratulations and sincerest good wishes, and hope that they may see the diamond wedding as well. Mr. Clover, Sr., retired to the pension roll on May 1 after fifty-two years of service with the Milwaukee Road, first in Iowa and later in various positions on the Coast Division, in all of which he won the respect and esteem of the public and his fellow employes. Fay Clover, the only son, is claim clerk at the local office, Tacoma.

Arnold Schrup, who was formerly clerk for general car foreman F. D. Campbell at Tacoma shops, but had of late years been deputy county auditor of Pierce county, died suddenly Sept. 7 at his home in this city just as he was preparing for his first vacation in six years, expecting to visit his old home in La Grange, Ill. He was only 45 years of age. Funeral arrangements had not yet been announced as these notes are sent in. We tender our sincere sympathy to Mrs. Schrup and all the family.

Ewell King, industry checker at Tacoma yard, has just returned to work after a siege at a local hospital and a serious operation. We offer our congratulations on his recovery.

T. J. Hamilton, assistant superintendent at Tacoma, is away on a two weeks' vacation trip at this writing. We are told that he is visiting Glacier National Park, Yellowstone Park and parts of Utah, returning on the Columbian River highway and finally taking in the ocean beaches on the Oregon coast, all of which seems like a very strenuous program for a brief vacation, but we sincerely hope that he will enjoy every minute of it thoroughly.

E. L. Cleveland, trainmaster at Tacoma, who had been hoping to get away on a vacation trip to Alaska, has not been able to get away as yet, but hopes to be able to make the trip later, even though the weather should be a little wet by that time.

Warehouse foreman Ray Powels of Tacoma returned from a three weeks' vacation which the Powels family spent partly in southern California, where Ray has several brothers and where an outstanding feature of the trip was the surf bathing at Catalina Island, and partly at the Powels' summer home on Lake Tanwax, near Tacoma.

At this writing assistant chief yard clerk O. H. Guttarmon of Tacoma yard and family are away on a vacation trip during which time they expect to visit their old home in Minnesota and then go on to New York City and to Montreal. In fact, "Elmer" said that they would stop at any place where the luteask seemed to be good. This is his first vacation in seven years and we hope that he and the family may have as good a time as they deserve.

Mrs. Clara Carrotte of Mr. Devlin's office is back at work again after her vacation during which she visited Vancouver and Victoria, B. C., as all good Puget Sounders do.

Harry J. Johnson has been appointed agent at Morton in place of F. E. Stewart, whose retirement we have already reported.

R. L. Rader from Snoqualmie Falls is now agent at Enumclaw vice D. W. Boh, who has retired to the pension list.

T. M. Durkin, who has been assistant superintendent of dining cars at Tacoma, has been transferred to Chicago to act as assistant to superintendent of dining cars W. D. Dolphin there. A. W. Olson has been appointed in his position at Tacoma. Mr. Durkin, of course, appreciated the promotion but otherwise regretted to leave the Puget Sound country—and who wouldn't!

We haven't had the pleasure of meeting "Bob" Shipley of late—who is none other than assistant chief yard clerk at Tacoma yard on the second trick—but yesterday we had that pleasure and found him quite as handsome and rotund as ever. Some vile miscreant recently poisoned his dog, to whom the Shipley family was so much attached that they almost went into mourning, but Bob has now acquired another dog, a Boston bull. At present he is so small that Bob is wearing him as a watch charm, but he is expected to be a regular dog in a short time.

Mrs. Rose Shipley, who is the first trick telephone operator on the Milwaukee PEX

at Tacoma, now works a shorter trick and Mrs. Velma Wheeler works on the second trick.

Ralph Moyles has transferred from Tacoma yard to the local freight office, where he is on the Hillsdale check, inspects perishable freight and does claim inspection. E. L. Carkin of the yard office third trick went on Ralph's job, while our old friend Cedric Moyer went on the graveyard shift at the yard as checker.

M. E. Britt, who has been operator at Raymond, has been appointed agent at Chehalis in place of J. M. Mahoney, who has now gone on the pension list. J. R. Platt is now operator at Raymond. We are pleased to hear that our good friend Fay Smith is still on the job there also, assisting the agent, Sam Whittemore.

Effective Sept. 1, Lee Boyd was permanently appointed as assistant time reviser in the office of the district accountant at Tacoma. Congratulations.

Conductor W. G. Andrews, in freight service on the west end of the Coast Division, went on the retired list Sept. 1 and on the same date yard conductor E. L. Moore of Seattle yard also went into retirement. We wish them a long and restful retired life.

Operator M. J. Robertson, from the extra list, has drawn the third trick at Cedar Falls in place of L. E. Sikes, who went to Snoqualmie Falls, as already reported.

An unusual shipment received over the Milwaukee docks here recently was a good-sized whale consigned to a museum in Chicago. In spite of its being properly embalmed, we are informed that nobody lingered in its vicinity longer than necessary.

Operator Clint Miles of Tacoma yard relieved wire chief Mike O'Connor at the passenger station for a few days and then took a brief vacation himself, long enough for him and his family to make a trip to Portland and visit his three brothers living there. We must not forget to mention, by the way, that Clint now has a very neat little private office at the yard office, where all the noise made by yard clerks, yardmasters, switchmen and the like cannot disturb him when on the wire; in fact, the whole yard office has been furnished up so much that one hardly recognizes it. The box cars of which it was originally built have quite disappeared under all the paint.

Operator R. D. Abernathy worked at Tacoma yard office while Clint Miles was away, being an old press operator. He is now with the Tacoma News-Tribune as telegrapher.

S. J. Alderson was appointed agent at Elbe, and operator P. B. Mosher has gone to work at Seattle relay office.

E. D. Parks, agent at Port Angeles, has just retired to the pension list. We hope he may enjoy it for a long time. Operator Harry McMahon of Sequim is temporarily on the job.

Neppel station is to be reopened during the shipping season, about the middle of September. It is expected that some hundred and fifty cars of apples and potatoes will move from there.

A logging railroad is now being built for fourteen miles out of Morton, utilizing the old Tacoma Eastern right-of-way out of there, which was never used. Considerable logging has been done out of that district by truck but the new line will give considerably more log business from Morton.

The lumber business on the Coast Division has been the heaviest in twenty years this summer and train movements are still heavy on the main line and on the Gray's Harbor line. It is hoped that the trouble in the Orient may not materially slow up the business.

The well-known Ellensburg rodeo having been held over the Labor Day week-end, our line had several specials to the event. One train brought a large delegation of news-carriers from Spokane and another train brought a still larger crowd of news-boys from Seattle.

Out Where the West Begins— East End of Trans-Missouri Division D. H. A.

PETER BURNS, roadmaster at New England, N. D., passed away August 3rd at the Dickinson Hospital following an operation. He was born at Freeport, Ill., on July 5th, 1857, and had completed sixty-one years of continuous service with the Milwaukee Railway, entering the service in 1876 as section and extra gang foreman on the Chicago and Council Bluffs Division. Mr. J. T. Gillick paid this tribute to Mr. Burns. "I am sorry to hear of the death of our old friend, Peter Burns. He was with us a long time and did some very fine work as a pioneer in building the Puget Sound Division. We shall miss him." He leaves to mourn his loss his wife, twin daughters and two sisters. Sincere sympathy is extended to the bereaved family.

Mrs. H. A. Mosher left for Missoula, Montana, to visit her daughter, Betty, and family and also to get relief from hay fever.

Conductor James L. Downs won fourth among the South Dakota shooters at the Grand American Trapshooting tournament held at Vandalia, Ohio, his score being 186 out of 200 targets. Conductor Al Gates also took part in it, winning 179 out of 200 targets.

Mr. and Mrs. Roy Keating and son returned from a vacation trip spent on the West coast.

Engineer Wm. Catey was called to Indianapolis, Indiana, by the serious illness of his sister.

Mr. and Mrs. Travis Bunn of Pierre are visiting at the home of Mrs. Bunn's parents, Mr. and Mrs. H. L. Steinstra. While Mr. Bunn travels out of here for a time, Mrs. Bunn will accompany her parents to their summer home at a lake in Northern Minnesota.

Mr. and Mrs. Emil B. Johnson and son Dick motored to Little Falls and Crosby, Minnesota, where they visited Mr. Johnson's sister and family and enjoyed some of Minnesota's beautiful lakes and scenery.

Mr. and Mrs. Ralph Fraher and family spent their vacation at Leaf and Moose lakes in Northern Minnesota.

Mrs. G. I. Jacobs has returned from Rochester, Minnesota, where she took her son Bobby for medical treatment.

Miss Nadine Beaver, who attended sum-

mer school at Portland, Oregon, has returned home. While there she visited with the Howe and Tasnady families and with Mr. and Mrs. Lyle Cummings of Seattle.

Mr. and Mrs. F. R. Doud of Sioux City spent a day here the guests of Mr. Doud's brother, Bert Doud, and family, going from here to Great Falls and Glacier National Park, where they spent their vacation.

The Misses Jane, Agnes and Betty Hardcastle have returned from a vacation trip to Savanna, Illinois, Madison and Sauk City, Wis.

Mrs. C. W. Nath and daughter Caroline are enjoying a trip to Washington, D. C., and Richmond, Va.

Mr. and Mrs. L. D. Lyons and three children spent their two weeks' vacation visiting at Minneapolis and Tulsa, Oklahoma.

Agent F. C. Williams, Mrs. Williams and daughter Frances spent part of their vacation visiting Mr. Williams' father, Mr. Sherman T. Williams, at Newport Beach, California, and with friends at Portland and Seattle. While en route to Portland they encountered Mr. and Mrs. R. S. Lewis, former Moberidge residents, who are now comfortably located at Portland, Ore. From Seattle Mrs. Williams and Frances went on to Yakima to visit relatives. On their return they finished their vacation by taking a motor trip through the Black Hills and were guests at the home of Mr. and Mrs. John Larson of Rapid City. While at Rapid City, Miss Frances was invited to appear on three programs over their local broadcasting station, KOBI.

Mr. and Mrs. Frank Schneider have as their guests Mr. and Mrs. Ed Tallafarro of Menominee, Michigan. After spending a few days here the Schneiders will accompany them on a trip through the Black Hills.

Miss Maureen Fitzgerald, who spent several weeks here at the home of her uncle and aunt, Mr. and Mrs. Louis Scheiffelbein, and with her cousin, Miss Joan, has returned to her home at Tacoma, Wash.

Mr. and Mrs. J. L. Downs were called to Wells, Minnesota, by the death of Mr. Downs' mother, Mrs. Catharine Downs, who passed away quietly at her home at the age of 101 years. Mrs. Downs was well up to the time of her passing, taking care of her home, her garden and her chickens. Mr. and Mrs. Downs have made their annual pilgrimage to Wells every year to help her celebrate her birthdays, when she would have "open house" to her numerous friends from far and near. She leaves to mourn her passing one son, three daughters and a host of friends. She was laid to rest in the Catholic cemetery there beside her grandson, Rev. Father Lawrence McHugh. We extend our sincere sympathy to Mr. and Mrs. Downs.

