

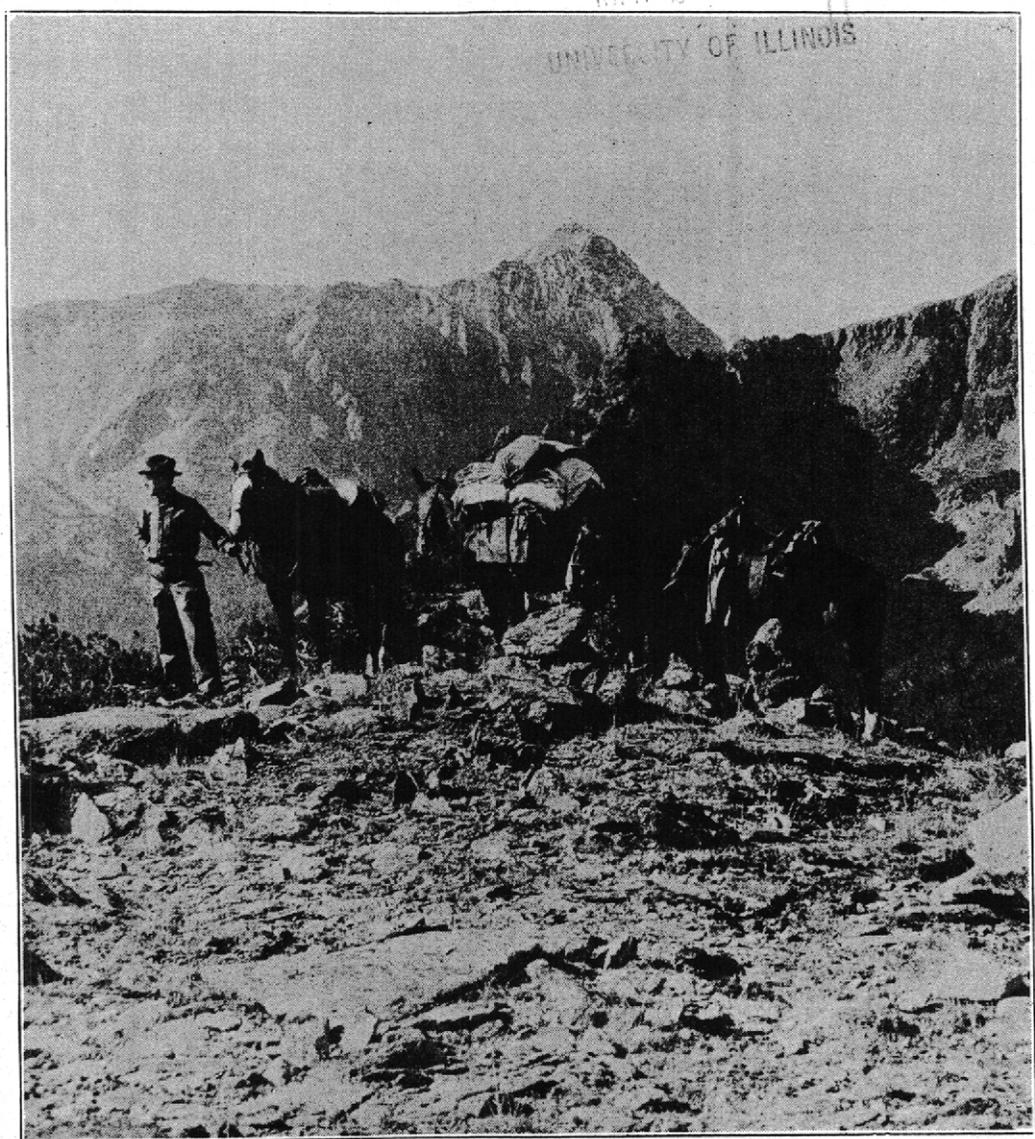
The MILWAUKEE MAGAZINE

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UNIVERSITY OF ILLINOIS



On a Pack Trail in the Rockies of Montana

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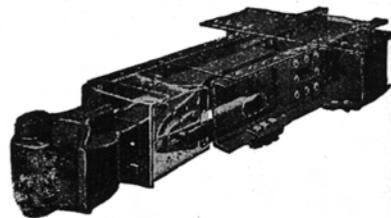
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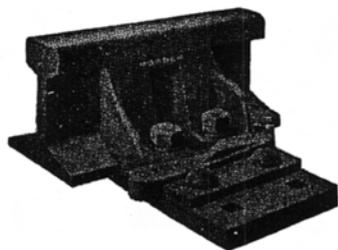
The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

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CREOSOTED MATERIALS

and

COAL TAR PRODUCTS



Republic Creosoting Co.
Minneapolis

New Opportunity for Recreation Education Near Gallatin Gateway

F. J. N.

THE Milwaukee Road welcomes a new enterprise into its western territory.

Unaccompanied by belching smokestacks and the clatter of shunting box cars—pleasant to the senses of all railroad workers—it brings in its stead music, laughter and the happy voices of little men.

Known as the Flaming Arrow and located high in beautiful Bridger Canyon 16 miles north of Bozeman, Montana, it is the site of a pretentious vacation-educational ranch that embodies many new and unusual features and is unique not only in the Northwest but in the entire United States and Canada.

Construction of pine log buildings of the Swiss Chalet type was started late last summer and building operations are being hurried to be ready for occupancy early in the coming summer.

In addition to a campus of thousands of acres where fine young boys may

ater, known as the Silverforest Playhouse, is a former student of the Harrisburg Academy, Culver Military Academy, the John Herron Art Institute of Indianapolis, the Art Institute of Chicago and is a graduate of the Goodman Theater School of Chicago and was associated with that institution as a member of the faculty and as a character actor with the Goodman Theater Players.

All of the various activities of the Flaming Arrow are under the personal charge of the McKinney family, who are the originators, founders, builders and sole owners and operators of the huge project.

Each of the activities is located as an individual unit and is separated from the others by areas of pine forest.

The central position is occupied by the main lodge, 65 by 110 feet, with spacious porches commanding a view of the gorgeous scenery of the nearby mountain peaks. It contains the offices,

main lounge, library, dining rooms, recreation room and an ultra-modern kitchen. It dominates a landscaped arrangement of parade grounds, swimming pool, flower gardens, flag standard and totem poles and is flanked on either side by the cabin of the boys' ranch.

Only well recommended boys of character, from 8 to 15 years of age, are eligible for enrollment in the summer ranch school which is open during the months of July and August. Enrollment is restricted to a total of 50 boys who will be known as "Troopers" and will wear colorful uniforms of the western cowboy style. Instructors, called "Head Troopers," are selected from outstanding educational institutions and are especially trained in entertaining and educating boys. Experienced cowboys are in charge of a string of small well broken saddle horses and serve as riding instructors. Each boy is assigned a horse for his individual use and on saddle and hiking trips each group of 10 students is in charge of a Head Trooper and a skilled cowboy.

Studies and activities include woodcraft, leather craft, weaving, pottery making and painting, botany, biology, geology, roping, archery, target practice, western saddle horse riding, mountain trail climbing, parade drills, band and orchestra. Indian weaving and bead work are taught by an expert Indian family living in full Indian regalia in tepees on the ranch campus. Sports are hiking, tennis, hillside ball, shuttle ball, baseball, swimming, quoits, croquet and many other outdoor games that are of interest to the American Boy.

The Troopers are housed in rustic cabins electrically lighted containing two private double rooms, lavatory, toilet and shower bath. Individual beds are provided and each cabin has an attractive porch facing directly upon the majestic Bridger mountains.

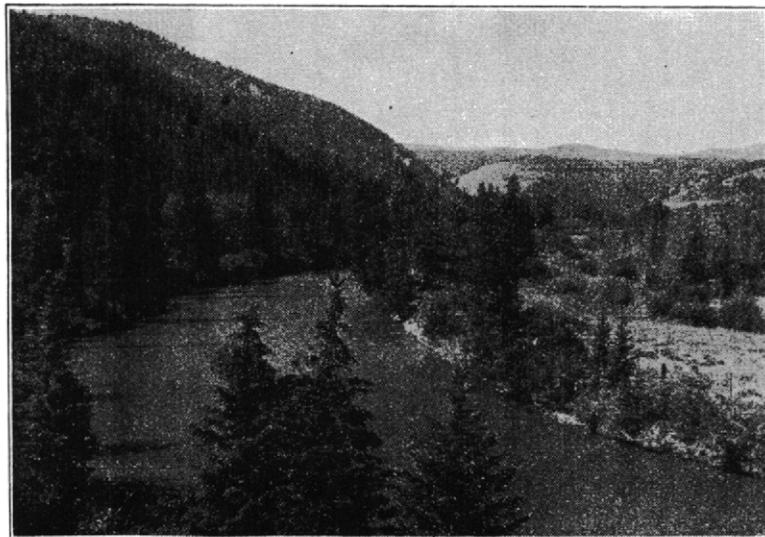
The Flaming Arrow Summer Theater brings to the Rockies the plays of moderns and of Shakespeare. Its function is high class amusement for the dramatic and art students of the colony, for the troopers, the staff and the general public from cities, dude ranches



find adventure and sport while acquiring practical knowledge of many interesting and entertaining subjects the Flaming Arrow includes a summer theater with a professional cast, a summer school of the drama and a summer artist colony and school of art.

Its founders and managers are Mr. and Mrs. Arthur L. McKinney of Indiana and their talented son Duane of Chicago. For more than 18 years Mr. McKinney, a practical minded business man, was associated with a large middle western manufacturing concern. Mrs. McKinney was formerly identified for many years with educational work in eastern states. Both are ardently interested in the drama, art, sports, music and education and their avocation is the entertaining and training of youth.

Duane McKinney, who is the managing director of the rustic modern the-



Scenes on the Gallatin Gateway Highway

Michael Sol Collection

and other ranches of the surrounding territory. It is also conducted to provide object lessons to students in the Flaming Arrow School of the Drama.

One thousand persons can be comfortably seated in the rustic log theater. Two performances will be staged each Saturday and Sunday during July and August. Special performances will be given for large groups of people traveling in tour parties. The professional cast and the technicians will be assembled from the theatrical centers of the East.

Enrollment in the School of the Drama will be restricted to a small group of selected students who will participate in plays staged by the "Little Studio Theater," but will not appear in any of the professional presentations. Students will have ample time aside from their studies to enjoy sports and the vacation restfulness of the mountains.

The Flaming Arrow Artists Colony will be composed of artists, students, teachers and writers interested in study and instruction in an atmosphere and region of spectacular beauty. Members are permitted an opportunity to enjoy a profitable outing at moderate cost by occupying cabins where they may do their own cooking and housekeeping or they may take their meals at the dining room in the main lodge. A well known artist will be in charge of the work of instruction and criticism.

Parents desiring to spend all or part of the vacation period in the vicinity of the Flaming Arrow may do so with comfort and ease.



Riding the Range

Beautiful Gallatin Gateway Inn is located but 30 miles distant and excellent hotel accommodations may also be obtained in Bozeman and other nearby towns. The best and most popular Dude Ranches in the West are to be found in the immediate vicinity. It is expected that many will visit Yellowstone Park while the younger members of the family are at the Flaming Arrow.

Direct connection for Gallatin Gateway Inn, Yellowstone Park, Bozeman and the Flaming Arrow will be made at Three Forks, Montana, with all Milwaukee Road trains during the coming summer season.

The Milwaukee Road Passenger Traffic Department has assured the McKinney family of its desire to cooperate in recruiting students and attending to their travel requirements enroute to the Flaming Arrow. Soon Mr. Arthur L. McKinney will visit the principal cities of the East to interview prospective patrons and he will be actively assisted by our eastern traffic representatives. Inquiries for enrollment will be received by any Milwaukee Road traffic representative or he may be directed to Mr. W. B. Dixon, General Passenger Agent, Chicago. A colorful Flaming Arrow catalogue is available upon request.

Employee Patronage of Concerns That Ship by Rail

IN CONNECTION with the Ship-by-Rail movement, attention is called to the following letter received in the office of Vice President J. T. Gillick, which supplies some good thought for railroad employees who are anxious to increase rail shipments. Mr. Gillick says:

"To Officers and Supervisors:

"I quote below a communication received from a Retail Coal Dealers' Association:

"It is needless to inform you of the demoralizing effect coal truckers have upon the retail coal industry, particularly the established dealers who receive their fuel requirements by rail, and this organization is doing everything possible to secure proper regulation of the truckers to the end that more coal will move over the railroads

and through the equipped and established retail coal yards.

"However, it is rather discouraging for us to learn that in some localities railroad employees are buying their coal requirements from truckers.

"When railroad employees themselves work against their own best interests by purchasing trucked coal as against coal from the established coal yard which moves by rail, it would seem that the cause of the railroads is surely lost insofar as this particular industry is concerned, and I am wondering whether or not we cannot take some steps to educate railroad employees to stand by the railroad if they wish to have jobs on the railroads.

"There is no point, as I see it, in reprimanding the few railroad employees of whom I have record for their prac-

tice of buying coal from truckers, as I feel that the matter is one for general action on the part of the carriers in educating their employes to be loyal to their employers. Could not some educational material be distributed to railroad employes showing them that the savings of a few cents on the commodities they buy from truckers may eventually deprive them of their livelihood entirely?"