Mr. and Mrs. Theodore Johnson spent a most enjoyable three weeks' vacation, going from here to Winnipeg, Canada, where they went sight-seeing for a day, then on to Calgary and to Camrose, Alberta, for a visit with friends; from there to Banff and Lake Louise, then took in the sights at Vancouver, B. C. Later on to Seattle, where they spent several days with relatives and friends. On their return trip they also stopped off at Miles City.

Mrs. Iva Kern of Seattle passed through Moberidge on September 3rd, on her way to Minneapolis to take in the Minnesota State Fair.

Mrs. M. J. Welch is visiting her daughter at Washington, D. C. In the meantime our genial chief dispatcher looks kind of lonesome.

Mrs. Emil B. Johnson and son Dick spent a few days at Minneapolis and Chippewa Falls, Wis., with relatives and friends.

Miss Vernetta Arvidson and Miss Marjorie Vail are spending their vacations at Seattle and points on the West coast.

Bob Bunting has returned home after spending several weeks at Fort Peck, Montana,

Davies Yard News

Joseph J. Novak

THE Davies Yard Tigers trounced the Schroeder Owls unmercifully in a double-header played at Soldiers' Home Sunday, Aug. 22. The Tigers won both games with apparent ease. Home runs by H. Egan and A. Beier plus brilliant playing by Andy Shilhansl were too much for Monte, the Owls' star pitcher. Is your face red, Ralph (Ben Bernie) Haslam?

Otto Jagoditsch, chief clerk at the Davies yard, spent his vacation in Dubuque, Ia., visiting his son.

C. A. Kennedy, the Davies yard foreman, and family spent a few days touring the tall corn country.

Mr. Schneider, coach yard foreman, spent ten days at Pine Lake in Forest county. Upon his return he was asked whether he caught many fish. He replied that he caught so many that the meat markets went out of business due to the fact that he supplied the entire county with fish.

Clarence Clark, electrician at the coach yard, and his wife attended the electrical workers' convention at Deer Lodge, Mont. On his return to the coach yard it was noted that his clothing was covered with cactus burrs, which he claimed he contacted while breaking wild bronchos. (On a merry-go-round?)

While listening to his new radio one night last week Jaspas Adamecz, carman at the Davies yard, leaped from his chair and ran outdoors, shouting at the top of his voice that he had contacted Hongkong, China. He insisted that all the neighbors come into his home and listen to the program, which they did. Imagine his embarrassment when the program ended and the announcer stated that the program was coming from Charlie Toy's restaurant in downtown Milwaukee!

Fred Sheible, coach yard storekeeper, returned Sept. 1 from a 60-day leave which he spent at his summer home at Franklin Lake. He had a wonderful time and caught his limit of fine fish. The prolonged stay at the lake left him in dire financial straits and he has now gone on county relief until payday. Tough luck, Fred.

Ben Jendusa, inspector at the air line, purchased a rare hunting dog. This dog, he claims, is a fine, strong-looking animal. It has no tail, has short ears, has very long legs and is pure white. One thing Ben can't understand is why this dog eats grass and is sprouting horns. Try milking it, Ben; you may have bought a goat.

The New Hub of the I. & D.

Wm. Lagan

SWITCH Foreman Frank Henderson of Sioux Falls is planning on a vacation trip soon to Ohio. While away he will visit New York City, Buffalo, and Washington, D. C.

Conductor Chester Moran of Sioux City is planning a trip to Europe with the American Legion tour in the near future.

Mr. and Mrs. F. R. Doud and family of Sioux City have returned from a vacation trip spent in Montana and the West Coast. They report a most enjoyable trip.

General Agent W. D. Griffiths of Sioux Falls has returned to work after being off some time account illness.

Mr. and Mrs. Ed Adams of Mason City visited at the Nick Kelly home in Sioux Falls recently.

Earl Colgan of Sioux Falls is acting as cashier at the Sioux Falls Freight office account Miss Ethel Jacobs, now on vacation.

Captain S. B. McCauley and Chief Dispatcher H. L. Hoskins of Sioux City attended the National convention of Veterans of Foreign Wars which was held in Buffalo, N. Y. They report a very nice time and a well attended gathering of veterans.

Operator Tom Cavanaugh of Sioux Falls has had a new handle put on the coal shovel at the Sioux Falls Freight house so he can be ready for the coming winter season.

S. F. Philpot of Aberdeen, S. D., visited recently in Sioux City.

La Crosse-River Division— Second District

Ira G. Wallace

ARNOLD PETERS, who for several years was fireman on the Cannon Falls line, has returned to Austin, where he will make his home in the near future.

C. W. Moore, formerly agent at Caryville, is the new operator at Eau Claire, replacing Elmer Hall, who has taken the second trick at St. Paul yard.

Joe Gerky has been assigned as the new agent at Caryville.

A passenger coach will be used for the freight office at Eau Claire during the construction of the new depot which will be started soon. State and city permits have been secured and bids are to close September 15th.

H. A. Obermoe has been assigned to the third trick at Red Wing.

Mr. and Mrs. E. B. McMullan spent Labor Day Fishing on the Flambeau River and returned with two 36-inch muskies. Just a year ago Bones and J. J. MacShane of Hastings made the trip north and Mac tried to catch the big ones by diving for them. Looks like the old hook and line is best after all.

Mr. and Mrs. W. A. Ebersole drove their new Buick to Milwaukee, where they spent Labor Day visiting with friends.

Permission has now been granted to abandon the line between Red Wing and Cannon Falls. In the near future our trains will run over the C. G. W. between these points.

A well attended division claim prevention meeting was held in the Hastings passenger depot August 25th. Chairman L. M. Truax conducted the meeting.

I&D Items

E. C. A.

TIE GANG No. 101, under foreman E. Thompson, is at Mason City at this writing and after doing similar work between New Hampton and Calmar, Iowa, will have completed their season's work on the I&D Division.

Mr. L. J. DeSomery, instrumentman and family have returned to their home at Mason City following a vacation with relatives in Mississippi.

Mr. and Mrs. C. H. Thoma of Mason City have returned from a trip to Chicago, Detroit and vicinity. Upon advice from my good friend "Baldy," it was a delayed honey-moon trip for the Thoma's.

Mr. D. B. Clemans, tapeman, Mason City, has returned to his home at St. Paul to continue school activities.

Mr. Donald Derr, rodman, has also returned to Ames, Iowa, to continue school at Iowa State College.

Rev. Ring of Evanston Ill. is visiting at the home of Mr. and Mrs. W. F. Ingraham. Rev. Ring is Mrs. Ingraham's father.

Mr. C. H. Tusler, division engineer, returned to Mason City Sat., Sept. 11, after a trip to Rapid City, S. D.

Archie Bulgren, formerly section foreman at Calmar, Ia., is absent from work account illness.

"Zammie" is a mighty cute little fellow, and when he departed from No. 11 at the wrong station there was considerable stir as to his whereabouts. It was but a short time, however, when he finally was returned to his own people. "Zammie" is the old people's Scotty dog.

"Doc" was putting out the cigars with a very big smile and with that proud feeling, too. Occasion? A nine-pound baby girl, born unto Mr. and Mrs. Phillips the latter part of August. Congratulations are most sincerely in order.

D. W. Woodhouse, time reviser, Mason City, is spending a few days' vacation at this writing and during his absence Mrs. Marie Randall is helping out in the superintendent's office.

Mrs. A. K. Hansen of Puyallup, Wash., is spending some time with her daughter, Mrs. R. I. MacGregor of Mason City.

The time is drawing nigh for the 1937 world series and more of those two-bit pools. Attention, O. A. B., Milwaukee. In

your absence the payoff will again favor C. E. M.

The writer recently saw Mr. and Mrs. V. C. Kluss of Sanborn taking a stroll up the platform at Mason City during No. 22's station stop. Where did you go, Vern? Hope you had a good time.

Note to V. P. S. at Ruthven, Ia.: Not that you would pull a "Gay Keyes," but are you still "first stableboy"? When the Ruthven detour sign is removed, we will drive out. Signed, F. J. M. and E. C. A.

Norris Groth, store department, is back on the job after a few days' vacation in the north woods.

Twin City Terminals

F. A. M.



BILL CREIGHTON of store department landing the "big ones." Used crane 18 to land his fish and for bait used a fish caught by W. T. Anderson of the engineering department. Catch was made at St. Croix Landing.

F. E. Rice and F. E. King, old employees of the engineering department, are retiring from active service this month. Mr. Rice has been with the company since 1882. Mr. King has been with the company since 1899. Mr. Rice is going in for farming with his sons. Mr. King has no special plans outside of his home duties. Best wishes of the engineering department are extended each of these men.

Carl Holmgren of the accounting department is wearing a big smile. The reason: on Aug. 27 a boy arrived. Richard Carl is the name.

The accounting department entertained at Ellis Log Cabin, Robbinsdale, on Tuesday, Sept. 14, for Mr. and Mrs. Merriam Hosar. Merriam surprised his fellow workers when he announced he had taken the "fatal step."

Sunday, Sept. 12, the Railway Business Women of the Twin Cities enjoyed a mystery trip to Frontenac. A chicken dinner was served at the Frontenac Inn. The afternoon was spent running races, playing ball and a trip to Villa Maria Academy. The trip was made possible through the officials of the Milwaukee Road.

Al Wareham, assistant cashier in the local freight office, and Mrs. Wareham accompanied the National Public Links Golf Tournament on a trip to San Francisco. Two teams left, one from Minneapolis and one from St. Paul. They made the trip via the southern route. The St. Paul team returned up the coast to Seattle, favoring the Milwaukee Road on their return to St. Paul through the efforts of Mr. Wareham.

Dub. Ill. Divn. 2nd Dist.

E. L. S.

THE various employees who retired since July 1 have called to chat with their friends at Dubuque Shops quite a number of times between their long travels to the coast, etc. Engineer Joseph Chaloupka was absent for over a month sojourning in California. Also, Engineer D. M. Schaffner and wife made an extensive trip visiting relatives, etc. We are glad to have them drop in and hope they all live to enjoy many years of leisure travel and much-needed rest.

The latest employe retiring on pension in the Second District was agent C. W. Petters of Guttenberg. Mr. Petters received quite a fine commendation about his services in the Guttenberg local paper and in the Dubuque Telegraph-Herald, and we are

pleased that he is to get that long wished for rest.

Conductor V. R. Lucas purchased a passenger conductor's uniform and has been in passenger service on No. 3-62 run for several months. Likewise, conductor Frank V. Wells has been on the companion run since latter part of March.

Engineer James P. Fox returned from his annual fishing trip in northern Minnesota the fore part of September after having been absent over a month. We haven't learned at this writing how successful he was in catching them.

Friends and employes at Dubuque shops and on the division were pleased to greet superintendent Wm. J. Whalen of Terre Haute Division during August while on his vacation and en route to visit his aged father at Lansing.

Chief dispatcher E. J. Crawford returned from his vacation Sept. 7 and reports an enjoyable trip by auto to the Ozarks in Missouri, and, incidentally, he located some of his father's relatives in Missouri.

Frank Taylor, safety appliance inspector at Dubuque shops, retired on pension starting Sept. 1.

Last, but not least, our genial round-house foreman, Pat H. McGough, also tells us about his enjoyable trip to the Black Hills and Deadwood, S. D., where he visited his son, who is captain at one of the CCC camps at that point.

John Lane, formerly a lineman on the Second District and working extra recently here and other points on the system, left for Monroe, Wis., forepart of September to take charge of a line crew, and received this position on bulletin recently. We are sorry to see him go and wish him every success in his new work.

John J. Degnan has been appointed agent at Guttenberg vice C. W. Petters.

Albert Felder, former agent at Wadena, has been appointed night operator at Guttenberg.

G. W. Lowe, extra operator, appointed agent at Wadena.

A crew has been placed on Preston line to handle gravel between River Junction and Caledonia, account paving highway between Caledonia and La Crosse. Expect the work to be completed in several more weeks.

Kansas City Division

E. M. G.

VARIOUS employes in the Sherman Street building, Ottumwa, were on vacation during the months of July and August. Dispatcher E. J. Klahn, accompanied by his wife, went to Chicago for a brief visit, from there to Benton, Wis., to visit in the home of the sister of Mr. Klahn; the last week of their vacation was spent at Lake Okoboji, where they occupied a cottage and enjoyed fishing and bathing.

L. Koehly, chief carpenter, and Mrs. Koehly, were in Los Angeles during the last two weeks of August. En route home they stopped at the Grand Canyon.

A week's vacation of fast traveling and seeing plenty was the one taken by round-house foreman L. H. Rabun and family, who left Ottumwa overland on August 13 for Chicago, stopped for an inspection of the zoo at Brookfield, Ill., thence to South Bend, Indiana, for a brief stay and continued to Detroit and Windsor, Canada. One of the most interesting experiences of their vacation was the fishing trip from Fort Alma, Canada, in a fishing boat; Niagara Falls was the next point of interest, thence to Cleveland, Ohio, where they took in the exposition; they returned to Ottumwa on August 20.

J. G. Upp, wife and son Robert, were at Big Bear Lake, Ely, Minn., for a week's vacation, spent several days in Minneapolis before returning to their home in Ottumwa. On September 14 Robert returned to college.

H. G. Johnson of the engineering department, with his wife and young son visited with relatives in northern Minnesota during the second and third weeks of August.

Roadmaster P. J. Weiland and family were guests for two weeks in August in the home of his mother in Bridgewater, S. D. The health of his mother is greatly improved, after months of serious illness.

Retired conductor George H. Parker and wife are making their permanent residence in Colorado Springs, Colo. Word has been received that they attended the dedication of the Will Rogers Shrine of the Sun in July. They recently returned to Ottumwa account of the illness of the sister of Mr. Parker.

C. L. Taylor and wife of Kansas City went overland to Colorado Springs the middle of July and called on Mr. Parker at his home.

The father-in-law of engineer C. H. McCrumm, Dolph Roberts, passed away on August 27 in Kansas City, Missouri. He was 86 years of age and had been an invalid for years; burial in Chillicothe, Missouri, where he originally lived.

The marriage of Orvetta Mills, daughter of J. W. Mills, cashier Ottumwa freight house, and Thomas Eskew took place on August 15 in a lovely late summer setting. A reception followed immediately after in the Mills home. The bridal couple departed later on a motor trip without revealing their destination. They will make their home on East Maple avenue, Ottumwa, where the husband is in the employ of the Bailey Typewriter Exchange.

Andrew Freeman, Washington, D. C., son of Mrs. Wm. Fry, spent two weeks during the middle of August visiting in Ottumwa in the Fry home on West Second street. Mr. and Mrs. Fry and their guest were in Lucerne, Missouri, for several days, where on August 23 the mother of Mr. Fry celebrated her ninety-first birthday. Through the influence of Mrs. Fry, on Mr. Freeman's return trip to Washington, he traveled to Chicago via the Milwaukee Railroad.

Mrs. F. M. Barnoske of Ottumwa was in Hastings, Neb., for one week the early part of September, visiting with her son Francis.

Fireman John Scott was called to Chillicothe, Missouri, about August 15, account of the death of his brother Harvey, also the brother of Mrs. Wm. L. Franklin; both Mr. and Mrs. Franklin were in Chillicothe to attend the funeral services.

It is reported that Mrs. R. N. Sisk, wife of conductor, who has been ill for some period of time, is greatly improved. About August 18 Mrs. Sisk was taken to Iowa City to be under the care of Dr. O'Brian, an eye specialist, and is now confined to her home.

Mr. and Mrs. George Blackaller spent a week-end in Kansas City recently. Joseph Herzog, another member of the engineering department, spent Labor Day at his home, with a stopover in Milwaukee with friends.

Mr. and Mrs. Merwin Taylor were in Chicago visiting with friends over the Labor Day vacation when they received news of the death of the uncle of Mr. Taylor, Mr. D. Fred Fox, aged 76, at one time employed by the Milwaukee Railroad, first as an engineer, then as a roundhouse foreman. Mr. Fox had retired several years previous and had made his home with the parents of Mr. Taylor in Perry for the last five years. Burial in Perry the following Tuesday.

After spending five months in San Diego, Calif., Operator J. W. Nolan, wife and daughter Margaret, returned to Ottumwa on August 26, where they will make their home for the present. They visited Mr. Nolan, Sr., who has retired. Operator Nolan was located temporarily in Culver City, working with MGM and Fox Studios.

Extra dispatcher M. L. Fromm, Seymour, was assigned to a position as regular train dispatcher on the Iowa Division, departing on August 27 to take up his new duties. He has the good wishes of all his friends and co-workers on the K. C. division.

Mrs. F. A. Roberts, wife of agent at Gault, is on an extensive visit in the east, going to Moncton, N. B., thence to St. John, N. B., and Vanceboro, Me., and to

Boston, where she will visit with her sisters for an indefinite period of time; en route home will stop over in Chicago for a brief stay.

Susie Stewart, youngest daughter of Trainmaster Stewart, Ottumwa, has been ill at home for about two weeks. Her condition is much improved and it is hoped she will soon recover.

LIFE'S RAILROAD

To My Husband of Fifty Years

Out of the Station of Romance,
Where all dreams are born,
We boarded the train of adventure
One beautiful May morn.
You may have had misgivings,
I had little or none,
For with Love for our conductor
I expected to make the run.

Faith was the engineer
Who handled the train that day;
A home was our destination.
With flowers along the way,
The rails now are golden memories,
Spiked down by friends and children true,
Who helped us over the rough spots,
As we came journeying through.

But the journey is almost ended,
One more tunnel to pass,
And then into Grand Central Station,
We shall arrive at last.
There we will meet the Great Commander,
Who will know if we've done our best,
And we wait to hear the order,
"Enter now into thy rest."

—Mrs. C. D. Mitchell.

Mrs. William Woodrow, wife of engineer Woodrow, was hostess to the West End Rancey Work Club for the afternoon and five o'clock dinner, honoring Mrs. C. D. Mitchell, one of the club's earliest members, who is leaving Ottumwa with Mr. Mitchell to make their home at Iowa City, where their daughter, Mrs. Emil Bowhn, resides.

Mrs. Mitchell was presented with a silver spoon by the club, who much regret that she is leaving the group.

Mr. and Mrs. Mitchell celebrated their golden wedding anniversary in July. Inspired by those years she penned the foregoing lines.

Wisconsin Valley Division

Lillian

ALEX COBDEN of Fort Worth, Texas, a guest in Minocqua, Wis., took a 25-pound, forty-two inch muskie from Lake Tomahawk, on August 26th.

Camps in the northern lake region have been closing and special trains have been leaving from the various northern stations, carrying young people to their homes in distant cities. Osoha, Pinemere, Red Arrow and the Jay camps, closed on Wednesday, Aug. 25th; and on August 26th, Kawaga, Agawak and the Y. M. C. A. camps closed, approximately 500 campers departing from that vicinity.

Fibber McGee was a passenger on No. 266, out of Minocqua, August 20th. He is a frequent visitor to the North Woods country and this is his third trip on our line.

Arthur A. May of Chicago, who was vacationing at Camp Waytah, caught a 45-pound muskie from Long Lake. He was guided by Geo. Gilham.

Mr. and Mrs. H. H. Ober and son, Herman, Jr., Mason City, Iowa, are guests at the H. L. Vachreau home. Mr. Ober was superintendent of the Valley Division for sometime before departing for Mason City, Ia. This is his first visit back on the Valley for quite some time and he is enjoying meeting old friends and acquaintances.

Walter Drew of Rothschild, caught a 20-pound muskie in the Wisconsin River above Granite Heights, a short time ago, it measuring about 43 inches.

Matthew W. LeSage passed away August 19 in a Madison hospital, where he had been a patient for four weeks. He was employed as a machinist for fourteen years on the Milwaukee Road. Funeral services

were held in Wausau. The division employees extend sympathy to the family.

A wall-eyed pike 29 inches long, weighing 8 pounds and 10 ounces, was caught on a minnow bait at Pickerel Lake, by Miss Norma Damp, 19, daughter of Mr. and Mrs. William Damp, 1616 Fairmont Street, Wausau, Wis.

Mr. La Fontaine, special representative, mail, express, baggage and milk department of the Milwaukee Road, and Mrs. La Fontaine spent several days at the lakes around Tomahawk and Minocqua, and also paid a visit to Mr. Ashton at the Dairymen's Club.



The rustic log cabin station at Woodruff, Wis., on the Valley division, is something of which we should all be proud. The construction is entirely made up of logs both in and outside, which is in keeping with the north woods country. The station is long and rambling and carries out the effect of an old time log building. The exterior is painted a soft brown with dashes of green to give it a moss-covered effect. The waiting room is quite spacious with heavy log beams supporting the roof, a native stone fireplace with mounted deer heads placed on each side, adds much to the beauty and attraction of the room. The office is very comfortable with plenty of light and the freight room is of ample size to enable us to handle the nice volume of business which we have been enjoying. The station is inspected by many tourists passing through on the highway, and a great number make special trips to see it and find it attractive enough to take pictures. Guests from the various lodges are using Woodruff station in preference to other stations and girls and boys from several of the large camps arrive and depart from this station. The landscape gardening surrounding the station makes a very beautiful setting with an attractive sign announcing the station and the route of the Hiawatha. Do not fail to visit Woodruff Log Cabin station while spending your vacation in the north woods.

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

Nora E. Decco

SUMMER about over and fall rush of stock loading in full force, but Indian summer will be here for weeks ahead and this is the best time of year out this way. Gallatin Gateway Int closed Sunday, Sept. 12th, and Frank Kennedy with Mrs. and Mr. Burke with his nice wife, and their crews left for home the first of the week. Dan Young will remain out here for a few weeks yet.