"I think we can all feel as the writer of the letter does, that railroad officers and employes ought to buy their fuel from the concerns that patronize the railroad and thereby contribute to the livelihood of all of us.

"I wish you would place the communication on your bulletin boards where it can be read by the railroad family, and in your meetings with the employes discuss the need of all of us supporting the business that is sticking to us and making it possible to take in money enough to cash our pay checks."

(Signed) "J. T. GILLICK"

Damage to Cars in Trains and Yards

ATTENTION is called to the following from General Manager Harstad relative to damage to cars in trains and yards. All employes concerned in any way with the handling of trains and cars in yards should give it careful attention.

"Referring to my circular of February 15 attaching statement of cars damaged in trains and transportation yards during the month of December and the entire year 1934 as compared with preceding periods.

"In addition to the damage to the cars, Mr. Ennis calls attention to the fact that claims chargeable to rough handling and mishandling during the year 1934 amounted to \$221,198.00.

"As you know, tests have been made with impact recorders in order to locate where the rough handling is taking place, and it is found that 95% of the rough handling occurs in the terminals and switching yards. This claim damage plus the car damage and including Lines West makes a grand total of \$292,000. This is more than \$24,000 a month and only a little less than \$1,000 a day.

"In addition to these direct payments as a result of rough handling, we must consider that there is a great deal of delay to the damaged freight, which means dissatisfied customers, and of course, we have no way of ascertaining what it has cost us on account of loss of business.

"I think some of our men probably do not realize the enormous expense incurred by rough handling.

"Organization of Careful Handling Committees or special attention by Claim Prevention Committees might be one way to assist in getting the results we must have.

"Please get everyone interested and then follow it up diligently."

(Signed) O. N. HARSTAD,
General Manager, Lines East.

Milwaukee Employees Pension Association

Annual Report for the Year 1934

Chicago, Illinois,
March 11, 1935.

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

In making the Annual Report of the affairs of the Milwaukee Employees Pension Association, I submit herewith detailed reports of the Secretary-Treasurer with his letter transmitting such reports, which completely and fully cover the operations and activities of your Association during the year 1934.

The books of the Association, as stated in letter of the Secretary-Treasurer, were audited by a firm of Certified Public Accountants, who verified the accounts and certified the Balance Sheet. Detailed analysis of the Balance Sheet will be found in the report of the Secretary-Treasurer, herewith submitted.

As required in the By-Laws, the Executive Committee canvassed the votes cast in the 1935 election, and the result shows that Mr. L. C. Boyle and Mr. M. J. Larson, were re-elected to succeed themselves as members of the Board of Directors.

You are aware that the Association discontinued to function as a Pension Association after July 31, 1934, for the reasons outlined in circular letter dated July 28, 1934, addressed to Members of the Association, and to liquidate the as-

sets of the Association to the best possible advantage as soon as may be, in order that the interests of all members may be protected, and distribute the proceeds from such liquidation pro rata to the members. Up to the present time it has not been possible to liquidate sufficient assets to realize enough cash to make a distribution to members. How soon this can be done depends upon recovery of the security and real estate markets from the business depression. At present the real estate market is inactive and it is impossible to dispose of real estate or real estate mortgages at a fair value, and the bids offered in the security markets, in most instances, are below the value of securities. Under these circumstances, it is not for the best interest of the members to dispose of the assets of the Association at this time, but to await better market conditions. The income of the Association from investments is in excess of expenses and the surplus is being accumulated for the benefit of the members.

As soon as sufficient cash is accumulated it is, of course, intended to make a partial distribution to members, but at the present time it is impossible to predict when this can be accomplished.

Respectfully submitted,

L. C. BOYLE,
President.

Secretary-Treasurer's Report

Herewith Balance Sheet showing the financial condition of the Milwaukee Employees Pension Association as at December 31, 1934, certified to by Messrs. Frazer and Torbet, Certified Public Accountants, who audited our accounts for the year ending December 31, 1934. For ready reference, the Balance Sheet, as at December 31, 1934, and December 31, 1933, may be summarized in comparative form as follows:

	December 31, 1934	December 31, 1933	Increase Decrease*
ASSETS			
Current Assets—			
Cash	\$ 47,390.29	\$ 17,019.37	\$ 30,370.92
Accounts receivable	30,811.30	32,940.12	2,128.82*
Accrued interest receivable	148,113.08	129,935.01	18,178.07
Total Current Assets	\$ 226,314.67	179,894.50	\$ 46,420.17
Investments—Net cost	2,366,282.94	2,258,051.86	108,231.08
Fixed assets	4,613.14	1,671.19	2,941.95
Deferred charges	316.37	.....	316.37
	\$2,597,527.12	\$2,439,617.55	\$ 157,909.57
LIABILITIES			
Current Liabilities—			
Refund certificates payable	\$ 102,932.90	\$ 80,326.70	\$ 22,606.20
Advance payments by members .....	.....	141.25	141.25*
Sundry liabilities	76.81	19.32	57.49
Total Current Liabilities	\$ 103,009.71	\$ 80,487.27	\$ 22,522.44
Mortgage payable	58,000.00	.....	58,000.00
Net worth—			
Pension fund	1,470,109.67	1,495,587.97	25,478.30*
General fund	59,913.96	62,387.80	2,473.84*
Income	906,493.78	801,154.51	105,339.27
	\$2,597,527.12	\$2,439,617.55	\$ 157,909.57

The Cash Account represents the amount on deposit in bank subject to checks. This account shows an increase of \$30,370.92.

The Accounts Receivable shows a decrease of \$2,128.82. This account represents expenditures in connection with foreclosure proceedings to protect investments

and otherwise safeguard the interests of the Association. It is expected that this account will be reimbursed for the expenditures shown through redemption of the properties foreclosed or eventual sale of same.

Accrued Interest Receivable shows an

increase of \$18,178.07. This account represents interest accrued monthly and also includes uncollected interest past due, principally, interest due on mortgages in foreclosure and which will be adjusted in final settlement.

The Investment Account shows an increase of \$108,231.08. This amount represents, principally, payment of taxes and expenses on properties acquired through foreclosures, payments for equities and expenses of properties acquired from mortgagors without foreclosure proceedings, and interest accrued against such properties up to the time they were acquired. The amount of these items was added to the cost of the properties so taken over.

The Fixed Asset Account shows an increase of \$2,941.95. This account includes office fixtures and furniture to the amount of \$1,768.21, and furniture and fixtures located in various real estate holdings to the total of \$2,844.93. In our accounting we have followed the practice of carrying these items at cost and have not depreciated same.

The Deferred Charges Account represents prepaid insurance on properties acquired by the Association. This account shows a total of \$316.37 as at December 31, 1934. This is a new account set up in the books, made necessary by the acquisition of real estate holdings.

Total Current Liabilities show an increase of \$22,522.44. This increase is due, principally, to the issuance of refund certificates to members who withdrew from the Pension Association prior to August 1, 1934. These certificates participate in any distribution of funds realized from liquidating the assets of the Association the same as any other membership.

Mortgages Payable Account of \$58,000.00, is a new account set up to show liability of the Association on a mortgage assumed in disposing of three properties acquired through foreclosure proceedings, showing little or no income, for one business property, producing a reasonable income on the investment.

The Pension Fund shows a decrease of \$25,478.30. This decrease is accounted for by old age pensions paid from January, 1934 to and including July, 1934, of \$79,148.15, pensions paid to members for the same period on account of disability and dire need of \$4,850.00, refunds to retiring members of \$51,526.15, refunds to beneficiaries of deceased members of \$28,476.60, and refund certificates issued to the amount of \$25,253.20, making the total amount of disbursements out of this Fund \$189,254.10, while the total amount of contributions received for the period January, 1934 to and including July, 1934, was \$163,775.80, making a net decrease of \$25,478.30 for the year 1934.

The General Fund shows a decrease of \$2,473.84, due to the fact that no dues were collected after July, 1934.

The Income Account shows an increase of \$105,339.27, representing interest accrued on investments during the year 1934, including \$659.50 Sundry Income. The amount of \$1,863.43 charged against Income Account represents the operating loss of properties held in trusteeship for the Association due to writing off as depreciation against these properties a like amount in excess of net income.

The Membership Statement hereto attached is self explanatory and requires no comments.

As a matter of general information wish to mention that the total pension payments up to and including the month of July, 1934, aggregated \$1,015,126.81. Of this amount \$904,251.81 was paid to 1,232 members account old age pension and \$110,875.00 was paid to 152 members on account of total and permanent disability. This makes 1,384 members who have drawn pensions from the Association.

Also wish to mention as a matter of general interest that the total book value of the assets of the Association as at December 31, 1934, as shown by the Balance Sheet, aggregate \$2,597,527.12, and the approximate total amount standing to the credit of members at the end of December 31, 1934, is \$2,280,617.73, leaving a balance of \$316,909.39 in assets over and

above the approximate amount standing to the credit of members.

The Executive Committee canvassed the votes cast in the March, 1935, election for two members of the Board of Directors and their report filed in this office shows

that Messrs. L. C. Boyle and M. J. Larson were reelected to succeed themselves as members of the Board of Directors.

Respectfully submitted,
M. J. LARSON,
Secretary-Treasurer.

Balance Sheet as at December 31, 1934

ASSETS		
Current Assets—		
Cash in bank		\$ 47,390.29
Accounts receivable		30,811.30
Accrued interest receivable		148,113.08
Total current assets		\$ 226,314.67
Investments—		
Real estate mortgages at cost	\$1,021,661.87	
Real estate bonds at cost	440,091.25	
Railroad bonds at cost	171,258.75	
State, County and Municipal bonds at cost	100,059.43	
Other bonds at cost	131,350.00	
	\$1,864,421.30	
Less: Reserve for amortization of premiums and discounts—Net		1,082.29
Total mortgages and bonds at cost	\$1,863,339.01	
Real estate holdings at cost	\$ 511,158.07	
Less: Reserve for depreciation	8,214.14	
Real estate holdings—Net	\$ 502,943.93	
Total investments at cost		\$2,366,282.94
Furniture, Fixtures and Equipment—		
Office equipment	\$ 1,768.21	
Furniture and fixtures in buildings	2,844.93	
Total furniture, fixtures and equipment		4,613.14
Deferred Charges—		
Prepaid insurance		316.37
		\$2,597,527.12
LIABILITIES AND NET WORTH		
Current Liabilities—		
Refund certificates payable	\$ 102,932.90	
Sundry liabilities	76.81	
		\$ 103,009.71
Mortgage payable		58,000.00
		\$ 161,009.71
Net Worth—		
• Pension Fund:		
Balance December 31, 1933	\$1,495,587.97	
Contributions received from members	163,775.80	
	\$1,659,363.77	
Old age pensions paid	\$79,148.15	
Refunds to retiring members	51,526.15	
Refunds to beneficiaries of members	28,476.60	
Dire need and disability payments	4,850.00	
Refund certificates issued	25,253.20	
	189,254.10	
Balance December 31, 1934		\$1,470,109.67
General Fund—		
Balance December 31, 1933	\$ 62,387.80	
Dues received from members	14,871.05	
	\$ 77,258.85	
Operating expenses paid	\$ 17,344.89	
Balance December 31, 1934		\$ 59,913.96
Income—		
Balance December 31, 1933	\$ 801,154.51	
Income from investments	106,543.20	
Sundry income	659.50	
Trustees operating loss	1,863.43*	
	906,493.78	
Total net worth		\$2,436,517.41
		\$2,597,527.12



SLAVE OF NICOTINE SINCE HE WAS TWELVE

Louis Philip Baudette, 80 Years Old, Thinks He May Not Live to Be Very Old

From the St. Paul Pioneer Press is reprinted the following:

SMOKING, as the bustle-bound matrons of Mendota predicted, ruined Louis Philip Baudette's chances to live long and usefully.

Lured into the treacherous clutches of Madame Nicotine at the adventurous age of 12, Louis Philip is puffing along today toward 80—just a wreck of a man who still holds the job he had 54 years ago.

Mr. Baudette, who probably is the nation's oldest active railroad station agent, formed two other perilous life habits: going to bed at 8 p. m. and minding his own business.

"I don't suppose I'll live to be very old," the gingerly Mendota representative of the St. Paul Railroad since 1881 cackled today, looping smoke rings around Father Time's scythe. "Been smokin' for 68 years and it's bound to get a feller."

Mendota's oldest citizen, who still can tickle a telegraph key with the best of 'em, was indignant that any one should believe he started his smoking career with corn silks or buggy whip.

"Corn silks, hell!" he snorted. "To-bacey."

One inch over 5 feet and ten pounds over 100, Mr. Baudette is the oldest of two surviving members of a French-Canadian family which settled in historic Mendota many years before Minnesota was a state.

The spry old station agent's earliest recollection is that of Indians. As a youngster he played with red-skin lads from the Sioux village near Pilot Knob. He played their games and they played his—some better than he.

"They were fightin' devils," he recalled, laughing. "I remember one day I went swimming with some Indian boys in Duncan lake at the top of the hill yonder. They got to fighting among themselves and then they picked on me. One of 'em put a chip on my shoulder and another knocked it off. Well, I sailed in—but I got hell licked out of me."

After Mr. Baudette left the historic little red school he went to work as a section hand on the railroad. He worked with a pick and shovel five years, and at night he practiced telegraphy.

"I finally got the night shift as a helper," he said, "and in April, 1881, I took charge of the station. Been here since, but it doesn't seem a long time."