Mr. Young has been busy since the park closed and the rest of the folks left the

Gallatin Gateway Inn for home, entertaining groups of Milwaukee passenger representatives; among those who have arrived so far, Mr. Jas. McClosky of New York City, Mr. Wm. H. Martin, Philadelphia, F. D. Dodge, Jr., Boston, Mr. G. C. Kronberg, Detroit, Mr. G. W. Hyett, Chicago, and several others whose names we did not learn. Well, they covered some country, and they saw dude ranches and lots of mountains and Buffalo. Ask them. Hope to see them all back again next June.

One of the most beautiful bouquets of flowers I have seen in a long while was given to me by roadmaster A. Jersey a short time ago, just to prove that he can raise those lovely dahlias, and they are so wonderful you would have to see them to even imagine what they look like. I will never doubt his word again.

Mr. E. A. Lalk, assistant General Freight Agent for our line with headquarters at Milwaukee, was a visitor out this way recently.

Mrs. A. A. Torgrimson and daughter Alice spent a week in Missoula last of August visiting Herbert Torgrimson, who has lived there for some time. They report a good time and did not worry a

bit if father could cook or not, as most of his time was taken up during their absence trying to decide whether or not to cover over the rose bushes nights.

Condr. Steel and Mrs. Steel have returned from a trip by car all around several states, including Idaho, Washington, Oregon and California. It was just as warm everywhere they went, as it was here, they report.

Misses Grace and Helen Pogreba, nieces of condr. Pogreba, have returned to their home in Minneapolis after a month spent visiting here at Harlowton and Great Falls.

Mrs. Otto Heim and children left first of September for Harlowton where they will live in the future. Fireman Otto Heim has been assigned to hostler service in the Harlowton roundhouse.

Operator Mark Hite and the Mrs. made a flying trip over to Missoula early in the month where they left Mark, Jr., who will attend the University there.

Condr. and Mrs. Wm. Coffin have returned home from a week's visit with friends in Tacoma and Seattle and Mr. Coffin is now assigned to passenger service on the Olympian.

A wedding of interest to Rocky Moun-

tain folks was that of brakeman Leo Eck of Three Forks, and Miss Dorothy Heffern of Butte, July 27th, at Jackson, Wyo. This was indeed a surprise to their many friends as we all thought Leo was a confirmed old bachelor. He was born and raised here, and a very popular Rocky Mountain division train man. Mrs. Eck was for some years cashier at Symons Dry Goods store in Butte, and we welcome her to the division. We extend our best wishes to Mr. and Mrs. Eck.

Of course this would remind me of Joe Jost as he and Leo are brothers in law. Joe and Florence and the boys have just returned from a few weeks spent in California where Joe not only took on weight but drummed up a lot of passenger business for the Milwaukee, telling all and sundry . . . "better than this back home," so now they will have to come see. . . . The Jost family departed one at a time for Highwood, Florence looking like a million dollars, as usual.

Operator Ralph Kemberling has been assigned as agent Martinsdale, agent Bell, there for many years, now having retired, and after a visit with son Julian at Lennep, will go to California, where he and Mrs. Bell will make their home. We regret losing this popular couple from this division, but the very best wishes of the entire Rocky Mountain division go with them, and may their life be long and happy.

Omitted from last month's news was that operator Traube from "GS" office in Butte, George Westbrook, R. M. Division condr., and Henry Peck, for many years janitor at our station here, are also on the retired list. Life looks pretty good to them right now, looking on at the others working. Best of luck to them all.

Condr. Harold Hudson of Bozeman had as a guest the past month, his brother Russell from Spokane.

Mrs. Vaninwegan and two daughters from Seattle spent some weeks at the Fairhurst home here during August, returning to get June into school.

Mrs. Mary Evans, mother of Mrs. Roy Bates of this place, passed away suddenly August 23rd, age 76. She had been very well and her death was a shock to all. Mrs. Evans had five daughters and two sons and the division extends its most sincere sympathy in this great loss.

The death in Butte first week of September of Edward Noonan marked the passing of an old Milwaukee employe, as Mr. Noonan was, before the World war, assistant city ticket agent for our line at the office in Butte. We extend our sympathy to his family.

Masonic services were held Sunday, August 29th, at Three Forks, for the late S. A. Jorgenson, who died several weeks ago at Bridgeport, Conn. Mr. Jorgenson was for many years an engineer on this division, and on account of ill health left here a number of years ago, to live near their son Harold, whose home was in Bridgeport. We extend our sympathy to the wife and son in their loss.

During the last part of August, president Scandrett, with Mrs. Scandrett and son, spent a few days at Gallatin Gateway and Yellowstone Park, fishing and generally taking life easy, which is what those places are for. The car Milwaukee, with Dan and Henry in charge, rested on

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the coach track in Three Forks for five or six days while Mr. and Mrs. Scandrett and party were elsewhere, and everyone reported a nice vacation week. The inn is a lovely place, and how people who have been there once can stay away is more than I can see.

Nick Listarhis, for many years section foreman at Ringling, has been assigned to the Three Forks section. We are glad to welcome Nick to our town.

The first half of September, brakeman Jaspersen on the Gallatin Valley local was called suddenly to Grassrange where his father was very ill; he was relieved by brakeman Rector.

Henry Kilpatrick, son of condr. Kilpatrick of this division, was called to the United States Navy early in the month. He is now in San Diego, Calif.

Paul Pogreba, eldest son of condr. and Mrs. Pogreba, who holds the position of coxwain, flagship San Francisco, has returned home for a few weeks' visit. Paul has not been home for two years, and has to step fast if he expects to do all the things Dean and Russell, not to forget mother and dad, have planned for him to do while he is home.

Helen and Ida Mae Chollar have gone to Los Angeles where they will enter school again. Mr. and Mrs. Chollar went over to Butte to get them on the right train. Helen has been home all summer and with that hair and that new coat, she is going far, if you ask me. Always had a feeling for Helen, though.

Mrs. O. R. Kettle has gone to Iowa for a visit with home folks in her old home town. She expects to be gone some time.

Elbert Brentnall, son of engr. and Mrs. Brentnall, and his wife, have returned to San Francisco after a few weeks' visit with the home folks here. He walked in the station at Butte, and his mother was there waiting for a train, and was she surprised?

Condr. and Mrs. Vanderwalker have returned from a nice visit with Mrs. Vanderwalker's parents and a sister in Michigan. Mrs. Wm. Fink and two children, also were there at the same time for a visit. The two ladies are sisters. All report a swell time.

The big extra gang with Jensen, foreman, completed their work east of here in the Canyon where they were for several weeks, and moved to the Northern Montana division, working on the Winnet line. Good work was done by this gang and the road bed, which was newly graveled, is a nice looking piece of work. This was a large camp, and we understand was exceptionally well handled and managed, everything clean and well ordered. A note mailed to us about this camp was not received in time for last month's news so we hasten to mention it now. Kogas camp was working with them on the east end and are now working west of here, but as they are a small camp compared to Jensen's we don't worry too much when the block fone rings. Also the time keeper for Kogas is good natured and we impose on him, no doubt.

D&I Division—1st Dist.

E. S.

ON August 19, in Elgin, occurred the marriage of W. R. Gregg, Illinois Divn. conductor, and Mrs. Monica Cunningham, of Elgin. Following the ceremony the bridal party motored to Chicago and enjoyed a wedding dinner at the Palmer House, and then left on a month's trip to Oregon, Washington, Vancouver

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and other points. Congratulations and best wishes are extended to condr. and Mrs. Gregg.

In a pretty ceremony Monday, Sept. 6, Miss Evalyn Loretta O'Neal, daughter of switchman and Mrs. Ed O'Neal, Savanna, became the bride of Robert Elliott of Davenport. They were attended by Miss Margaret O'Neal, sister of the bride, and Edward Reese, both of Savanna. The young couple will make their home in Davenport, Iowa.

Announcement has been made of the approaching marriage of Miss Lucile Hammerstein, only daughter of electrician and Mrs. Geo. Hammerstein, Savanna, to Lee F. Kellams of Rock Island, which will take place on Nov. 14. Miss Hammerstein has been employed for the past four years in the U. S. Army engineering office in Rock Island.

Engr. and Mrs. A. D. Day, Savanna, have returned from a trip to Iron Mountain, Mich., Philadelphia and Pittsburgh, Penna. In Philadelphia they visited with their son-in-law and daughter, Mr. and Mrs. Wm. Mattern.

Machinist and Mrs. Alfred Hansen, Savanna, left Sept. 12 for Washington, D. C., where they will visit with Mrs. Hansen's sister, also in New York City and other eastern points.

Word was received that former Illinois Divn. engr. Phillip Serrurier, who just recently retired to take advantage of the pension, died at his home in Tacoma, Washington, the fore part of September. Mr. and Mrs. Serrurier left Savanna in August to make their home in Washington. Sympathy is extended to Mrs. Serrurier and the son and daughter who survive.

Chicago Terminals

"Stout"

WHAT two of our department heads have taken up the ancient and honorable game of golf and can be seen quite frequently making wild and ineffective

swings at a little white pill around the White Pines golf course after working hours? It's a long tough road, fellow sufferers, before you get to where par is scared of you.

At this writing, car department employe James Patterson of Bensenville, is seriously ill at the Elmhurst Hospital. His many friends hope for a speedy and complete recovery.

Sympathy of fellow employes is extended to Frank Jelinek, who recently lost his eighty-six-year-old mother.

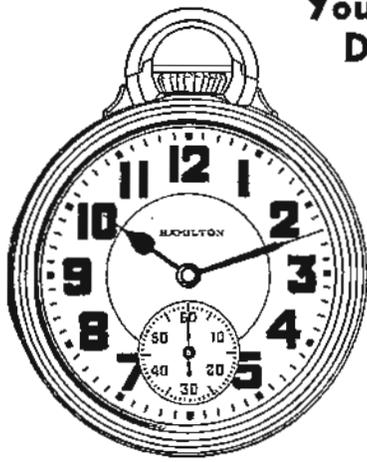
The Chicago Terminals, as well as other branches of the Milwaukee Railroad, have not in a long time received such a shock as the death of R. J. Richerson, chief caller at Bensenville roundhouse, gave all of us. Apparently in the best of health and spirits, Bob departed from his work for home on Sept. 1st, ate his supper about six and was dead at six-thirty, having been struck down with an attack of acute indigestion which took his life even before a doctor could be summoned. He is survived by his wife, two brothers and one sister. To those who knew him intimately, it is hard to believe that Bob is really gone. Personally acquainted with practically everyone in the Terminals, on the Southeastern, D&I and C&M Divisions, as well as other branches of this railroad, it would be hard to find anyone who did not always have a good word for Bob. Funeral services were from 2500 N. Cicero Avenue, with burial at the All Saints' Cemetery. We wish all of you could see the floral pieces presented by his host of friends. It would have given you some idea of the esteem in which Bob was held and it's going to be a long, long time before his departure is forgotten.

Here is some news that may be of interest to somebody.

The Milwaukee Railroad has adopted a new type of way station, each of which will be finished and insulated on the inside with ½-inch Insulite Building Board according to the specifications.