Mr. Baudette gets up at 5 a. m. and is on the job an hour later, working until noon.

(*Indicates decrease.)

Messrs., The Board of Directors,
Milwaukee Employees' Pension Association,
Chicago, Illinois.

The above balance sheet as taken from our complete audit report dated February 18, 1935, has been prepared from the books and records of account of the Milwaukee Employees' Pension Association. Our engagement included the verification of cash and investments owned as at December 31, 1934. We did not appraise the assets nor compute the liability of the Association under pension agreements and refund certificates in force. By order of the board of directors, the Association has been in the process of orderly liquidation since July 31, 1934.

(Signed) FRAZER AND TORBET,
Certified Public Accountants.

Chicago, Illinois, February 18, 1935.

Membership Statement as at December 31, 1934

	Totals		Total	Total
	1933 Report	Year 1934		
Total members enrolled.....	29,811	2	....	29,813
Losses in membership—				
Deceased	1,941	136	2,077	....
Resigned	2,769	547	3,316	....
Left service	6,918	255	7,173	....
Forfeited	520	75	595	....
Duplicate enrollments	128	....	128	....
Members pensioned	1,209	23	1,232	....
	13,485	1,036	14,521	....
Less reinstatements	91	....	91	....
	13,394	1,036	14,430	14,430
Net membership end 1933.....	16,417			
Net decrease in membership 1934.....		1,034		
Net membership end 1934				15,396
Members pensioned to July 31, 1934.....				1,232
Deceased pensioned members to December 31, 1934.....				350
Net pensioned members December 31, 1934.....				882

The Kelly-How-Thomson "Train of Hardware Progress"

By J. M. CUNNINGHAM

ON January 5 the Kelley-How-Thomson Company, Duluth, started out their Second Annual "Train of Hardware Progress." This train covered approximately 4,000 miles and was operated over nine different railroads. It was handled by our line from Iron Mountain to Champion, from Champion to Pembine, Wausau to Heafford Junction, and from Aberdeen to Miles City.

The Train consisted of 15 steel cars, including one dynamo baggage car, one diner, three standard Pullmans, one day coach, one dormitory car and seven baggage cars and one observation car. The train carried its own broadcasting station and for this reason had to be completely wired over the top, as the ordinary train wiring of the steam turbine dynamo could not generate and carry the current necessary for the broadcasting station and the extra illumination. Therefore, it was necessary to install a gas-driven generator in the dynamo baggage car, and the train could not be cut at any time.

The seven baggage cars carried 95 different exhibits, representative of the lines carried by Kelley-How-Thomson Company, and all mechanical exhibits were in active operation during the entire trip, which enabled the visitors to see actual demonstrations.

The train stopped at all important points and a total of 80,000 people passed through the train. It was shown

for five days in the Union Depot at St. Paul.

The object of this trip by Kelley-How-Thomson Company was to demonstrate to the dealers and consumers the latest merchandise offered by them first-hand. Some thirty-five or forty of the manufacturers exhibiting in this train sent along their own factory representatives to demonstrate and show their products to the public.



J. R. Davison

The baggage cars displaying these exhibits were enhanced by very artistic and beautiful backgrounds and special illumination. It required three weeks of day and night work by a force of ten men, including carpenters, painters, decorators and electricians to prepare this train for the trip. One of the unique features was a car completely outfitted as a modern home, which was in charge of Mr. Joseph M. Upchurch, a direct representative of the Federal Housing Administration, at Washington, D. C. Mr. Upchurch explained the Federal Housing Act and distributed approximately one ton of literature relating to the Act.

While on our line the train was handled from Aberdeen to Miles City by engine 6415, which made the record-breaking run between Chicago and Milwaukee. There were very few places where the train was handled by a single engine, but 6415 did it in great style. In most other places the train was handled by a double-header, and on one railroad, which has a very mountainous grade, it was necessary for five engines to handle it.

The train was under the operating charge of Mr. J. R. Davison, Traffic Manager of K-H-T Company, who is an old "Milwaukee" employe, having served with our company back in 1905-06 on construction of the Coast Extension and later in 1916 at the Twin City Terminals and Miles City. He reports he was very pleased with the service and assistance given him while the train was on our rails, and also reports having met up with several of his old friends at various points along the line.

Mr. Davison's brother, W. F. Davison, is still employed in our Twin City Terminals.

Golf

THE 1935 Golf season is officially opened in Illinois on April 1, and all enthusiastic golfers on the Milwaukee System are cordially invited to attend the First Annual 1935 Tournament to be held at Northbrook Golf course (Northbrook, Illinois) on April 28, 1935. The total cost for an all day outing, which includes Green Fee (play all day if you like), Dinner, Prizes and what have you, will be \$2.25. Last year's tournament held on April 22 was a huge success with a turnout of 120. Let's go, make this first 1935 tournament better than ever. Entry fee is four bits (50 cents) and should be in the hands of the Secretary-Treasurer, O. J. Lamberg, Room 270, Chicago Union Station, not later than April 15. I will have a circular out before April 1, but in the meantime the boosters in each office and department should line up the golfers and submit list of entrants with the entry fees.

Yours until April 28,

C. H. Yowell,
Chairman of Arrangements,
Room 270, Chicago Union Station.
Michael Sol Collection

THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

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TRANSPORT SUBSIDY NOW TWO BILLIONS ANNUALLY

Government Funds Granted Each Year to Railways' Competitors Almost Equal Cost of Nation's Public Schools

Air, water, and highway transportation is being subsidized by the taxpayers of this country to the extent of approximately two billion dollars annually, according to Dr. C. S. Duncan, Economist, Association of American Railroads. In a recent address he stated that the annual grant of government funds to develop and maintain these carriers almost equals the present cost of the entire public school system in the United States.

"HAVE you stopped to think why it is that when a crisis threatens in transportation all eyes are turned upon the rail carriers?" Dr. Duncan asked. "The reason is that these railroads are the fundamental transportation agency of the country, are strictly regulated in every branch of their activity, and are throughout a private enterprise wherein every dollar of outgo must be met by a dollar of income from service.

"Obviously, this is not true of their competitors on the highways, by water and in the air. When a transportation facility, or any other enterprise, is promoted by the government and supported by government funds, it has no great crisis to meet so long as the taxing power of the government is effective.

Government in Role of Promoter

"And let me say at this point that the great difficulty in solving the problem now before us in the field of transportation is that the government is in certain of these transportation facilities and not in others. The government is in them as a promoter and financial supporter.

"It is interesting in this connection to note the amount of capital invested in transportation facilities now available in the United States. This capital investment in railway, in highway, in waterway, and in airway, including landing fields, now reaches the stupendous sum of 70 billion dollars.

"A part of this capital investment is private capital. A substantial part, however, is the investment of government money. About 32 billion dollars of government money is now invested in transportation facilities which compete with rail carriers. This money has been raised from taxes, or is to be so raised.

"Government property is free from taxation. Private property is taxed for the support of national, state, and local governments. The rail carriers, in any normal year, pay on an investment of about 26 billion dollars approximately 400 million dollars in taxes.

"If the 32 billion dollars of public investment in transportation facilities paid a tax rate of 1½ per cent it would mean almost a half billion dollars for the support of the government. It is, of course, obvious that this property, as government property but used as transportation facilities, by escaping the burden of taxes for government

"There is a crisis threatening in the transportation service of the country. It is not conceivable, of course, that transportation will cease. It must go on, and it will go on. There is no one

support not only has an advantage in operating expense but also makes it necessary to place a heavier burden upon the remaining private investment; indeed, upon all of us.

"Furthermore, one must pay interest on a private investment. The government requires no interest. If interest were demanded on the 32 billion dollars, say, at five per cent, it would mean a return to the government of 1 billion 600 million dollars.

"It becomes clear, therefore, from even a casual investigation, that a very substantial part of the taxes paid in this country are now being spent by federal, state, and local governments to provide transportation facilities by air, by water, and by highway in competition with the rail carriers. This spending of taxes for these transportation facilities, which are used for commercial purposes, is a subsidy to the extent that the funds derived are not directly paid by those who use the facilities commercially.

"The subsidy to air, water, and highway transportation today amounts to approximately two billion dollars annually and is on the increase. The annual expenditures of public funds to develop and maintain airways, waterways, and highways nearly equal the present cost of the entire public school system in the United States. To this capital investment by the government in transportation facilities must be added an annual maintenance cost, also of substantial proportions.

Crisis Threatening

"The real fact is that the total transportation bill is the greatest today that it has ever been in this country's history and is growing year by year. A substantial part of this amount, outside of the self-supporting railroads and pipe lines, is being paid by the taxpayers rather than by the users of transportation.

"The rail carriers are greatly concerned with regard to the present situation, both as taxpayers and as the fundamental transportation system of the country. To the extent that other transportation facilities have been expanded out of tax funds, the rail carriers themselves have shared in the burden of those taxes. At the same time they have not been relieved from the tax burden which they must share with all other taxpayers in supporting federal, state, and local governments.

today who seriously contends that railroad transportation is not essential for the economic welfare and progress of the country. No one contends for a moment that these other forms of transportation can displace the rail carriers."

Russell G. Williams

ON FEBRUARY 22nd, at his home in Chicago occurred the death of Russell G. Williams, general yardmaster in the Coach Yard at Western Avenue, Chicago, in the 74th year of his age.

Mr. Williams was a veteran in Milwaukee Road service, having been originally employed as fireman on the C. & C. B. and C. & M. Division in 1880. He was promoted to yardmaster in the coach yard in 1896, and to general yardmaster in 1910, in which capacity he served until his passing.

Mr. Williams had an unusually good record as an efficient and safe employe and made many friends, not only among his associates but came to know many people of prominence in public life.

In past years it was the custom to park the private cars of prominent people who traveled in that manner, in the Western Avenue Yards, so that Mr. Williams in his official capacity came in contact with many public officials as well as some of the outstanding celebrities in financial, stage and other circles. He was always genial and accommodating, and was frequently invited to dine with the occupants of the cars which were temporarily in his care,—numbered among these were President Theodore Roosevelt, Sara Bernhardt and many others.

To his sorrowing family, the Milwaukee family, through the Magazine, tenders its sympathy.

Appointments

Effective March 16th:

Mr. M. H. McEwen is appointed General Northwestern Freight Agent, vice Mr. C. L. Kennedy, retired.

Mr. A. H. Murphy is appointed General Agent, New York, vice M. H. McEwen, promoted.

Mr. E. K. Garrison is appointed General Agent, Philadelphia, vice A. H. Murphy, transferred.

Mr. J. H. Becker is appointed General Agent, Atlanta, Ga., vice E. K. Garrison, transferred.

Mr. J. G. Hatcher is appointed Traveling Freight and Passenger Agent, vice Mr. J. H. Becker, promoted.

Distinction

"What model is your car?"

"It's not a model; it's a horrible example."—Purple Parrot.

"My husband wired me from Paris on my birthday asking whether he should buy me a Rembrandt or a Titian. Now, which would you have?"

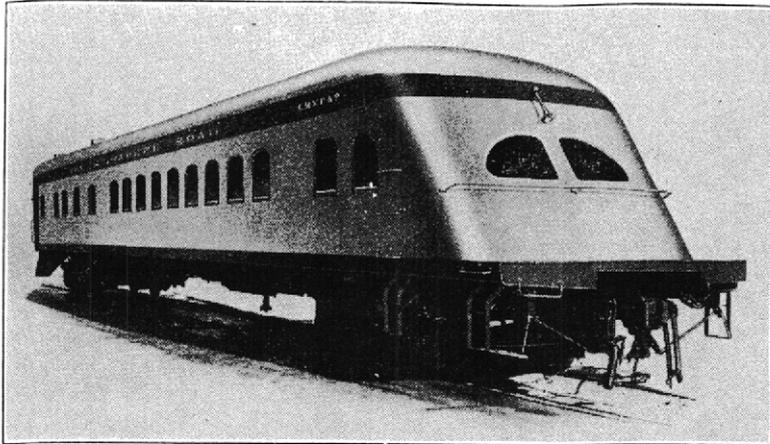
"Well, as far as that goes, most of those French cars are very good."

It's nothing much to think of—
But every now and then;
We wonder where M. Gandhi
Carries his fountain pen.

—Fetter Clippings—
Michael Sol Collection

Streamlined Train Nears Completion

Designed for Speed, Safety, Comfort
Takes Time to Build New—But Worth Waiting For



Rear Car of New Streamlined Train

ANOTHER *first* for the Milwaukee Road.

Continuing its enviable record of contributions to modern railroading and maintaining its preeminence in the transportation industry in the territory it serves, the Milwaukee Road which was the *first* line between the Twin Cities and Chicago and is still the only double tracked route; *first* to use steam heat and electric lights on Twin City-Chicago trains; *first* to operate all-steel trains between Chicago and the Twin Cities and the *first* line to adopt roller bearings for through passenger trains, will shortly place in service between Chicago and St. Paul-Minneapolis the *first* newly built steam propelled streamlined speed train.

Its schedule, and its name selected from the thousands submitted by members of the Milwaukee Road family in response to a request for suggestions printed in the February issue of the Milwaukee Magazine, will be announced in the near future.

The train will be new in every detail. Its streamlined oil-burning steam locomotives were ordered from the American Locomotive company last September and are designed to be capable of making faster speed than any steam engine heretofore built. They embody many features entirely new in locomotive construction. Each axle as well as other movable parts affected by friction will be cased in oil or grease and operate on roller bearings.