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lic; economical maintenance, attractive appearance, and low first cost are said to have been the motivating influences for this type of design developed by Mr. A. O. Lagerstrom, architect, under the general supervision of Mr. Tornes, supt. of Bridges and Building.

Heat in all stations will be supplied by two stoves, one in the office and one in the waiting room, and economy in fuel consumption will result from the Insulite used on the walls and ceiling.

The railroads of the country have thousands of passenger stations which are in daily use by the American public and this new type of construction will mean additional comfort for all travellers.

The bowling league of the Milwaukee Railroad offices, etc. at Chicago, got off to an auspicious start on Tuesday evening, Sept. 14, at the Lake View alleys, 3239 N. Clark Street. Most scores were in keeping with the start of any bowling season but everything went off very smoothly and it is predicted that a very enjoyable season of 28 weeks is ahead of those participating. Only one misfortune marred the opening. It seems that one of the stars of the Hiawatha team got slightly mixed up and went to some other alley on the north side of Chicago, where he waited patiently but in vain for the league to start. We, at the proper alley, waited also very patiently for him to show up. Better get the correct address, Barry, because we need you.

Iowa Division (Middle and West)

Ruby Eckman

BEVERLY CONNELL, daughter of Machinist Thos. Connell, and Myron Woods, son of engineer Harley Woods, were selected as first prize winners in the baby contest at the Iowa State Fair.

Fred Fox, who for many years was an employe of the Milwaukee, died at the home of his sister, Mrs. O. R. Taylor, the fore part of February. He commenced work as a fireman in 1882. One son, engineer Owen Fox, survives. He was seventy-six years of age. He retired from work about 12 years ago to devote his time to the care of his invalid wife, who passed away in 1931.

A seven-pound daughter was born to brakeman Willard Silver and wife the fore part of September. The baby is the first in the family.

H. J. Peterson of Anamosa took charge of Perry station as agent September 1st when W. D. Magee retired. M. L. From of the Kansas City division came to Perry to a train dispatcher's job when A. J. Krohnke retired and A. M. Peterson of Manilla was made general yardmaster at

Perry when James Kancaly returned to work as a conductor.

On Sunday, September 5th, at the M. E. church in Perry the marriage of Agnes Emerick, daughter of engineer O. G. Emerick, and Gerald Knee of Perry was solemnized. A large crowd of close friends of the young people witnessed the ceremony. A reception was held at the Emerick home after the wedding. Several parties were given the young bride by her friends. Mr. and Mrs. Knee will make their home in Perry.

J. H. Murphy, agent at Jamaica for many years, who retired a few weeks ago, has moved to Perry to make his home. H. C. Krasche has been appointed agent at Jamaica.

Engineer J. Snipe and wife were in Uniontown, Kentucky, the fore part of September to attend the funeral services for Mrs. Snipe's father.

Agent T. W. Reynolds, who serves the Milwaukee and the M. and St. L. at Pickering, has set up some sort of a record during his stay at that station. There has been a den of snakes making their home behind the concrete abutments in the viaduct. They have been in the habit of coming out in front of his office to sun themselves and the path to the freight house seems to attract them. Mr. Reynolds did not like the pests so started keeping a record in 1934 of the number he killed and up to August of this year he had killed two hundred fifty-five blue racers and bull snakes. The train men who have work to do at Pickering hope to see the agent clean out the entire number before he stops.

Operator Charles Kinner will have five hundred seventy dollars more to report in his 1937 income tax report as that was the amount of the purse he was awarded at the Perry theater recently.

Jack Monahan, special police officer from Atkins, and Albert Nicholson, the officer from Perry, attended the funeral services for W. S. Anderson, who died in Council Bluffs the last of August. Until his health failed, Mr. Anderson had been special officer at Council Bluffs, a position he held for over twenty years.

Charlotte McLuen, young daughter of engineer Howard McLuen, spent some time in Chicago in August making personal appearances as a dancer at a chain of Chicago theaters. The engagement was terminated when Charlotte had to come back to Perry to resume her school work. She is just a tiny tot but has already gained somewhat of a reputation. She made several appearances at the lake resorts in Northern Iowa.

Elmer Wasson, a brother-in-law of engineer Ben Stitzel, died at a Des Moines hospital the fore part of September. Burial was made at Panama.

Jean Diane is the name which Dr. and Mrs. Lawrence Bryant gave their daughter, born in Chicago in August. Lawrence is a son of conductor J. B. Bryant of the Iowa division.

Conductor George Havill has been in the General Hospital in Kalispell, Mont., for several weeks and has been in quite a serious condition.

Perry friends of the W. J. Whalen family of Terre Haute, Ind., enjoyed a visit with them the latter part of August when they came to Perry on their vacation. W. J. W. was formerly assistant superintendent on the Iowa division before going to Terre Haute as superintendent.

Helen Smithson, daughter of Brakeman Albert Smithson, was married recently to Herbert Cannon of Des Moines.

L. L. Ostrandor of Sioux City, for many years a clerk employe in the locomotive department at Perry and Sioux City, was in Perry the latter part of August, having been called here to attend the funeral of his brother.

J. B. Sacker, who for the last twenty years has made his home with his son-in-law, train dispatcher F. S. Bauder, died at the family home in Des Moines in August. Burial took place at Warren, Ill.

Janet Krohn of Perry, granddaughter of John Krohn, a retired section foreman, was one of the ten highest scoring champions in the 4-H club girls at the Iowa State Fair.

Madison Division

QUITE a number of agents and telegraphers attended the Ticket Agents' Convention held in New York. Among them was George Gunderson, who packed a good supply of rice because Frank Holmes, agent at Milton, made a side trip to Iowa and paused for a short period at the Little Brown Church in the Vale, where he joined hands with a Miss, and later joined the Convention crowd. Frank has kept this awfully quiet, but we will find out about it when he returns.

There has been quite a change among agents on the Division, many oldtimers dropping out on pension.

E. W. Voss, veteran agent at Mazomanie, finally decided to have more time to play golf and he has been succeeded by E. D. Coleman, formerly at Wauseka.

J. P. Clark, who was agent at Platteville for over thirty years, felt he has earned a long looked for rest, but he comes to the office each day to check up and see if his successor is securing all the business he should.

J. E. Broderick, operator at Mazomanie, who used to handle trotting horses before the day of the automobile, has retired and is spending his time building chicken coops, and is going to raise thoroughbred chickens.

W. J. McDonnell, who has been agent at Spring Green for thirty-five years, has retired and has been succeeded by his son, Glenn.

Frank Miles, agent at Prairie du Sac, decided he has railroaded long enough and is now taking life easy. W. J. McDonnell has succeeded him as agent.

Fred W. Sprattler, who has been agent at Sauk City, and formerly agent at Darlington, has retired and has been succeeded by E. W. Tucker.

And still the notices are coming in of further retirements.

T. L. Pagel, agent at Mineral Point, who has been at that station over forty years as operator and later as agent, has decided to spend the rest of his life in Florida. He has not told us whether it is to save taxes or what.

T. B. Huggins, agent at Belmont, has sent notice of his retirement, effective Sept. 30th, and he wants to go south before the cold weather.

F. L. Murray, who has been agent at Readstown, has decided to retire and go back to his old home at Calamina and raise bees.

C. E. Hubbard, agent at Boscobel, is also retiring Sept. 30th. Now we are wondering who his successor is to be.

Wm. Downie, passenger conductor, gave up his run between Madison and Rockford Aug. 10th and has retired.

"Phil" at "MX" phoned what he thought was a code message and the only word in code turned out to be VOCAFILM. Was his face red!

Fred E. Schultz, captain of police at Kansas City, called on his friends in these parts.

W. C. Kenney, roundhouse foreman, Madison, has been ailing for some time and at present is in the Methodist Hospital in Madison.

Iowa (East) Division and Colmar Line

J. T. Raymond

MISS RUTH EVELYN MURPHY was married Saturday afternoon, August 29, at the home of her sister Miss Dorothy Murphy, in Des Moines, to Joseph Nelson of Cedar Rapids. Mrs. Nelson graduated from the Marion High School with the class of 1935 and has been employed at Marion since. Mr. Nelson is employed at the Chandler Pump Co. in Cedar Rapids, where the couple will live. The Employees Magazine extends best wishes.

Mrs. E. C. Ainley of Marion, returned August 26 from a Western trip, stopping at Victoria, B. C., Seattle and Lewistown, Mont., visiting relatives at Lewistown.

Mrs. H. C. Van Wormer of Marion, returned the latter part of August after an

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UNION REFRIGERATOR TRANSIT LINES
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extended visit at the Van Wormer cottage at Ox Lake, Minn.

Theotis Murray, age 79 (better known as "Ode") died Tuesday, August 24, at the family home in Marion, where he had lived for 75 years. Born October 14, 1857, in Marion County, Ohio, he came with relatives in a covered wagon at the age of five years. For 47 years he had been an employe of the Milwaukee Road. Early in his railroad career he worked as carpenter and helped to erect many of the depots between Marion and Kansas City, and 30 years as a passenger trainman between Marion and Chicago. Mr. and Mrs. Murray celebrated their Golden Anniversary June 17, 1935. They were the parents of three children, including LeRoy Murray, a machinist for this company at Chicago, and five grandchildren. Mr. Murray was a well posted and sociable man and had made many friends during his long career on the Milwaukee Road. His death is deeply regretted and the Employees Magazine extends sincere sympathy to the bereaved family. The funeral services were held at the home, Friday, August 27, pallbearers were four railroad associates and two neighbors. Interment at Oak Shade Cemetery.

Chief dispatcher Van Wormer of Marion, spent several days during the early part of September visiting his farm in Minnesota. The crop yield was very satisfactory this year.

Mrs. G. W. Dipple, of Marion, went to Cedar Falls August 17, to attend the graduation exercises of her daughter, Miss Lenore, from Iowa State Teachers' College.

Agent H. E. Ramsey, dispatching at Marion during Mr. R. A. Leamon's absence, with Dale Miller as extra agent at Arlington.

Operator and Mrs. O. H. Huyck, visited in Pennsylvania the latter part of August, Ernest Claussen relieving.

During Agent Howe's absence at Oneida, operator Darrell Emerson did relief work.

E. F. Claussen is appointed agent at Paralta.

H. J. Peterson, long time agent at Anamosa, has been transferred to Perry. We all regret his leaving this division.

Conductor Walter I. Roche of Savanna, retired from the service August 31. Here goes another of our good old souls. While we commend his decision, it is hard to think that we will have to wait until the V. E. A. reunion next September before we can mingle with Walter and his phantom dog again.

Switchman W. K. Butler of Cedar Rapids has retired and with his family, moved to Kansas City. We used to like to hear Mr. Butler's remarks in the Safety First Meetings, very pertinent they were.

Miss Madge Harris and Mr. LeRoy Smith

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CHICAGO

were married August 25. A reception followed the wedding at the home of the bride's parents, which was confined to relatives and close friends. Both of the young people are graduates of Marion High School. Mr. Smith has been in the employ of the Standard Oil Co. The couple left Sept. 1st for Los Angeles where Mr. Smith will be employed by Douglas Aircraft. The magazine extends very best wishes.