They will haul streamlined, roller bearing day coaches of the new and luxurious type that late last summer found instant favor with the traveling public because of their roominess and comfortable riding qualities. To secure the maximum benefit to be derived from streamlining the rear of the end cars will be rounded. In the end cars, known as "Beaver Tail" cars, parlor car seats are being installed. The consist of the new train will also include a cafe car with special buffet facilities. All of the cars will be air-conditioned.

Routed via Milwaukee and LaCrosse the speed trains will operate daily over the same short line double track system that the United States government has routed its mail trains over between Chicago and the Twin Cities for more than a half century.

Readers will recall that last July a regularly scheduled Milwaukee Road steam train shattered international speed records on the 85 mile run from Chicago to Milwaukee in 67½ minutes with an engine then four years in service. Although the road has a fleet of this type operating regularly between Chicago and the Twin Cities it was decided not to speed up the present running time until it could build new engines especially designed by the mechanical engineers of the Milwaukee Road and the locomotive builders for high speed over long distances.

A New Type Motor Coach

REPRESENTATIVES of the Milwaukee Road and the Chicago Union Station company were the guests of the Chicago Motor Coach company recently on a

motor tour in an entirely new type of motor coach that will be placed in service soon between the Chicago Union station and the downtown shopping district.

The new coaches embody every practical idea of engineers who have studied this type of transportation need over a period of many years.

Passengers arriving in Chicago on Milwaukee trains find speedy motor coach service easily available to all parts of the city.

Pictured at foot of page, left to right: F. J. Newell, Milwaukee Road News Bureau; O. H. Frick, Genl. Mgr. Chicago Union Station; W. J. Cannon, Asst. Genl. Passgr.-Agt.; M. J. Larson, Asst. to Genl. Mgr.; Jos. Prendergast, Chief of Union Station Police; Wm. Sherwood, Genl. Mgr. Chicago Motor Coach Co.; W. B. Dixon, Genl. Passgr. Agt.; Harry J. Dooley, Genl. Mgr. Gray Line Sightseeing Co., a subsidiary of the Chicago Motor Coach Co.; V. L. Hitzfeld, Asst. Genl. Agt. Passgr. Dept.; B. J. Schilling, Genl. Agt. Passgr. Dept.

Old Forgotten Far Off Things—

Stretch of sun and shade
And the sound of song and wings,
And the songs you made.

Roof line and a chimney pot,
Willows' greening tips,
Here to this deserted spot
I come back from ships.

Old forgotten, far off things,
And, you here today
Where the river water sings
We would walk a way.

Nora Breckenridge-Decco.

Waiting

He was seated in the parlor,
And he said unto the light,
"Either you or I, old feller,
Will be turned down tonight!"

Viper!

Wife: "Don't you know its rude for you to sleep while I'm talking?"
Hubbie: "Well, I've got to sleep sometime."

It All Depends

"How late do you usually sleep on Sunday morning?"
"It all depends."
"Depends on what?"
"The length of the sermon."



ACCIDENT SAFETY FIRST PREVENTION

Thoughts of Safety on Washington's Birthday, February 22, '35

T. Galey, Machinist, Galewood Shops

"**W**E should never despair. Our situation has before been unpromising, and has changed for the better, so, I trust, it will again. If new difficulties arise, we must only put new exertions, and proportion our efforts to the exigencies of the times."

George Washington.

What can members of the Safety First Committees do to bring about one hundred percent operation?

To bring about the results we are all so anxiously striving for, we must know and study the safety rules and that every man of us understands them, and we should show by our talk and action that we believe accidents need not nor will not happen. Merely telling men to be careful and to use the safety devices provided, will in itself, accomplish little in the way of preventing accidents.

Success in safety is largely dependent on how you go about it. It requires no stretch of imagination to appreciate that safety problems are quite alike in all shops and roundhouses today. Our problems are mutual, what difficulties confront one will embrace the others. Not only do I mention this from my shop experience, but also from my attending our lodge. We very seldom have a meeting that from ten to thirty minutes of our time is not consumed discussing this safety problem, which comes not only locally, but from different shops all over our system. I mention this to make sure that you will not nurse the notion that in my remarks I have any personal insinuations, for I feel we have as safety-minded a staff of foremen as is to be found at any point on our great transcontinental railway and with these remarks I will proceed with my safety letter. No matter how trifling the injury, serious results are often avoided by proper first aid given immediately not only in accident prevention but in many other phases of railroad life.

Galewood holds a safety record that any shop ought to be proud of (at least I know I am). Up to August 31, 1934, we had completed 364 consecutive days without a reportable injury, and we were all so proud of our no accident year that our success betrayed us, for on that date a very regrettable accident occurred and marred our record, which put us back in the zero mark to start again, which we did with a stronger determination to get over the barrier, and at the present we now have 169 consecutive no accident days to our credit.

I know what conditions are. I am

quite conversant with them and I try to be helpful and encouraging in the treatment. I never was so sure that this shop is going to come out all right as I am today. We are and have been passing through a period for which there is no precedent. To condemn those of our leaders for what has taken place is entirely out of line with the co-operative spirit that we should display at a time like this. But the safety committeemen simply represent a service department to assist the foreman in meeting his greatest obligation, that of the conservation of human life and limb, and I believe we must attain a higher degree of efficiency and co-operation if we are to go ahead.

It has often been said, that the accidents that swell the total are caused by the negligence of the injured employee. A statement of that nature is absolutely unwarranted. Men can not be charged with willful negligence in case of injury until it has been clearly established that proper instructions and supervision in each instance were given to the injured employee, and I am convinced if a careful study is made of each accident it will be found in many cases, that this very lack of instructions and supervision has had a controlling influence in the occurrence of the accident. Listen Mr. Foreman, you are leader of men, you were put in your position because you had more interest in your work than your subordinates, and when it comes to safety first work you are recognized as the person who sees that your men not only work efficiently but safely. You are the first person to see any of your men perform an unsafe act, and you should be the first to correct it. If you are a safe leader, they will be safe men, if you are reckless and take chances they will be chance takers also. As I have often said at safety meetings, show me a safety first foreman and I will show you a safety first gang or vice versa.

It doesn't matter what the superintendent or master mechanic hands down, it must pass through the foreman's hands and it lays in his power to make or mar its success. So I say to all you foremen, if the seeking of the co-operation of the working man in this accident prevention work is of such a vital necessity (and I have never heard of any other expression) get behind that idea, and you will notice a reflection of your attitude in those of the men you have working in your department. Ability to show a record of high production at low unit cost is considered one mark of a successful foreman. The prevention of personal injuries also plays an important part in making such a record possible.

This being our first President's birthday, I was rummaging through corners of my home, account of having a holiday, and found a verse which I think dovetails much with the picture I have tried to draw in this letter which says: "Single notes of music make a great

orchestration,

Each note by itself means but little, Its sound carries but a trifling distance, Its beauty is scant, But all of the notes properly played together,

May move multitudes by the power of their combined expression."

"Look Out, Be Careful and Remember Safety First"

WE salute, here, John H. Kohne, agent at Chilton, Wisconsin, who says he "has just passed his 47th year as agent and operator, with our company" and says he



wishes he could have the pleasure of serving 47 more years. He writes that he can "gladly say during all those years, I have gone through the ups and downs on the good, old Superior Division without a single reportable or lost time injury to myself or any of

my men who have worked under me during this time. Serving our company at various stations on the Superior Division, I have had three to five men working with me for a number of years. My daily words are 'Boys, look out, be careful and remember Safety First'."

The picture herewith presents Mr. Kohne as a young man.

The Safety Contest Results

"**T**HE Safety Contest results for the year 1934 showed the following officers in first place in their respective groups:

Group	Name
Supts.	P. H. Neer
Trmstrs.	W. G. Bowen (Asst. Supt.)
G. Y. M.'s.	G. W. Dahl
Tr. Engrs.	S. Einarson
Div. Engrs.	W. E. Ring
Rdmstrs.	J. J. Van Bockern
Chf. Carprs.	V. M. Hansen
Gen. Foremen Ex. Gangs.	R. A. Stevenson
Agts.-Large, Frt. Hses.	M. P. Graven
Sig. Suprs.	J. O'Dore
M. of W. Shops.	J. Reinehr
Dist. Stkprs.	J. C. MacDonald
Loco. Shops.	Al. Pentecost
Div. M. M.s.	P. L. Mullen
Car Shops.	G. Reichart
Gen. Carp. Dept. Supvrs.	M. J. Lacourt

Congratulations are extended to each of these officers. There were quite a number of officers with clear records

(Continued on page 12)

Michael Sol Collection

The Agricultural and Colonization Department

CHINCH BUGS

Farmers Ready for Battle

RECENT surveys of some of the chinch bug infested areas in Iowa and Illinois have shown that there are many places where 1,000 or more of these pests are harboring per square foot of space. With the return of spring, mild weather and growing crops, these wintered insects will begin activities.

Farmers and entomologists in Illinois, Missouri, Iowa, Indiana, and neighboring states are sure that these pests will be an extreme problem this summer to all growing crops except the legumes. They are, therefore, advising farmers to sow increased acreages of soy beans which may be used for grain or forage. Furthermore, they are asking Congress to appropriate \$2,500,000 which is to be used in the infested areas to control the insects. This sum will be expended almost entirely for materials, the farmers agreeing to do most of the work providing all affected territory is put under government supervision or control.

Past experience has shown that a creosote-oil mixture, when properly applied, does protect growing crops. No doubt, much of this mixture will be used in the chinch bug area this summer. At any rate the farmers are preparing to give these insects a real battle for existence this summer.

Brief Items From Many Points Along the Route

IT IS reported that one of the leading seed pea companies will more than double their contracted acreages of seed canning peas to be grown in 1935 on the Sun River Irrigation Project, Fairfield, Montana.

Forest Supervisors say that there is plenty of snow in the Rocky Mountains to supply irrigation projects depending upon that source of water but that some of the other mountain ranges are short of stored up water.

An application has been made for the construction of a \$15,000.00 potato storage house to be built by emergency relief labor at Fairfield, Montana.

The production of sweet potatoes is being considered and will be tried out this season in the Priest Rapids Valley, Washington.

Present prospects point to about 2,300 acres of canning seed peas and from 350 to 400 acres of green peas in our Port Angeles territory.

Another green pea producing territory is to be developed near Port Townsend where demonstrations will be carried on this season. About

700 acres will be grown this year.

Several Milwaukee Montana villages and cities are busily engaged working out plans whereby stock trails or routes will be laid out to provide water holes and resting places for livestock enroute from ranches to railroad shipping points.

A plan and program has been developed whereby a large game preserve is proposed for much of the land near Wakpala, South Dakota. Birds, antelope, bison and other game is to be raised if the project is fully developed.

Due to the extreme shortage of Durum wheat, which has been brought about by drouth in the growing areas the past few years, there has been launched a production program which will cover the three principal producing territories, one of which is served by our road in South Dakota. The Northwest Crop Improvement Association is representing the millers in this special drive for increased production.

WISCONSIN POTATO GROWERS

To Meet and Have Field Trials at Wausaukee, Wisconsin

POTATO production and marketing in northeastern Wisconsin is to receive a transfusion of "new blood" this coming crop year. The Wisconsin Potato Growers Association will hold its field trials, fall show and annual meeting in and near Wausaukee.

The Association proposes to carry on a number of field trials. These trials will be conducted on farms near Wausaukee. They will consist of fields that are prepared, planted, fertilized, cultivated and sprayed in a number of different ways so that growers may see for themselves which of the various methods or combination of practices do produce the largest yields of marketable potatoes. Good, selected certified seed will be used as well as ordinary or field run seed.

An added feature will be a series of fields in which many approved methods

of identification and control of diseases will be shown. This should be extremely interesting to growers for they will have a chance to see how scab, yellow dwarf, mosaic, rhizoctonia, spindle tuber, black leg, hollow heart, rot and other diseases affect the growth of the plant, production and marketing of the crop.

A new feature of the field demonstrations will be the resultant crops produced from several new varieties recently introduced to growers by government and state plant breeders. These new varieties will come from Maine, New York, Pennsylvania, Minnesota and possibly one or two other states. They will bear watching for among them there may be one or more that growers will want to produce on a commercial scale.

After harvest the various potatoes and potatoes from the numerous plots will be shown at a potato show to be held in Wausaukee. Besides these there will be a display of potatoes grown by farmers throughout Wisconsin.

Market men, railroads, and others interested in the success of the Wisconsin potato industry will be invited to offer suggestions and co-operation. From time to time further details of this whole program will be announced.

WATER RESERVOIRS FOR STOCK

Placed Along Trails in South Dakota

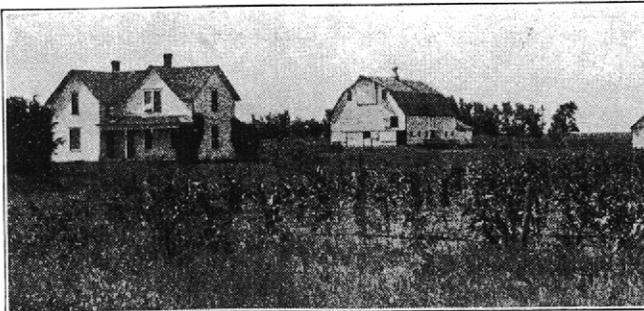
TRAILING livestock from ranges to shipping points is still said to be the most economical way of getting stock from ranches to the railroads, but to trail the stock, ranchmen must have grass for feeding along the way and a water supply which herds and flocks can reach at least night and morning.

During the past few years, because of abnormal weather conditions, lack of water at points along the trails has forced ranchers to resort to competitive methods of transportation, though they might be more expensive.

In 1933, this department was instrumental in having several surveys made to determine where stock water reservoirs might be built along trails leading from the range areas in western South Dakota to points served by our road. At least four suitable sites were found providing accessibility, economy of construction and a water supply.

Michael Sol Collection

Eleven



A Platte So. Dak. Farm Home

CLAIM PREVENTION

Carload Flour

A. C. Steen, O. S. & D. Clerk

WE have some trouble with carloads of flour, especially from Miller Cereal Mills, Omaha, Nebr., Gooch Milling & Elev. Co., Lincoln, Nebr., and Pillsbury Flour Mills, Minneapolis, Minn. The cars from Omaha and Lincoln, the damage is mostly due to cinders coming into car and covering load, and by slight shifting of sacks they become slightly soiled at bottom and sides, and are therefore rejected. Some are torn, and in all cases that we have had an opportunity to inspect, we find that damage due to improper equipment such as rough door posts, side wall lining, rough floors (old defects). Although paper is used for protection it does not stop the splinters or rough places to wear through and tear the sacks, and would say that many large claims have been paid by railroads due to improper equipment furnished this commodity. A great deal has been said about this subject, but it seems that very little progress has been made. Just a few days back we received a car from Pillsbury GN car 9661, in which several sacks of flour were found wet, and on inspecting car, it was found that there was about 5 to 6 inches of snow on car roof and account of weather being above freezing and snow melting causing water to leak into car on floor. We found car leaking badly in all four corners, also 3 places on walls, car also had rough floor and sidelinings (old defects). Now this car was OK'd for flour, but would say it was not fit for merchandise loading, and cannot understand how an inspector could OK this car for flour. The trouble we have with cinders coming into car could be corrected if car doors were papered on outside.

Overs and Shorts

It has been for the past two or three years repeatedly requested that the co-operation of checkers-clerks-agents and other employes be extended to the extent that when a shipment is found over in a car from larger stations they use various colored chalk for their loading symbol, when making their reports to show all such loading symbols so as to enable station making such error to get full information and handle for correction with party responsible. This station when over something from stations using such symbols, we in all cases get them if there is any shown and furnish the loading station with this information. Our loading errors have been reduced considerably, but a lot more could be done with proper co-operation in giving us all loading symbols which are shown in white chalk. We all make mistakes, but a loading

error is a careless error. It seems that a lot of truckers or stowers fail to show their symbols, this probably as a self protection, so if they should happen to make a mistake they will not be known, or possibly with a thought of losing their job. My explanation of the use of these symbols is that, a trucker or stower if he knows his job, which they should all do, is that he will not place his symbol on any package unless he knows he is in the right car, and that is the whole thing; watch your marks and your car, and these kinds of errors will not happen.

Blocking and Bracing

Proper blocking and bracing of LCL freight such as barrels—jacketed cars containing various liquids, etc., and other articles which necessitates proper blocking. We had a case some days ago on a shipment of electric storage batteries with chemicals moving on —, S. D., 12-31-34 waybill 40964, received here 1-5-35 in car 502354. When unloaded here we found two of many batteries damaged due to the fact that they were not blocked and worst of all stacked two or more high. Two of these batteries had tumbled down with the result that all chemicals had leaked out of one, and the other when striking floor had all three cap posts broken off on each cell which rendered that battery worthless unless new top was put on. Batteries in fibre cases and which I think is not a strong enough protection for these batteries, especially when loaded two or more high (which should not be done or other things loaded on top of them which might be or have enough weight to damage the batteries. Claim on these batteries was \$9.08.

Concealed Damage

A lot of our concealed are brought about by the fact that the container used is so light that persons handling until delivered, throw them about from one to another with the results, although no outward evidence of damage, but when unpacked at consignee's place of business, we find that damage has occurred. This generally runs in such shipments as glass ware, light and bulky furniture, etc. Other causes are that employes fail to segregate the light packages from the heavy ones, either while being loaded on trucks in warehouse or when stowed in cars, and another reason we fail to observe such markings as "This side up."

Another thing we find a lot of damage is to earthenware packed in large hogsheads, packed in very little straw, with gross weight from five to eight hundred pounds per hogshead. These shipments generally for 5c and 10c stores and are, of course, not a very high priced mer-

chandise, but the breakage generally runs quite heavy, with the result we have claims from \$5 to \$10 per shipment, almost as much as the freight charges. You can imagine such a load in a rather frail hogshead with about half enough straw packing and very hard to handle. It's bound to be damaged. Another thing: during cold weather—which is still with us—is the handling and stowing of linoleum and congoium rugs in rolls, and smaller ones in boxes. Inasmuch as these have a moisture condition they are, of course, subject to freezing, and care should be taken in handling or stowing, and for consignee not to unroll until properly warmed. When frozen these articles are easily chipped and cracked. Cereal is another article which should be handled more carefully. These cases are generally light and the tendency is to throw them, and in many cases corners of one case will strike into and puncture another case, causing damage to at least one package in case, and our experience with this is that wholesalers here, when one package or more is found damaged, will reject the whole case account they do not break cases, and I am sure that other large stations have the same trouble. This, of course, is not in line with concealed damage, but with light articles.

The Safety Contest

(Continued from page 10)

but with insufficient man hours to reach first place and they are entitled to honorable mention.

All employes are requested to assist their supervisors in preventing accidents during the year 1935 so that the officers under whom they are employed will occupy a prominent position in the Safety Contest at the close of the year."

E. A. MEYER,
Manager Safety Department

Charity

Bernice Boland

There is so much joy in giving,
Of helping some one in need;
Wherever you may be living,
Some one waits for a neighborly deed.
And in these lonely lives we see
The need of friendliness, too,
So all that's done in charity
To succeed, must reflect the best in you!

In doing good, we have been told,
"It's better to give than to receive."
And those who enter the good Shepherd's fold,
Will find this true, we believe.
Whatever means are within your power
To bring happiness and relief from pain,
Give unselfishly, and each golden hour
Will seem brighter, as does sunshine
after rain.

Michael Sol Collection

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Awarded Distinguished Service Medal

Aberdeen Chapter's President Honored by Aberdeen Civic Association

IN recognition of untiring and unselfish work for public welfare, Mrs. H. M. Gillick, president of the Aberdeen Chapter of The Milwaukee Road Women's Club was, on the night of February 7th, presented with the distinguished service medal of the Aberdeen Civic Association at the annual banquet of that Association, held at the Alonzo Ward Hotel.

While it was a signal honor it was also deserved recognition of the devotion and hard work which Mrs. Gillick has given to the relief of the suffering in that community. The needy and unfortunate of the Milwaukee Road Fam-

ily, in that district, have occasion to remember her kindly and substantial ministrations during these long, hard winters when unemployment has been so widespread; with the suffering which would have been so acute had it not been for the care and attention of this devoted president of Aberdeen Chapter and the second vice-president-general of the Club.

The medal is inscribed with Mrs. Gillick's name and the date of the award.

The Governing Board adds its congratulations to those of Aberdeen Chapter for this splendid recognition so worthily bestowed.

Iron Mountain Chapter

Josephine Ambrosia, Historian

OUR January meeting was held in the home of Mrs. A. Ambrosia. Tickets were distributed among the members for the raffle of a home-made quilt donated by Mrs. Wallace.

Plans were made for a card party to be held at the home of Mrs. Thornton.

After the routine business, five hundred was played at several tables, in which Mrs. Frank Hill won high prize for the women and Mrs. Conery low prize. Henry Larson won high prize for the men and Carl Walner was awarded the cut prize. Refreshments were served by the committee composed of Mmes. W. Conery, S. Englund, A. Glorn and F. George.

Our February meeting was held in the home of Mrs. Henry Larson. Plans were made for a card party to be held March 10th at her home. Tickets were again distributed for the quilt raffle among those who had already sold their first lot. The raffle is expected to take place soon.

Refreshments were served by the committee, who were Mmes. F. Hill, H. Muck, H. Kasten and D. Orader.

Our recording secretary, Mrs. Roland Schwalenberg, has undergone an operation in a hospital in Milwaukee, being at the hospital three weeks and then removed to the home of her sister. She will not return to Iron Mountain until late spring, when she will get a welcome from the chapter and her many friends.

Natalie Baldrice, daughter of Mr. and Mrs. Bob Baldrice, has submitted to two operations and is still in Washington Boulevard Hospital in Chicago. We all hope for a speedy recovery for her.

Herbert, Jr., son of Mr. and Mrs. Bert Shields, is home from the Iron Mountain Hospital, where he was operated upon recently.

Davenport Chapter

Ann Murphy, Historian

DAVENPORT Chapter is progressing nicely, and is doing much good, among those in need, as well as affording the membership some very enjoyable get-together pot-luck suppers. These suppers have proven very wonderful drawing cards, and there is always sure to be a good attendance when one is announced.

Our December meeting was in the form of a Christmas party, and a splendid program was given. Carols were sung, accompanied by Lois Brenton. "Greetings" were read by Lester Brenton; a song and

dance was given by Sonny Zobrist, who also assisted by Jerry White, gave a comedy dance. John Clinton entertained with a reading. Other readings, songs and dance were rendered by Evelyn Conklin, Shirley Durant, Betty Parrett, Betty Volrath, Dorothy Peterson, Tom Cosgrove, Phyllis Kerrigan, Marion Brenton, Helen and Alice Kerrigan, Marilyn Volrath, Joan Kraft; and the orchestra of the Kerrigan Five. It was "young folks'" evening and the program was greatly enjoyed.

Mason City Chapter

Mae McClintock, Historian

THE first of Mason's City afternoon meetings was held on February 28th, at 2 p. m., with a good attendance. Cards were enjoyed and light refreshments served. Mason City Chapter has previously held its monthly meetings in the club rooms in the evening, and holding afternoon sessions instead was voted at the January meeting with the hope that it might stimulate attendance, and also give many of the members an opportunity to attend who have heretofore found it difficult to get out for the evening meetings. It seems to promise well.

The chapter gave a very successful dancing and card party at Moose Hall on March first, with about four hundred in attendance; and a delightful evening enjoyed, clearing for the treasury, the sum of \$58.65. It is hoped these parties may be made an annual event of Mason City Chapter.

Much credit and many thanks are due to Mr. German and his committee for the success of the affair. Those serving on the committee with Mr. German were: Messrs. Gallagher and Louis Walter and Mrs. Oscar Larson.

Sioux City Chapter

Mrs. H. C. Snow, Historian

THE first meeting of the year was held in the club rooms Jan. 28 preceded by a pot-luck supper with a large number of people attending. Mrs. Doud called the meeting to order and after the reports of the year were read and accepted, Mrs. Doud presented the gavel to Mrs. Embick, our president for the coming year. Mrs. Embick read the names of her committees and asked all to do their best to make her year a successful one. Mrs. Cussen, our mutual benefit chairman, asked for donations for a coal fund which brought \$70.00. So far this year Mrs. Cussen has placed 2 cars of coal and has helped many in other ways.

The postponed January board meeting was held in the home of Mrs. Embick on February 18, with Mrs. Robsen assisting. The ways and means chairman, Mrs. Mansfield, started the board on a piece quilt which was worked on all evening. At the close of the meeting refreshments were served.

The chapter met in the club rooms February 25 with a covered dish dinner. Entertainment for the evening included a trumpet solo by Francis McLaughlin; musical readings by Jacquiline Spencer, accompanied by her mother, Mrs. Harry Spencer and songs by Mrs. A. C. Eckert accompanied by Mrs. Huntsman. A vote of thanks was extended to Mrs. W. L. Eckert for the lovely program. The meeting was then called to order by Mrs. Embick. The minutes were read and approved and plans were made for a card party to be held in the Y. M. C. A. March 4.

We extend our sincere sympathy to Mrs. Cox on the loss of her husband; and to Mrs. Wolfe and family on the loss of the husband and father.

Miles City Chapter

Clara Spear, Historian

THE regular monthly meeting for February was presided over by the new officers, Mrs. J. P. Leahy, President, conducting the meeting. She named the following chairmen of the various standing committees:

Constitution and By-Laws—Mrs. J. R. Ludwick.

Welfare—Mrs. S. E. Moss.

Good Cheer—Mrs. Wm. James.

Ways and Means—Mrs. McKinley Gilmore.

Membership—Mrs. Custer Greer.

Social—Mrs. Swan Nelson.

Program—Mrs. Thos. Brown.

Refreshments—Mrs. W. M. Anderson.

Publicity—Mrs. J. V. Anderson.

Auditing—Mrs. Ann Anderson.

Safety First—Mrs. S. E. Moss.

Housing—Mrs. W. H. Fellows.

Juvenile Club—Mrs. H. L. Pitner.

Telephone—Mrs. A. W. Herven.

Little Phyllis Gilmore rendered two piano selections, which were much enjoyed. At the close of the meeting Mmes. Walsh, McMahon and Fellows served refreshments.