E. L. Zieser has been appointed operator at Samoa, 8 P. M. until 5 A. M., a new office established on account brisk business at that junction point during these hours.

Horace R. Leamon, father of R. L. Leamon, dispatcher, died at his home in Des Moines, Wednesday, August 25. Funeral services were held at Wyoming, Iowa, Friday, August 27. On behalf of many friends on the Division, the Milwaukee Magazine extends deep sympathy to dispatcher and Mrs. Leamon in their bereavement.

Miss Hannah Johnson, of the superintendent's office, was away on a vacation the latter part of August.

Miss Alice McGuire spent the Labor Day week-end visiting with friends in Chicago.

Third trick operator Marl Marchant of Marion, was away on a three-weeks' vacation the latter part of August and forepart of September, spending most of the time visiting relatives at Los Angeles.

E. F. Evans and family of Maquoketa have moved to Marion. Mr. Evans has taken the night ticket job, relieving H. Van Fossen, who goes to Cedar Rapids.

Operator Marl Marchant, Marion, furnished the items from the division for the September magazine, "pinch hitting" for the regular reporter. He did a good job. Thanks.

Mr. and Mrs. E. D. Jefferson returned to Marion Sept. 7, after an extended visit to points in the northwest, including Seattle, Vancouver, Banff and Lake Louise.

Mr. and Mrs. George Engstrom and their daughter, Helen, and son, John, of Deerfield, Ill., spent the week end over Labor Day visiting in Marion at the home of

John Engstrom and Miss Ruth Engstrom, the father and sister of Mr. Engstrom.

Members of the Milwaukee depot force and their families spent Sunday afternoon, August 29, at the golf club, where dinner was served to about thirty. In the afternoon there were golf tournaments.

In July we were greatly interested in a large illuminated picture of Sir William C. Van Horne, placed in a prominent niche in the rotunda, leading to the main dining room of the Chateau Frontenac, at Quebec. We at once recalled when Mr. Van Horne was general superintendent of the Milwaukee Road in 1881, and his being called at that time to take charge of the completion of the Canadian Pacific Railway, and his efforts to secure Mr. A. J. Earling as his assistant on the big Canadian job. After Mr. Earling decided to stay with the Milwaukee Road, Mr. Van Horne secured as his assistant, T. G. Shaughnessey, Store-keeper for the Milwaukee Road at Milwaukee. These men with their courageous skill in putting through the C. P. Railway across Canada and then later putting it in operation, made a great name for themselves in Canada and throughout the railway world. While driving around Montreal, the taxi driver pointed out to the writer the residences, in a fine district, of "Sir William C. Van Horne" and "Lord T. G. Shaughnessey."

Mr. and Mrs. Frank J. Cleveland of Marion went to Mississippi Sept. 4, to visit for two weeks with relatives.

Mr. and Mrs. Bert C. Burrows, their daughter and husband, of Marion, made a brief trip through Missouri and Arkansas. Labor Day week end.

Mr. and Mrs. L. A. Klumph, of Marion, visited in Aurora, Ill., with Mrs. Klumph's relatives.

Mr. and Mrs. Ralph C. Seager motored to Toronto, Canada, Sept. 1, where they visited Mrs. Seager's relatives.

Examination classes on Standard Rules and Air Brakes were conducted at Cedar Rapids and Savanna in September, by

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CHICAGO

CHICAGO - MILWAUKEE - MINNEAPOLIS - SEATTLE

trainmaster L. R. Shellenbarger and traveling engineer E. D. Jefferson.

George Robinson died suddenly in Chicago, Tuesday, Sept. 7. He lived at Marion with his family some years ago, and was at one time a porter on the private car of Supt. Marshall and Supt. Flanigan, also on the medical car Metz. Of late he has been in charge of buffet car between Chicago and Omaha. Mr. Robinson was widely and favorably known among the Iowa Division employes and his sudden death is much regretted.

I. & S. M. East

H. J. S.

J. E. MOUDRY, agent, Le Center, was off during week of August 23rd to 29th, due to a broken ankle. "Joe" reported back to work Monday, Aug. 30th, and was around on crutches, but expected to throw them away by the end of the week. Earl Wood of Freeborn relieved Mr. Moudry.

Chief dispatcher Valentine commenced his vacation Sept. 13th.

Condr. Bill Massino had the misfortune of having his grip stolen from the caboose at Hollandale. Maybe Dwight would do a bit of sleuthing for you, Bill.

The Division Claim Prevention meeting which was held at Austin, 7:30 p. m., Sept. 14th, was very well attended. Mr. Dougherty gave a very interesting talk.

Word has reached your correspondent that "Ink" Beckel, while practicing up for a coming rodeo or circus act, had the misfortune of having the horse fall on him. Were you carrying the horse, Ink?

All the boys were pleasantly surprised to receive a 10 per cent dividend check from the Milwaukee Employes Pension Association. No advance notice had been given that a second dividend was to be paid at this time.

V. E. West of Egan, S. D., has been appointed agent at Spring Valley, Minn. H. J. Bennett of Fedora was appointed agent at Egan.

R. W. Schulze was appointed agent at Airie, due to former agent W. A. Sellman retiring on pension.

F. E. Powell relieved E. L. Wopat at Alden, Minn., beginning Sept. 10th.

F. R. McDaniel relieved B. E. Halverson at Easton for a few days.

E. J. Toews, new agt.-opr. on the I&SM Divn., relieved at Medford.

R. O. Hill is relieving S. Rowe, opr., Northfield.

Melvina H. Severson relieved at Vilas for a few days latter part of August.

B. E. Woolworth, agent, Waldorf, was away Sept. 1st to 7th.

S. P. Freeman, new agt.-opr. on I&SM Divn., is relieving at Zumbro Falls, Minn.

J. R. Ibsen, agent, Peterson, Minn., will leave on Sept. 24th for a trip to Sweden with his mother. He expects to be gone two or three months. Hope you have a nice trip, folks.

Two of our old-timers are taking the pension, effective Oct. 1st. They are Geo. Lieser, agent, Iona Lake, Minn., and James Snyder, agent, Plandreau, S. D. Hope you both enjoy a well-earned vacation.

Well, better get your guns in condition, boys the pheasant season is drawing near. Good luck.

West End Trans-Missouri Division

P. R. F.

MRS. FRANK SCHULTZ, wife of retired machinist, Miles City, is reported in very poor health at this time. We all hope she will soon be able to get out again, feeling fine.

Miss Barbara McMahon, daughter of chief clerk, H. J. McMahon of Miles City, is entering the University of Washington this fall.

It is rumored Dick Jensen was seen coming out of a pool hall the other night, after only one month's married life. We wonder how he accounts for it.

Mrs. Ann Anderson, clerk in superintendent's office at Miles City, left September 11th for a vacation trip to New York City and other Eastern points.

H. E. Riccius and family, Arnold Running and family of Miles City spent their vacation the latter part of August motoring through Yellowstone Park, returning home by way of Cooke City Highway. They report a very enjoyable trip.

Mr. and Mrs. Rod James of Miles City have gone to Tacoma, Wash., for a short vacation trip. Mr. James is retired boiler-maker at Miles City.

Miss June Spear, daughter of Frank Spear, conductor at Miles City, is planning on attending the University of Minnesota at Minneapolis this fall.

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Exclusive Edgeworth Method PROCESS-AGING Is Changing Smokers' Ideas

WE guarantee Edgeworth will not bite the tongue. That is a strong statement, but we are willing to prove it at our risk.

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

Our method is PROCESS-AGING—a process as vital as the aging of old wines. There are twelve required steps, each under scientific control. It takes 4 to 7 times as long as might seem necessary. But that's how we guarantee that Edgeworth will not bite the tongue.

We ask you to try it under our money-back guarantee. If Edgeworth bites your tongue, return it and get your money back. Isn't that fair enough?

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

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- 3 — Edgeworth Jr. — for the pipe (and cigarette) smoker—the same tobacco also Process-Aged, but cut for "roll your own" and manufactured to give a milder, more free-burning smoke.

EDGEWORTH AND EDGEWORTH JR.



Smoking
Tobaccos



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Because Accidents and illness occur.

Because YOUR turn may be next.

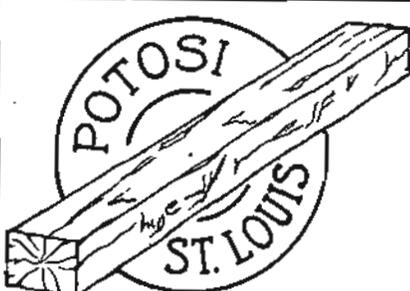
Because When it comes — YOUR PAY STOPS.

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T-Z Products, as standard equipment,
are daily proving their merit.

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All Grades Will Be Washed
Except 6" Lump

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FEED WATER HEATERS
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**CENTRIFUGAL BLOW-OFF
MUFFLERS**

TIRES (TAYLOR FORGE)

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Lee Pemberton, roundhouse, Moberge, S. D. was called to Forsyth September 17th on account of the death of his mother. Our sincere sympathy is tendered this family in the loss of their loved one.

Mr. and Mrs. R. W. Anderson of Milwaukee were visitors in Miles City week of September 11th. They had made a trip through Yellowstone Park and were returning to Milwaukee by way of the Black Hills. Dean Kohlhasse, son of superintendent A. C. Kohlhasse, is leaving September 17th for Ames, Iowa, where he will attend college this coming year.

Mr. and Mrs. Les Robertson of Oakland, Calif., spent two weeks the fore part of September visiting at the home of B. W. Hill. Mrs. Robertson is a niece of Mr. Hill, and it had been twenty years since she was last in Miles City, and noticed many changes that had taken place in that length of time.

Conductors H. M. Stangland and C. D. Tarbox of Miles City, who have been in the hospital for the past two or three weeks, are reported getting along fine. We hope to see them out again soon, and able to be back to work.

Robert Stacy, who has been employed as electrician helper at Miles City roundhouse, is leaving September 18th for Bozeman where he will enter college this fall.

Jos. Peschl, time revisor, Miles City, spent a few days the fore part of September visiting his parents in Janesville, Wis.

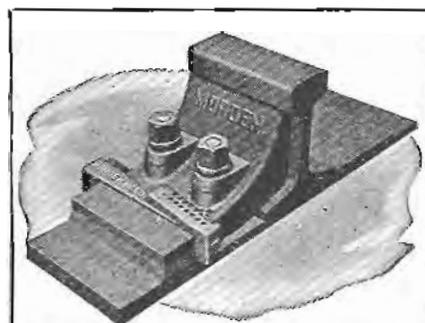
Arthur Mayo, retired yardmaster at Miles City, is in the Holy Rosary Hospital, where he will submit to an operation. We hope for his speedy recovery. A great many of the employes were made happy September 15th, when the checks were received from the Milwaukee Pension Association.

John Hanrahan, son of conductor M. E. Hanrahan, Miles City, is leaving this week for Missoula, where he will attend the University this fall. Miss Gail Hanrahan, daughter of conductor Hanrahan, is leaving for Menominee, Mich., where she will enter college this fall.

Milwaukee Terminals

G. W. E.

ENGINEER Lawrence Hamilton, 3019 W. Mt. Vernon Ave., passed away August 11th, after a short illness. He had been a faithful employe of the Milwaukee road since 1881, and an engineer since February 14th, 1888. He had one of the finest records



MORDEN SECURITY ADJUSTABLE RAIL BRACE

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

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Frogs — Switches — Crossings — Guard
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as an engineer and as a real gentleman. He retired about one year ago on pension. A widow and one son survive. Funeral, August 14th. Cremation, Forest Home cemetery.

Mrs. Charles Wilde, 3020 West Mt. Vernon Ave., widow of the late foundryman, Charles Wilde, died at St. Joseph's hospital August 24th, after an operation. Funeral, August 26th. Interment, Calvary cemetery.

Yardman Max Wenkman and Anna M. Schoble were married August 22nd. After a two weeks' auto trip in north Wisconsin woods, they are at home to their friends at 2351 North 36th St. Ice cream and cake will be ready after September 6th.

Yardman George Nugent is selling oil stock as a side line, and has been very successful in the game. Only recently it was reported that he sold yardman Raymond Buckett quite a block of stock in the oil well at the Greenbaum tanning plant near our North Milwaukee depot.

Conductor Matthew Deinein and wife visited relatives and friends in Chicago August 22nd.

Engineers C. R. and E. J. Manion left August 25th for a visit at the old home town of St. Louis, and expect to be home in a month or two.

Foreman Edward A. Ryan and family were on vacation at Minocqua Lake the last two weeks in August. By the pleasant look which Edward has on his face since his return we believe that they caught several fish, but he will not say.

Chief dispatcher Roy E. Daly and yardman D. L. Hennessey were the representatives of the Terminals at the National Grand Army of the Republic Encampment at Madison, Wisconsin, August 31st, to September 10th. Both report a grand time.

We hear the boys talking every morning about Stanley (LOUD SPEAKER) Kujawski and Edward F. (BUCK SHOT) Wroblewski playing golf out Wauwatosa way golf club. They say that they have a crowd every morning to see them play and hear them talk. They are experts at both, so the boys say, at the Cut-off.

Traveling engineer Wm. H. Dempsey was on vacation last week in August and first week in September way up in northern Canada, where they have some real bears.

District adjuster Edward J. Scofield and family left August 28th on vacation way up in northern Minnesota, where the big fish grow. We are waiting for the fish.

Engineer Edward J. (UNCLE TOM) Heth visited relatives and friends in Chicago August 31st. He also visited engineer John H. McKane at the Hines Memorial Hospital at Hines, Illinois.

Machinist John Isleb died at his home, 1726 North 14th St., August 26th, after a short illness. He was 85 years of age and had been employed by the Milwaukee road since he was 16 years of age, first as water boy on the Chestnut St. line, as fireman and engineer. He was the first engineer to run engine No. 216 and later became a machinist in the back shops. In 1892 he was appointed inspector of air brakes in roundhouse No. 1 and retired about ten

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ST. PAUL, MINN.

years ago. He is survived by a widow and two daughters. Funeral August 28th. Interment. Union cemetery.

On August 31st, Miss Lucretia I. Moulton passed away at her home, 718 North 28th Pl. She comes from a railroad family; her father was engineer at the Milwaukee Shops big mill for years, and two brothers, Natt and John P. Moulton, both deceased, were oddtimers on the Milwaukee road. Miss Moulton was a school teacher in the public schools for 45 years and there are many of our employes who will remember her as their teacher when they attended the Grand Ave. school. Funeral services at 10:30 a. m., September 3rd. Burial at Valhalla cemetery.

Machinist J. P. (RED) Carroll called on some of the comrades at the Edward Hines, Jr., Hospital at Hines, Illinois, Sunday, Sept. 5th, via auto.

Machinist John W. Allen relieved general foreman William Rivers at Humboldt Ave., Chestnut St. yards, that the latter might go on vacation in August. Assistant Curtis was showing us a box of sardines which he said Mr. Rivers sent him from Roosevelt Creek, where he was fishing. Why did you not buy some fish, Bill?

We hear that yardman George (BOOB) Ustruck is organizing a colored glee club and is being assisted by engineer Phillip Kailing. When these two retire on pension they will have a road show all ready for business. Yardman David Freidman plays the piano and yardman, Wm. Helms, the accordion, when they sing.

"Drafts from the Drafting Room"

H. J. M.

AFTER a long period of idleness due to the fact that there was nothing exciting to write about, our "noter" and his notes will again rise to great heights.

First of all, let's introduce a few of the new lads that have ventured into the drafting room in the past few months:

Lawrence Cochrane has been inserted into the locomotive department of our drafting room under the guiding hand of Oscar Peterson. You MUST have noted his mustache. What have you done that you are trying to hide?

Fred Wiegatz was a former freight shop welder and has been a helping hand on the drafting board. He's just like Royce Juell, that is he can draw (art) very well.

John J. Fedler is another new lad who is now serving the locomotive department staff.

Adam Keidel is gooning for "Little Rollo" out in the blueprint room. He has straightened out the files in good order and also types when things are hot.

William Masch, a newcomer from machine shop, is serving part of his apprenticeship on the drafting board. He's a big fellow and has blonde hair.

Clarence Redelwicz, an apprentice from the boiler shop, has served his time on the drafting board under the guiding hand of Harold Chandler. Last heard of Clarence he was to be wud. No cigars?

Dick Zimmerman, a husky 200-pounder

from machine shop, serving his time on drawing board. Dick used to put on the party every week in the sheephead tourney.

Wesley Lefstrom has quit gooning for Hooks to start gooning for Howard Melzer. He's a draftsman. Note: Adam is now filling his shoes in Hook's chamber of labor.

Petrie is very sore of late. Just a few teeth extracted and bridged.

Congratulations extended to Mr. and Mrs. Arthur L. Schultz on the birth of a boy, 7 pounds 4 oz., September 14th, 8:00 a. m.

Odegaard, the sage of Rice County, Minn., has been boasting what a good thresher he is. He goes home to the farm during his vacation and, lo and behold, he finds a threshing bee in progress. To cut the story short, Ode entered and didn't even get an honorable mention.

Bob Engelke had a great season in baseball. Wonderful pitcher, tutored by Jack Armstrong. Quite a fellow (Engelke).

Ernie North has just completed his vacation out to the wild and woolly west. He reports a swell trip and a restful one. The west is not wild and woolly any more.

Odegaard—the most unorthodox bowler in the game. Throws right handed off the left hand corner. Lives right or he wouldn't get the scores he does.

Cochrane was gassed by cheap cigars and thrown off his stride. Bowled 98 the first game. After coming out of the daze he bowled like Mickey Cochrane catches.

Lefstrom—a good bowler but can't stand the grind of bowling 3 games. First 2 games were good but he just didn't have the extra zip to last out and fell to barely over 100. Not bad for his first year of bowling—on new alleys.

Jack Armstrong—quite a ball player. Burned up the soft ball circuit this past summer, until a sprained ankle laid him low. Even then he pitched no-hit games and continued hitting home runs with aid of a sub-runner. What a pitcher!!

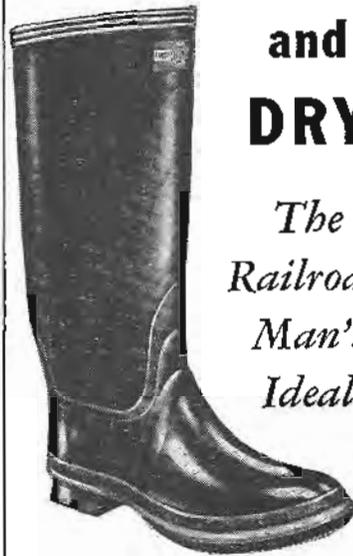
Cowper has been serving an apprenticeship on yachting. Every Saturday and Sunday Dick has sailed the bounding main. Another year and we will have a first-class "yachter."

Schroedel—took upon himself a little wife when he went home during his vacation and brought her back with him. The happy young couple are to be congratulated and wished the best of luck on their venture at this time. Howard has been

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and
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"U. S." PATROL

This red-soled, heavy, durable rubber has been probably the most popular with railroad men of all the "U.S." waterproof equipment. The sole pattern prevents slipping.



"U. S." PORTLAND

This husky good-looking overshoe is built with an oversize sole and extension heel for heavy wear. The sole pattern is like that of the Patrol, designed to give the maximum of grip where sure-footedness is all important. The upper is tough and fleece lined for extra warmth.

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Twenty-seven

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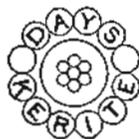
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Gives Unequaled Service

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We are equipped to handle all Standard Methods of Treatment. Also Axing and Boring of Ties

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Chicago Office: 20 N. Wacker Drive

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A POWERFUL HIGH-GRADE FUEL

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SHIPPED—by C. M. St. P. and P. Railroad.

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NORTHWESTERN

RAILWAY MOTOR CARS—RAIL AND FROG GRINDING
MACHINES—MAINTENANCE EQUIPMENT

LUMBER PILING—TIES

and

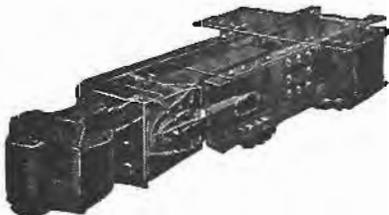
MINE TIMBERS

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"BUCKEYE" YOKE and Draft Attachments



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

THE BUCKEYE STEEL CASTINGS
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Manufacturers of

ANTI-FOAMING COMPOUND

Western Office

122 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

given a lot of advice from "men who know."

Jack Armstrong started out on another successful bowling campaign. Not satisfied with the good record established last year—when he was one of the most feared "money bowlers"—he endeavors to outdo all this year. That "hook" sure talks for Jackie. A nice lad. We like him.

Mr. Cannon put in several trying days and is glad everything is hunky-dory again. Mrs. Cannon underwent a major operation and is doing very nicely. The office force offers best wishes for speedy convalescence.

Herb Matje almost bit off a chunk too big. Imagine his nerve in challenging Jack Armstrong to a game of tennis for money. As it was, someone told him who he was running up against and somehow the match fell through. Boy, that was a close one for you. Herb, we'll say.

Royce has taken upon himself a vacation. After several years of steady hard labor, Royce feels as though he owes himself one. He has gone back to Spokane, his home town. Boy, won't those gals back home be envious of you, Royce, to see how far you've gone in so few years? You better be careful, Royce, so you don't bring back some company. Royce is going to see Sis on the way back and take in Yellowstone National Park. Hope you have a wonderful trip.

Reinke has acquired a new title. Mr. Reinke can and already has put up a shingle. He successfully passed a correspondence course in Law. Better be careful now, boys, as to information twiddled out of Elmer. He has just purchased an order of statements. You might find a bill in your mail box if not careful.