A dancing party was held at the club house on Saturday evening, March 2nd and about 30 couples enjoyed the light fantastic until a late hour. Inasmuch as the first dance proved such a success both from a social and financial standpoint, the club plans on giving another on March 30. The committee in charge of the dance were Mmes. P. H. Nee, H. J. McMahon, A. W. Herven and F. W. Spear. Mr. Farr's orchestra furnished the music and the members of the committee are especially indebted to Mr. Martin Walsh, who furnished the tickets; Mr. Arnold Running and Mr. Robert Burns for assisting in selling tickets and to Mr. Earl Farr for dance arrangements.

Although it was a stormy cold evening, about 25 members of the club turned out to the March meeting held Monday, March 4th, with Mrs. Leahy presiding. The various committees have been busy and all gave excellent reports of the work accomplished. Master Tom Tarpo rendered two violin selections accompanied on the piano by his sister, Miss Grace Tarpo. Miss Grace also played a piano solo. The selections were well played and appreciated by the club members. Mrs. Nee and her committee were thanked for their very profitable efforts on the dance and plans were made for holding another dance on March 30th, with the entire executive board assisting Mrs. Nee.

Mmes. Moss, Nimbar and Mayo furnished refreshments for the evening and five tables of bridge were played until a late hour.

Ottumwa Chapter

AT THE February cooperative luncheon a large cake decorated in white and yellow centered the table and lighted yellow tapers were also used as a decoration. The cake was prepared and donated by

Mrs. J. H. Stewart. At the meeting following the luncheon a report was given by the chairman of the membership committee, Mrs. J. H. Stewart, which indicated a large increase in our membership for the year 1935 and gave evidence of much time and effort expended in soliciting new members. At our first meeting in March a co-operative luncheon was also held and following the meeting the ladies played cards and prizes were awarded to the winners. Plans are being made to have an afternoon benefit bridge party on Friday, March 22nd.

Aberdeen Chapter

Mrs. Charles L. Boland, Historian

THE lovely, cheerful clubroom that is the pride of our chapter seemed more enjoyable than usual when about sixty-five women braved the icy wind to do their part toward making the regular business meeting for January so much better in every way than was expected. Mrs. Gillick presided and after formal opening thanked everyone for their attendance. Following the usual club songs, Mrs. Berg's program was given; first, little Master Frankie Green in a patriotic reading, and concluding with a brief talk by Miss Alice Wosnuk on the child labor amendment.

Reports of various committee chairmen were called for, and given as follows: Mrs. W. B. Geer reported thirty-six cards sent during the month. Mrs. B. M. Smith, new sunshine chairman, reported on personal and phone calls to those on sick list. Mrs. Soike reported on purchases made during December, particularly at Christmas, for those whom the club aided at that time. Mrs. W. J. Kane, auditing chairman, read a very complete report covering the past year's disbursements, including federal tax on checks and amount of same issued. In absence of Mrs. Zick (due to her illness) membership report was read by Mrs. Gillick, revealing a new total of eleven hundred and one members.

Annual membership drive in all departments, to begin in March, except maintenance and way in which drive will be conducted during the summer. A large number of women volunteered their cars for service at funerals or other times of need, and also agreed to act whenever called to aid the telephone chairman, Mrs. A. J. Anderson.

A recipe for success contributed by Mrs. A. H. Adams and read by Mrs. Gillick, we believe worth repeating and remembering. It is: "Two drops of good manners, twelve ounces of common sense, twelve ounces of consideration. Put over a gentle fire of self-respect; boil down to two ounces of forgetfulness and sweeten with manhood and womanhood. Take two drops three times a day, before meals; this prescription can be filled at the House of Reason."

In a wonderful talk on relief, Mrs. Gillick mentioned that over two hundred and fifty tons of coal have been distributed as requested; relative amounts of groceries and other things furnished as needed, and in conclusion again urged that all cases of any sort of need be reported at once. Everyone is anxious to make calls and do all they possibly can to help one another, but this cannot be accomplished when cases are not reported. Mrs. Jerry Jackson has been appointed to act as assistant chairman of ways and means committee, and Mrs. Sizer as assistant to Mrs. B. M. Smith on sunshine committee.

Instead of house and purchasing committee, one woman is in charge of kitchen and its accompanying responsibilities, with various committees doing their specified work for each party. The kitchen hostess this year is Mrs. Mary Karr. Those in charge of social hour at conclusion of the meeting were Mes. A. E. Birdseye, Pat Culy and daughter, Miss Katherine. The activity for January was a delightful evening bridge, prizes awarded to Mrs. W. Olser and Charles Miller in whist; contract, Mrs. E. J. Wetter and Mrs. Grover Tonner; auction, Jay Garwood and Mrs. J. L. Meyers. At the regular meeting for February the attending members were delighted to have

Mr. Gillick as guest speaker. He began his talk with a brief resume of the club's activities and commended the group upon their valuable help to the community. He said that it seemed a better way to think of the club as a helping hand extended to an unfortunate fellowman, rather than just a charitable organization. In closing, Mr. Gillick in a very personal way thanked the club members for their co-operation, their willingness to work hard to make each undertaking so successful. We hope to have Mr. Gillick visit as often as possible.

Routine business was then taken up and customary reports read. Responding to a brief talk by Mrs. W. H. Sadie Neville) Berg, the gathering stood to applaud their hearty congratulations to Mrs. Gillick upon winning the distinguished service medal presented by Aberdeen Civic Service Association for untiring and unselfish efforts in public welfare. This award was made on night of February 7 at the annual civic award banquet at Alonzo Ward Hotel. Aside from the great honor of being so distinguished a citizen, the medal itself is a thing of beauty, inscribed with name of holder, city and date. This chapter adds its congratulations through this magazine. We are very proud and happy that the honor was bestowed where it is so richly deserved.

The activity for February was a very successful and well-attended dance given at passenger station, music by Tommy Thompson and his Merry-makers. In charge of ticket sales at station were Mrs. Gillick, Mrs. Soike, Mrs. I. P. Stager and Mrs. Jerry Jackson. These women deserve much credit for their efficient handling of the huge crowd and large sale of tickets. It was suggested that these popular station dances be given more frequently.

Milwaukee Chapter

Mrs. M. L. Hynes, Historian

ON the evening of February 28th a card party was held in the clubrooms, Union Station. Bridge and five hundred were enjoyed and the party was a real success both socially and financially.

On Thursday, March 28th, at 2:30 p. m., the club will sponsor a card party at Gimbel's tea room. There will be a prize for each table and several door prizes. It is expected that this will be an outstanding party, for the committee is doing everything to make a success. A treat is in store for those attending, therefore all members are urged to come and bring their friends.

During the month of February our club lost two of its most faithful members, Mrs. John Schuh and Mrs. Ferdinand Reichow. Our deepest sympathy is extended to Mr. Schuh and family and also to Mr. Reichow and family.

At the regular monthly board meeting held on Monday, March 4th, the time and places of the various district meetings were announced. The 1935 district meeting for the Milwaukee district will be held at Milwaukee on April 30th at the Schroeder Hotel. Fourteen chapters will be represented and reservations for more than two hundred are expected. The meeting begins at 10 a. m. and luncheon will be served at 1 p. m. The Milwaukee Chapter is much pleased to welcome the representatives of Green Bay, Madison, Tomah, Janesville, Beloit, Wausau, Portage, La Crosse, Channing, Mich., Davenport, Ia., Ottumwa, Ia., Iron Mountain, Mich., and Kansas City, Mo.

The welfare chairmen, Mrs. Ida Zimmerman and Mrs. Marie Black, gave detailed reports of the work carried on during the past month. The members are glad to hear these reports as it stimulates all of us to work harder and to assist in the relief work.

New Lisbon Chapter

Mrs. A. G. Shrake Historian

ON February 26th about twenty ladies met to organize a Milwaukee Railroad Women's Club at New Lisbon, Wis.

Officers elected are: President, Mrs. A. L. Hurd; vice president, Mrs. R. E. Bullis;

secretary, Mrs. U. M. Wilcox; treasurer, Mrs. R. F. Oakes; historian, Mrs. A. Shrake.

Following are the chairmen of committees appointed by the president for the ensuing year: Constitution and by-laws, Mrs. A. G. Shrake; mutual benefit and relief, Mrs. R. Zielsdorf; sunshine and good cheer, Mrs. Earl Karner; scholarship, Mrs. J. McKegney; membership, Mrs. Chris Martin; ways and means, Mrs. T. J. Shrake; social and program, Mrs. Roy Oakes; safety first, Mrs. Roy Bullis; needle work, Mrs. Harry Moran.

We have started our club with twenty-seven members and plan on adding many more in a short time due to the splendid work of our membership chairman, Mrs. Chris Martin.

Our regular meeting will be held on the last Tuesday of each month.

Sanborn Chapter

Blanche Miller, Historian

Sanborn Chapter met in the clubrooms on Friday evening, February 15th, with Hazel Riley, second vice president, presiding. The club motto was given and the meeting then was conducted in regular form. Reports of various committees being given.

At the conclusion of the business an interesting program was given by high school girls.

Reading, Mary Enebach; reading, Dorothy Omer; clarinet duet, Helen Hilton and Neva Bolden, accompanied by Miss Leah Smock, instructor of music in the Sanborn public school.

Following the program refreshments were served and cards were played the remainder of the evening.

St. Marie's Chapter

Mrs. Peter Mickelson, Historian

ON January 28th a special meeting of the St. Marie's Chapter was called by our president, Mrs. Vogel.

Reciting the club motto, followed by roll call, eight members responding.

Correspondence from Miss Lindskog, general secretary, was read and placed on file.

After our business meeting apple pie, cheese and coffee were served.

On Monday evening, February 25th, we held a card party in the clubroom with employes and their families. Bridge and pinochle were played.

Mr. and Mrs. W. W. Westerfield winning honors in bridge.

Mrs. W. B. Emerson and Nels Stromberg were high in pinochle.

Delicious refreshments were served at a late hour by the social committee, everyone having spent an enjoyable evening.

Terre Haute Chapter

Mrs. C. E. Elliott, Historian

THE regular pot-luck supper was held in January and the business meeting following was conducted by Mrs. C. W. Pearce, first vice president, in the absence of the president, who was ill. Reports of the year's work were read and everyone was well pleased with the work that had been done in our club.

Mrs. Wilson, who had been elected president for 1935, resigned before officially taking office, and Mrs. I. T. Colwell, first vice president, graciously consented to take the chair.

Ways and means chairman, Mrs. Geo. Huffman, reported over \$50 cleared on a Jiggs supper and dance. She and her committee, together with Trainmaster Geo. Passage, did a fine job.

The committee for the pot-luck supper in February added cherry pie to the menu and the tables were decorated in keeping with Washington's birthday. Miss Eleanor Paris, program chairman, had arranged several numbers for the evening's entertainment which were enjoyed.

A business meeting followed. Regular reports were given and as there was a vacancy in the board Mrs. Wm. Russell was elected second vice president.

Plans were discussed for a chicken supper to be given at the K. of P. hall March 14th to raise funds.

The next regular meeting will be a card party instead of the usual pot-luck supper.

Perry Chapter

Mrs. J. J. Kindig, Historian

OUR regular meeting was held at the clubhouse February 3rd. Plans were discussed for a number of social affairs and a series of benefit bridge parties were planned to raise money to carry on our welfare work.

The regular bridge club was divided into three groups and the second group entertained at a 1 o'clock luncheon Washington's birthday at Park's tea rooms. High scores for the afternoon were awarded: First, Mrs. J. M. Reel; second, Mrs. Everett Evans, and traveling prize to Mrs. Fred Leis.

The sewing circle will meet once a month and finish the quilt that was started late in the fall. Mrs. Irving Chubbuck and Mrs. Wm. Stockton had charge of the last meeting.

On February 11 the chapter had a stag dinner for all men employees. There was a large attendance. Mrs. E. C. Hullerman had charge of the dining room and Mrs. Thos. Beatty was in charge of the kitchen, and their assistants were Mesdames Everett Evans, A. A. Brown, B. Stitzel, Thos. Birmingham, Pat Ryan, D. F. Sullivan, W. T. Stockton, W. R. Prettyman, Frank Keith, Geo. Slater, D. T. Reel, Chas. Hunt and W. Rait.

Our second benefit bridge party of the series will be held at the new tea room, "The Maples," and we are looking forward to a large crowd.

Our membership drive went over big and 352 new members were added to our list, which makes a total of 389 members. Our chairman, Mrs. Stromquist, deserves a lot of credit for her work.

Our March meeting opened with a pot-luck luncheon. Our president, Mrs. Wm. Thompson, then called the club to order and the usual business was transacted. Plans were then made for a May day breakfast to be held at our next meeting. Announcement was made of the district meeting to be held in Chicago April 9th and all who could do so were urged to attend.

Mrs. Thomas Rellihan had a very interesting program on the constitution and by-laws and presided at a round-table discussion.

At our February meeting Mrs. Hartman had charge of the program and valentine box and Mrs. Frank Keith had charge of a guessing contest.

Kansas City Chapter

Mrs. Roy Larson, Historian

THE February meeting was held at the home of Mrs. R. C. Dodds on the 4th and was preceded by a luncheon at the Hotel Kansas Citian given in honor of our visiting guests, Mrs. Carpenter Kendall and Miss Etta Linskog. Twenty-seven were present at the luncheon and a very pleasant time was had by all. We later retired to the home of Mrs. Dodds where the meeting was held.