H. W. Chandler is still a bust as a bowler. He sure got some good scores the first night out and no poor cigars gassed him either. Why not try bowling left handed, Hal. Surely you can't do any worse.

Clarence Wellnitz went down to see the performance of a great magician and left the show in the middle of his performance. Moco couldn't bear to watch. He expected to learn something new but found that this fellow was getting big money for doing what Wellnitz had forgotten. Just took the wrong road after you came to the fork. Well, we feel sorry for you, anyhow.

Uecker just returned from a vacation trip out to the west coast. Reports family

enjoyed the trip immensely. Took oodles of "pitchers." Harvey's prayer ball will not be with us this season as he is stepping into faster company. He will bowl with the Church Men's League.

Hooks is glad the summer is over—or is he? The strenuous campaign of taking in every fireman's picnic has taken its toll. Hooks can't get around as fast as he used to. He's the picture of Wimpy after eating about 50 hamburgers. Better get out on the road mornings if you expect to be able to bowl this year.

La Crosse-River Division—First District

Scoop

WE regret to record the passing of August Eistfeldt, pump repairer, at Watertown Sept. 5.

August started with the Milwaukee in 1898 as a B&B carpenter and was promoted to pump repairer in 1926, which position he held until 1937, when he was forced to lay off account of sickness. He was buried at Watertown.

H. B. Christianson, V. M. Hanson and J. L. Elliott of La Crosse were present at the funeral.

We shall all miss August, as he was always on the job to fix pumps and water pipes and the sympathy of the entire division is with his bereaved ones.

When you think of some of the old timers pensioned, think of Frank (Peggy) Learmonth, who writes me from Riverside, Calif., to say hello to the gang and he remembered to all of you, his friends. Frank is one of the men who started way back when—braking for Mike McQueeney on the way freight in 1885. He lost his foot in Watertown yard and then became an operator under the able teaching of L. N. Coapman. He worked at Duplainville before they had a tower there and was the first man to throw a lever in the tower when it was installed. Our friend O. J. Peters has taken the agency at Columbus vacated by Learmonth.

Agent C. A. Peters has been on the sick list but latest reports are that he is improved very much.

We are glad to see Al Mittelstadt and Frank Kingsland around again.

Who is that good looking conductor on the Watertown branch? Why, none other than Hoppe McMahon himself.

Wait till you see all the new conductors in brass buttons and uniforms; the trainmaster has been busy lining them up.

I'm glad the hot weather is over but hate to think of those big snow drifts encountered last winter on the way home.

Special officer E. W. Gautsch is taking care of Portage yards until a successor is appointed in Mike Keaveny's place. Mike says he can tell that alarm clock to go places now that he doesn't have to make the early morning time freights.

Two of our oldest Portage vets, Mike McQueeney and Walt Shannon, are still going strong in spite of their years. Makes a feller wonder how he will be when that age comes along.

Agent W. N. Upham has retired on pension at West Salem. Agent C. M. Keefe has taken his place.

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Agent H. B. Laferer has been appointed agent at New Lisbon.

J. C. Meyer, who relieved A. J. Farnham this summer on third trick, Portage, has been appointed operator at Mauston, Wis.

S. M. Fiddler is appointed to operate second trick, Oconomowoc.

J. M. Gollwitzer is the new agent at Okauchee.

F. J. Sandman is appointed third trick operator, BK office, La Crosse.

Herb Ruck is working as agent at Hartland temporarily.

Opr. Butler relieved W. J. Hayes at Portage a few days while he saw the Cubs perform at Chicago.

Good Old Dubuque Shops

Lucille Millar

FRANCIS H. DERSCH, age 86, passed away at his home in Dubuque on August 28th. Mr. Dersch was wearing a 50 year button from our railroad, having served as general foreman at Dubuque Shops for a number of years. "Dad" Dersch has gone on but his memory will linger long in the minds of many of the old timers.

He is survived by five daughters and three sons; of the latter, Henry T. of Aberdeen, and Herman of Dubuque, are with the "Milwaukee." Sympathy is extended to the family.

Our sympathy goes, also, to Miss Emma Sacks of the assistant superintendent's office. Emma's father passed away at Dubuque September 16th after a lingering illness.

Earl Thompson wishes to voice his appreciation for the prompt return of a valuable package which was left on a Burlington train into Savanna recently. This was brought about through Agent Richard Mahood at Savanna and Burlington Agent Arthur Fitz.

An "old timer" inspired me to write the following (one of our Retired Employees)—

You know, I get kinda tired these days—
Cause I ain't got nothin' to do:
I git up in the mornin' early.

But jist when I have on my first shoe
I remember, and get sorta lonesome
Fur the job—the boys—and the work,
I'll tell ye right now I wa'n't idle—

Was never a man that would shirk:
Yessirree, I filled up all them hours
Plum full of my best kind of work.
Yep, now when I think back about it
It makes me feel—you know—blue
To think I'm no longer a toiler.
With just about nuthin' to do.

Yes, brother, we know you get lonesome—
And that the day's often long,
But, say, do you know you ARE working—
You are helping some fellow along!
His children, you see, must be cared for—
Get schooling, be fed and raised well;
Please, brother, don't feel you are idle—
It is true you can rest for a spell,
But look at the good you are doing—
You are helping the World to go round—

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S C D Office on the Air A. T. B.

EVERYONE reports having had a wonderful time on their vacation and it seems no matter which way they went, east, west, south or north, conditions were "just grand."

Steve is one of the last to return, having taken his wife to "the big city." When Steve got back his head was back at a 45 degree angle. He says he don't know why, but he can't fool us. We all know he stood at the edge of the sidewalk looking at the tops of the tall buildings. He brought back some photos to prove that he really was there.

Velma went to the West Coast, Bernice to Yellowstone Park, as did the Deppe family. Walter Stark just stood at the top of the steps on the south side waiting for his pay check. Yes, he got it. One of the girls delivered it and says he gave a big sigh of relief when she handed it to him.

A duck dinner at any time is good, but when you can get a nice fat duck for only ten cents, well the dinner just tastes twice as good. Lucille is the lucky one, having won a five-pound duck which was raised on Miss Carpenter's farm.

Bill tried to sit down on his chair one day recently and there was no chair there. Result Bill got a cut on the top of his head where he hit one of the cases. Better take a look back of yourself before you go to sit down.

Ralph Haslam went to Chicago to see the Cubs play recently and is more than satisfied that he got his money's worth. He caught one of the foul balls and now has a nice new baseball which he has placed on view to all who care to see it in his room at home. I understand he received some other things also from two gentlemen (?) who sat in the same box, but you better ask R. R. about this.

Just as a tip, get the storm windows washed before your wife tells you it's time to get them up, and surprise her.

Memory

The story is told of the Kentucky colonel who had an argument with the devil. The devil said that no one had a perfect memory. But the colonel maintained that there was an Indian on his plantation who never forgot anything. The colonel agreed to forfeit his soul to the devil if the Indian ever forgot anything. The devil went up to the Indian and said: "Do you like eggs?"

The Indian replied, "Yes." The devil went away.

Twenty years later the colonel died. The devil thought, "Aha, here's my chance." He came back to earth and presented himself before the Indian. Raising his hand, he gave the tribal salutation, "How?"

Quick as a wink the Indian replied, "Fried."

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

FOR SALE—Beagle hound pups from 1st class hunting dame and sire. Males, \$5.00; females, \$3.00. C. O. Sherrrod, 709 Ill. Ave., Wisconsin Dells, Wis.

FOR SALE—Red velvet, pillow-arm davenport, with two extra pillows. Cushions and pillows reversible. In excellent condition. H. L. Lawrence, Asst. Supt. Terminals, Bensenville, Ill., for appointment to see.

FOR RENT—Large light room, newly decorated and nicely furnished; Northwest side of Chicago near Addison bus and three car lines. Will appeal to Fullerton Ave. office employe desiring quarters in well appointed home. Family of two adults, no other roomers.—Reply to Dept. G., Milwaukee Magazine.

FOR SALE—A 57x157 ft. corner, modern 7 room frame house, a 30x10 front porch, furnace heat, a 20x20 ft. garage and a 12x14 work shop, all improvements in, lawn all around house, fruit trees, flowers, bushes, and grapes; located 3 blocks from depot. A fine home, newly decorated. Selling price, \$8,000. James P. Garry, 34 Lincoln St., Bensenville, Ill.

FOR RENT—Four room flat near forest preserve on Church Road in Bensenville, Ill. Price \$28. Phone 89W.

LOST—Yellow Gold Watch, 21 jewel open face 992—16 size, while riding motor car between Wisconsin Rapids and two miles west of Rudolph. Reward—P. M. Loftus, Wausau, Wis.

Will share my home with couple, reasonable rent. Employed couple desired, (near Bensenville, Ill.) Reply to Milwaukee Magazine, Box B.

FOR SALE—Canaries, Hartz Mountain singers \$3.00, females \$1.75. Colors yellow or yellow with green. White king pigeons \$2.50 for mated pairs. Youngsters \$1.75 each. Golden Seabright bantams, male or female \$1.00 each. Earl A. Dagel, Sanborn, Iowa.

RANCH FOR SALE—60 acre well improved irrigated ranch. West end of the Gallatin Valley, alfalfa hay, good pasture, lots of trees and shrubbery. Large 5 room house and fine lawn, some fruit and flowers. Ideal for someone taking the pension. Full particulars on request. R. D. Crowder, Owner, Jefferson Island, Mont.

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

FOR SALE—A 57x157 ft. corner, modern 7 room frame house, a 30x10 front porch, furnace heat, a 20x20 ft. garage and a 12x14 work shop, all improvements in, lawn all around house, fruit trees, flowers, bushes, and grapes; located 3 blocks from depot. A fine home, newly decorated. Selling price, \$8,000. James P. Garry, 34 Lincoln St., Bensenville, Ill.

FOR SALE—10 acres of good land in Los Molinos, California. Some English walnut trees on it. John D. Quinn, 6220 Latona Ave., Seattle, Washington.

FOR SALE—Building lot 50 foot frontage on Linden St., Itasca, Ill. Four blocks to station. Reasonable and easy terms. E. C. Dorwart, 7090 Normal Blvd., Chicago, Ill.

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

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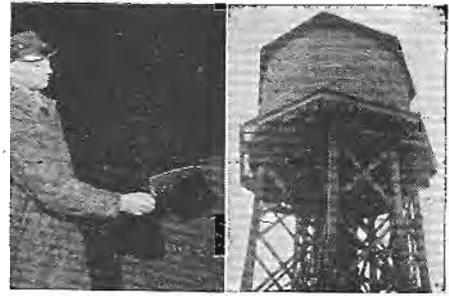
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From a recent address by PHILIP A. BENSON, Pres. Dime Savings Bank, Brooklyn, N. Y.

from coast to coast, but as the years have passed, tracks and roadbeds and curves and grades, bridges and stations, and the rolling stock and equipment have all been readily improved. They have kept abreast of inventions and improvements and today I believe we have the best railroad transportation service in the world."



FEW of us realize how true it is that a railroad is never completed.

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