Club business was discussed and disposed of and the report of the card party held at the home of Mrs. Woodward was given. Forty-seven were present and the net proceeds were \$10.00.

Mrs. Kendall and Miss Linskog offered advice and comments which were very helpful and much appreciated.

Meeting adjourned and tea was served by Mrs. Dodds.

The March meeting was held at the North East Y. M. C. A., presided over by Mrs. Affeld, president. Reports were given. A pot luck dinner had been held on March 2nd, and the drawing was held for the \$5.00 bill which had been contested for in February. Later, a lovely program consisting of singing by Mrs. Taylor, a tap dance by little Miss Ferris, age 7, and a reading by Miss Hess, all of which was very much enjoyed by the audience.

Over 100 were present at the dinner. At the March meeting 25 were present. After business was discussed the meeting adjourned and tea was served by the hostesses, Mmes. Affeld, Colby and Dobson.

Council Bluffs Chapter

Mrs. Hugh McLean, Historian

THE new officers of Council Bluffs Chapter for the current year are: Mrs. F. J. Brugenhemke, president; Mrs. H. Rooney, 1st vice president; Mrs. Ed Lee, 2nd vice president; Mrs. H. DeVal, treasurer; Mrs. E. E. Smith, recording secretary; Mrs. Ray Wichaël, corresponding secretary; Mrs. Hugh McLean, Historian.

The Committee chairmen are: Mrs. E. E. Smith, constitution and by-laws; Mrs. F. Colburn, welfare; Mrs. J. Briggie, good cheer; Mrs. H. Rooney, ways and means; Mrs. Ed Lee, membership; Mrs. Nels Jensen, social; Mrs. H. DeVal, program; Mrs. Ray Wichaël, refreshment; Mrs. D. A. Lanning, publicity; Mrs. L. E. Underwood, auditing; Mrs. J. Hollingsworth, safety.

A pot luck supper was given on the evening of January 22nd, at the Railroad Y. Bridge, pinocle and bunco followed.

A unique valentine party was given on our regular meeting day in February. Every member who had been present at the January meeting drew the name of a member who had not been attending; and each one was responsible for her guest, supplying the box lunch for both. All of the boxes were decorated and filled with the valentine motif—some comical, others, pretty. A valentine exchange was held and each one read aloud the verse on hers.

At the last meeting it was decided to have two night gatherings a month, one for adults only, so that the members will be free to play cards; and at the other meeting, the children are invited to join in the fun. March 27 will be our first meeting for the grownups. A pot luck supper followed by cards will be the entertainment.

Marmarth Chapter

Mrs. Harry Wood, Historian

MARMARTH CHAPTER met in the club house on January 31st, with Mrs. Shirley Richey presiding. Election of officers was the only item of business which was transacted at this meeting.

On February 28th a large and enthusiastic meeting was held in the club house with president-elect presiding. Officers for the year were installed as follows: President, Mrs. Hewitt Patten; Vice President, Mrs. A. Bude; Secretary, Mrs. Shirley Richey; Treasurer, Mrs. Theo. Rushford; Historian, Mrs. Harry Wood.

Chairmen of committees appointed by the president were: Constitution and By-Laws, Mrs. P. Gust; Welfare, Mrs. Ed. Striebel; Ways and Means, Mrs. Leo Rushford; Membership, Mrs. Frank De Lange; House and Purchasing, Mrs. Thos. Miller; Auditing, Mrs. Phil Carolan; Good Cheer, Mrs. H. Dernback; Librarian, Mrs. Leo Rushford; Publicity, Mrs. Shirley Richey; Safety, Mrs. Harry Morse; Refreshment and Social, Mrs. P. Bott; Program, Mrs. Harry Wood.

From the reports as given \$2.00 had been received from ways and means and 50c from library books and \$3.25 had been expended for good cheer and a loan of \$9 was made to a deserving person. Our Chapter feels quite proud of the amount on hand which is \$121.58.

One of the very interesting items of business was the planning of a get-together party to be held in the near future.

The sympathy of the Chapter is extended to the family of Engineer Wm. Leaf in the passing of his beloved wife. Mrs. Leaf was the first vice president of our Chapter when it was organized and has always been a faithful worker. We shall miss her greatly and feel we have lost a loyal member and true friend.

The members of the Marmarth Chapter wish to join with the many friends of this division in extending congratulation to

Mrs. H. M. Gillick, of Aberdeen, in the honor which was recently conferred upon her. I am sure we all feel she has been untiring in her efforts for many years to help the needy and unfortunate and that many persons and homes have been made happier with the sunshine and cheer which she so delighted in giving to others.

The district meeting at Aberdeen in May! We are looking forward to a fine time and hope many of our members will be able to attend.

A fine spirit prevailed at our meeting and we feel confident with our enthusiastic president and her splendid corps of officers Marmarth Chapter will enjoy many happy and profitable meetings the coming year.

A delicious lunch was served by Mesdames Patten and Bott.

Tomah Chapter

Mrs. Fred Kohl, Historian

THE February meeting of Tomah Chapter was held at the community rooms of the Public Library in the form of a Valentine Party.

Through the efforts of our club furnishing coal to some New Lisbon families the women of New Lisbon became interested and have formed a club of their own. We wish to congratulate them.

The men gave a dance February 15, the proceeds were given to the club. The ways and means chairman is very busy trying to raise funds and sold a quilt at this dance. The good cheer chairman has given wonderful reports. Sympathy was extended for deaths in four families. In each case a meal was furnished the day of the funeral. The club also helped with the President's Birthday Ball.

The March meeting was held in the American Legion Hall. The women having birthdays in the months of January, February, March and April furnished the lunch and the entertainment for the other members of the club. Home-made novelties and fancy work were on display. Visitors from New Lisbon were present. A pillow donated by a member from Tunnel City was won by a member from Sparta.

One of our members wrote and dedicated the following poem to Mrs. Bloyer who is leaving the club because her husband has employment elsewhere.

This afternoon on our club day
To Mrs. Bloyer our tribute pay
From club we learn she'll soon take leave,
This strikes a note of deepest grief.
She may have been a teacher, an announcer or reader

But to all of us—she's our Cheer Leader.
On many occasions her voice would come clear,

"Now all together—let's give a club cheer!"
Somehow as we on life's journey go
There's plenty of sorrow, trouble and woe,
And what we need more of along the miles
Is sunny folks with Mrs. Bloyer's smiles.

And in her leaving we want to say,
That we will remember her many a day,
This we may add—what e'er she may do,
We are hoping that she will remember us too.

So from this fellowship warm and true
We all join to say, oh! how we'll miss you!
BESSIE BOWEN.

Beloit Chapter

Mabel McIntyre, Historian

BELOIT CHAPTER had a very successful card tournament during January and February; bridge and 500 were played. Prizes were given at each party to high scorer. The prizes for the highest score at the end of the series were electric table lamps won in bridge by Mrs. E. Ward and in 500 by Mrs. Bert Campbell.

A dance was given on February 2nd at the K. C. Hall and was very well attended. Those present from out of town were the Geo. Hannafords of Freeport, the Ike Connors of Sheboygan and the Snively family of Rockford.

A grocery basket is making the rounds at the present time with much success.

SPECIAL COMMENDATION



General Passenger Agent W. B. Dixon furnishes the following list of employes who have interested themselves in securing passenger business for our line:

W. A. Praeger.....	Carman, Green Bay Shops.....	Green Bay
Ted J. Shrake.....	Passenger Brakeman.....	New Lisbon, Wis.
Mrs. Frank Mansfield.....	Wife—Engineer.....	Sioux City
V. O. Cox.....	Ticket Clerk.....	Janesville
W. H. Hunter.....	Conductor.....	Spokane
J. Madden.....	Police Officer.....	Aberdeen
Max Hanson.....	Clerk, Roadmaster's Office.....	Aberdeen
Bill Berg.....	Chief Clerk, Freight Office.....	Aberdeen
H. O. Hepperle.....	Attorney.....	Aberdeen
J. A. Gove.....	Division Storekeeper.....	Deer Lodge
O. H. Taylor.....	Office of Auditor of Inv. & Jt. Fac. Accts.....	Chicago
Harry Howard.....	Engineer—I&S Divn.....	Mason City
George J. Ryan.....	Roundhouse Foreman.....	Janesville
John Roche.....	Accounting Dept.....	Chicago
Chas. D. Smith.....	Engineer.....	Ottumwa, Ia.
Harry Berman.....	Passgr. Baggage man.....	Des Moines
L. B. Long.....	Agent.....	Chancellor, Ia.
Albin Groth.....	Stenographer—Supt's Office.....	Mason City
W. H. Woodhouse.....	Baggage man.....	Mason City
Zip Hudson.....	Station Attendant.....	Sheldon, Ia.
Harry Larson.....	Conductor—I&D Divn.....	Mason City
Reese Vaughn.....	Engineer—I&D Divn.....	Mason City
John Sperry.....	Freight House Employee.....	Mason City
Leo Gribben.....	Rate Clerk—Freight House.....	Mason City
T. W. Burtness.....	Secretary.....	Chicago
John M. Cavey.....	Son—Conductor.....	Milwaukee
Otto Werth.....	Section Foreman.....	Zumbrot, Minn.
Mildred Rabus.....	Refrigeration Dept.....	Chicago
Wm. G. Schrader.....	Conductor—I&D Divn.....	Mason City
E. P. Stelzel.....	Cashier—North Milwaukee Station.....	No. Milwaukee
Ben Weskow.....	Locomotive Dept.—Illinois Division.....	Chicago
O. J. Moreen.....	Extra Operator.....	Coeur d'Alene
S. E. Bradley.....	Brakeman.....	Spokane
C. W. Dietz.....	Fireman.....	Aberdeen
G. K. Friend.....	Substation Operator.....	Morel, Mont.
Julius M. Larsen.....	Carman Helper.....	Deer Lodge
L. R. Thelander.....	Purchasing Dept.....	Chicago
Andy Hermes.....	Conductor—C&M Divn.....	Janesville
R. H. Cunningham.....	Roadmaster.....	Wausau

Wonderful Business Getting Record

Elmer A. Keller, chief clerk at North Milwaukee station is indefatigable in his pursuit of business for our line, and below is a list of his achievements in this direction, during the past year:

May 11th, 1934, two passengers, Milwaukee to Moline, Ill. June 8th, one, Milwaukee to Madison Wis.; June 12th, one, Milwaukee to Sioux Falls, S. D.; June 29th, one, Milwaukee to Watertown, Wis.; July 7th, one, Milwaukee to Madison and return; July 9th, one full fare and one half fare, Milwaukee to Yellowstone Park, via Gallatin Gateway; August 11th, one to Gale, Iowa; August 15th, two full fares and one half fare to Yellowstone Park, via Gallatin Gateway; September 11th, one, Milwaukee to Austin, Minn.; Sept. 13th, two, Milwaukee to Chicago and return—parties had previously planned to take a competing line; Sept. 30th, two, Milwaukee to Chicago and return; October 2nd, one, Milwaukee to Chicago and return; October 20th, two, Milwaukee to Chicago and return; Nov. 23rd, one, Milwaukee to Madison, Wis.; December 24th, two, LaCrosse to Milwaukee.

In recognition of his good work in securing business for our line while in the conduct of his regular duties as chief clerk at the North Milwaukee office, General Superintendent D. W. Kelly wrote Mr. Keller the following letter:

Dear Sir:
I have received a copy of the list of passengers you secured for our line during the year 1934.

It is certainly commendable. If every employe would have done as well, we

would have had a nice business and could do some of the things we would like to do. I hope you will keep up the good work.

Yours truly,
(Signed) D. W. KELLY,
General Superintendent.

E. P. Stelzel, cashier, North Milwaukee Station, secured seven cars via our Southeastern Division.

Jack Klima, yard clerk, Grand Avenue District, secured car via our Southeastern Division.

Frank E. Thielke, yard clerk, Lower Canal District, secured two cars of coal via our line, marked up for competitor.

Frank Wallace, yard clerk, Muskego Yards District, secured six cars via our long haul.

Mr. Hugo Gastel, yard clerk, Chestnut Street District, furnished information on 14 cars that moved C. & N. W., enabling us to take up for future movement.

P. T. O'NEILL, ass't division master mechanic, Spokane, was instrumental in securing sale of one way ticket, Spokane to St. Louis, our line to Chicago.

Train baggageman Charles James, influenced the sale of one way ticket Miles City to Orkland, Calif., our line to Seattle.

A. L. Ientecost, general foreman, Tacoma Shops, furnished tip securing sale of one way ticket, Tacoma to Hildebran, N. C., our line to Chicago.

J. E. Eddy, roundhouse foreman, Tacoma, furnished traffic tip for a passenger who will be on our line to Chicago enroute to Washington, D. C.

Wm. Dolphin, assistant superintendent, S. & D. Cars, was instrumental in securing

shipment of two carloads of automobiles, Chicago to Tacoma.

O. J. Starks, train dispatcher, Aberdeen, was instrumental in securing routing of one tank car per month over our line, from Sioux City and says there will probably be more than one car per month.

Kenneth Alleman, Tacoma local freight office, secured sale of one way ticket, Tacoma to Kansas City, our line to Omaha.

J. F. Pinson, division engineer, Tacoma, secured sale of one way ticket, Seattle to Chicago.

E. G. Medley, general car foreman, Spokane, was instrumental in securing sale of four round trip tickets, Spokane to Butte, Mont., and return, and a fifth, from Yakima to Butte and return, via Spokane.

B. Gans, stenographer, S. & D. Cars office, Tacoma, furnished tip resulting in the sale of two round trip tickets, Tacoma to New York, our line to Chicago.

C. M. McAuley, conductor, Spokane, secured sale of one round trip ticket Spokane to Minneapolis and return.

P. G. Russ, locomotive engineer, was instrumental in securing sale of one and one-half tickets, Tacoma to Rochester, New York, our line to Chicago.

Portage Chapter

Mrs. E. C. Moran, Historian

PORTAGE CHAPTER held its regular monthly meeting February 4 at the club rooms, with fifty members present. Mrs. C. E. Hodge, president, presided. The new officers took up the year's work with enthusiasm. After the regular routine of business, the meeting adjourned, and bridge and euchre were played. Mrs. Ambrose's committee served a very fine luncheon.

On January 30, the annual banquet was served at the club rooms. This has become an annual occasion, when the ladies of the club entertain their husbands at a 6 o'clock banquet. Covers were laid for 125. The tables were beautifully decorated in yellow and white with favors of yellow tea roses, made by our president, Mrs. C. E. Hodge, for the occasion. During the dinner a musical program was rendered.

At the March meeting Mrs. C. E. Hodge, our president, called the meeting to order, and after the club motto was repeated, all stood with bowed heads in silent prayer in respect for the honorary members who had passed away during the month of February—Charles Wills, Wm. Zunker, Julius Grothman, Gus. Kopplin, and the mothers of two of our Watertown members, Mrs. Schultz and Mrs. Schroeder. Eight of our Watertown members were present at this meeting. The Watertown ladies are holding a series of monthly social gatherings in their homes in Watertown. Mrs. Emil Pfaffenbach entertained at her home on Thursday, March 7, assisted by Mmes. W. Usher, H. Nickels, and W. Schuenke. The next monthly gathering will be held at the home of Mrs. Elmer Buffmire, Fifth street.

The treasurer reported \$227.05 in the treasury at the present time. The ways and means committee gave a bridge party on February 22.

Relief chairman reported fourteen tons of coal given out in the month of January, and a needy family assisted. In February, six tons of coal and groceries to the amount of two dollars. The sunshine chairman reported for January and February: eleven good cheer and sympathy cards, one hundred phone calls, seventy-five calls, five plants for sick, three baskets of fruit, twenty families reached.

Little Ruth Owen gave three piano selections. Keno was played. Mrs. MacFarlane and committee served luncheon.

Michael Sol Collection

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

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

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

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

Nora B. Decco

IF this March weather keeps up into April and May and June, the dude ranchers will have to provide hip boots along with the rest of the outfit for each guest this summer and you won't be able to touch the farmers around this end of these United States with a ten foot pole . . . rain and snow and more rain and snow. Looks like things might be coming our way again. Here's hopin'.

Chester Bales, he of the head waters fuel and navigation fame, boat, dogs and fishing tackle, not forgetting Mrs. Bales, have moved bag and baggage into almost the very nicest house in town, says Chester, not enough elbow room in the old house. "Besides, this one has a fire place and that gives me somewhere to throw my shavings when whittling" . . . congratulations, as the Bales new home is a lovely place and we should give them a house warming, or something.

Mrs. Miles, second operator, Harlowton, is taking a lay off relieved by Operator Schewee. Operator Bell is temporary agent at Jefferson Island.

Mrs. A. E. Barnes, wife of engineer Barnes, is visiting home folks and friends in Chicago.

Conductor Vaninwegan is back on his old run on the east set. Business has surely picked up or something since his return, every time we look up he is either registering in or out.

Mrs. Adelaide Jones, daughter of Conductor Carlson, has returned from the hospital at Bozeman where she has been for the past several weeks after an operation. She is much improved. Mrs. Owen Gosnell, wife of Fireman Gosnell, is also a patient in the same hospital at Bozeman where she is doing very well and expects to soon be home again.

Signal maintainer Clarence has returned from Seattle, and not feeling just like going back to work right away got sick so he wouldn't have to. He was laid up for several weeks but is doing very well again and expects to soon be back on the job. While we think of it, won't overlook stating that Charley McPherson, Clarence's brother-in-law, is now grandfather. Couldn't think what made him seem so old until I learned that either Doris or Dorothy (one of the twins, don't ask me which one it is, but her name is Mrs. Chamberlain), is the proud mother of a boy. She is the daughter of Mr. McPherson. We offer our congratulations.

Engineer Echard and Mrs. Echard have returned home from Excelsior Springs, Mo., where they spent a few weeks in February.

Engineer Lieb and Mrs. Lieb went out to Seattle for a week's visit with Charles, and then Mr. Lieb went over to Lewistown and went to work.

Lineman Gorsky is working out of Lewistown in place of lineman Neagal who was injured there some weeks ago.

We regret to write of the death, in Butte, the latter part of February, of Mr. W. E. Keeley, age 61. Mr. Keeley was well known on this division. He came to this road in 1908 as freight and passenger agent at Miles City and was transferred about 1915 as asst general freight and passenger agent with headquarters at Butte. He was, at the time of his death, special agent in Butte for the Minneapolis, Northfield and Southern railroad and the Nelson steamship company. His widow, a son, a daughter, and two sisters survive him. We extend our most sincere sympathy to this family.

Again death touched our division, when March tenth, Thomas H. Peacock, agent at Jefferson Island was taken. Mr. Peacock had been ill only a week and his death was very sudden. One of the early employes of this division, having a service date of 1909, Tom Peacock was well known and liked by every one, always kindly, helpful and considerate of every one, he was a friend to all. His widow, two daughters and a son survive him. The remains were taken to Tacoma, accompanied by the family. To those left behind the division extends the deepest sympathy in this great loss.

Dubuque-Illinois Divn., 2d Dist.

E. L. S.

AGENT Manley J. Thompson, Spring Grove, Minn., passed away at his home there at 11 A. M., February 28th, after a very brief illness. He had worked at his duties as usual the day before, and it is believed he suffered a stroke which caused his death. He was agent at Spring Grove since March, 1923, having worked at Dubuque in the dispatcher's office as both operator and extra train dispatcher from 1919 to 1922, and in March, 1923, he took the agency at Spring Grove account his mother living there. He was well liked at Dubuque, was known as "Tommy Thompson" and his many friends at Dubuque and Dubuque Shops' offices, together with his friends and fellow employes on the Division, surely regret his untimely death (41 years of age), and extend deepest sympathy to his bereaved mother.

Relief agent Arnold Sturm is taking care of Spring Grove station until regular appointment is made by bulletin.

Condr. J. A. Brosky returned to work on his old job on 68 and 61 March 3rd, after having been off duty for the winter months.

Mr. E. A. Meyer, Manager of Safety & Fuel Department, Chicago, was in Dubuque on business March 6th.

Postmaster Norman Truesdale of Turkey River died at his home after a lingering illness, March 7th. Funeral and interment made at Guttenberg, Sunday, March 10th. Mr. Truesdale was well and favorably known by many of the railroad employes

along our division and a number of the trainmen attended his funeral. Mr. Truesdale was a brother-in-law of condr. Chas. H. Clark.

Mr. Walter Marshall of Milwaukee, Wis., made a brief visit at Dubuque Shops fore part of March.

DON'T FORGET to keep trying to maintain our clean Safety Record in 1935 and that "SAFETY IS OF FIRST IMPORTANCE IN THE DISCHARGE OF DUTY."

West I. & D. Notes

Edna Bintliff

WE regret very much to have to report the death of chief carpenter Guy Lawrence, which occurred March 10th. Mr. Lawrence had been ill for some time, but we had all continued to hope for his recovery. Our deepest sympathy is extended to Mrs. Lawrence, Beverly and Nellie.

We have had every kind of weather during the past week, from 73 above to 5 below. We saw a poor robin on the warm day and wonder what he thinks of the situation now.

A division staff meeting was held at Mitchell on Thursday, March 14th. Superintendent Ingraham preside and a good attendance was reported. The special train from Sioux Falls for the basket ball tournament came by way of the Milwaukee Railroad, and was well patronized.

Mrs. Hopkins, agent at Okaton, returned to duty after a short visit at Cleveland, Ohio. Her husband, who is agent at Wesley, accompanied her as far as Mitchell. Bill Hynes was a Minneapolis visitor recently, we understand that he drove a new car home, but whether it is for himself or not we cannot say.

Mr. A. W. Parker, roundhouse foreman, Mitchell, is back on the job after a little with the "flu." We are all glad to see that he won the skirmish.

Mr. John Turney was a Mitchell visitor this week.

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

A. T. B.

APRIL Showers Bring May Flowers. Let's hope so. We have had plenty of snow and water around Milwaukee Shops this season and nice weather will gladden the hearts of all the auto owners.

Speaking of autos—have you all seen Martin's new Buick? And he drives in all kinds of weather—of course it's a good car and can make the grade.

How about your car, Bernice—can't it get through the snow? Understand you haven't been driving lately.

Understand Bill removed all four wheels from his car recently. Going to put runners under it, Bill, so you can use it in the snow?

Mr. Wible has been laid up with a severe cold, but is on the job again and am sure he will be reporting seeing the first robin of the season one of these days.

Now that the basketball games are over,

where do you spend your Saturday evenings, Dick?

Understand Steve made a flying trip to Chicago recently. What did you bring back?

If you haven't seen some of the photographs Velma has taken, you don't know the artistic photographer she has developed into.

Speaking of artists when will our musical artist Walter Stark go on the air?

Jack Bremser, how did it happen you were down to work one morning recently before 7:30? Did that watch of your play some trick on you?

Mr. Brock who made a trip to Kansas recently reports real summer weather down in that district.

Now if I get answers to my questions above I will have some more news for the next issue.

West Coast Notes

A. M. E.

JOHN McNAMARA, section foreman at Eatonville, was taken to the hospital on February 14th, but we are pleased to learn he is out again.

Mrs. Thos. Hughes, wife of traveling time inspector, underwent a major operation in the Sacred Heart Hospital in Spokane recently. Her condition is reported as very satisfactory.

Sympathy is extended to Mr. and Mrs. R. F. Rader, agent at Snoqualmie Falls, by their Milwaukee friends, on the loss of their baby daughter, Dec. 20th.

Gertrude Alden is back from her vacation trip to California, most of which she spent in bed, owing to a severe cold. Tough luck, Gert.

The eldest son of your correspondent, Frank, returned home last Tuesday from a three-year stay in Honolulu. Hawaii may be the Paradise of the Pacific, but he states he is glad to get back to the "Hades" of the States.

Heavy fog last week caused 50 auto accidents, with 19 injuries, in Tacoma and vicinity. It was so thick, one could not see two feet in any direction.

But at that, it wasn't any thicker than the time Charlie Negley tells about. He said the fog was so thick that in order to get anywhere, it was necessary to place some one on the left front fender, who would wave a hand in the direction the driver would turn.

E. E. Smith, former agent at Bridge Switch, Minn., but now a resident of Tacoma, celebrated his 50th wedding anniversary recently with an unusual event.

At the time of his marriage, he placed away a cigar to be smoked 50 years later. His son-in-law had the honor and we hope that he in turn can have the same pleasure.

Incidentally, Mr. Smith turned in a nice traffic tip, which indicates he is still a business getter for the road.

Marquette (Iowa) News

A. E. J.

CONDUCTOR J. M. Cassady spent a week in Chicago the middle of March visiting relatives.

Conductor George Bryan returned to work after a three weeks' trip down in New York State.

Brakeman I. T. (Dick) Hahn has fully recovered from an accident that happened on a slippery sidewalk in January, and is back on the Elader line.

Conductor John Brosky has returned to work after spending the winter months at Cresco and Preston visiting his daughters.

The Madison Division bridge crew spent three weeks in the early part of March making repairs on the Marquette and Prairie du Chien Pontoon bridges getting them ready for the ice and the spring time high water.

Veteran machinist John Lang has returned to work after spending the winter months at Rockford, Illinois, with his wife and daughter.

Switchman Harry Stull left March 1st for Hollywood, California, for an extended stay. It is reported around the yard office

that Harry intends to go into the movies.

Machinist Wm. Traff and wife spent several days at Rochester, Minnesota, during the latter part of January.

Baggage man Ed. Sparks returned to work after he and Mrs. Sparks spent several weeks in Oklahoma and Texas.

Engineer Herbert Cole and wife, roundhouse foreman C. H. Butler and wife, were elated when they learned that they were grandpa and grandma on Feb. 11th, when a baby daughter was born to Mr. and Mrs. Claud Butler. Congratulations to all.

Carman Wm. Trinklor and wife are rejoicing over the arrival of another daughter, Feb. 11th. Congratulations.

The Milwaukee Railroad Women's Club has 99 voting members and 72 contributing members as the result of the recent active membership drive. The losing committee in the membership drive entertained the committee that secured the most members, and new members, at bridge and five hundred party March 6.

The Marquette round house has had no reportable accidents since January 19, 1926, a record that all are very proud of. It's Safety First today and every day at the roundhouse.

Iowa (East) Division

John T. Raymond

MISS LINDSKOG in her address at Marion said there were 12,400 members in the Milwaukee Women's Club on the system.

S. C. Lawson of Marion spent ten days looking after business interests in Tennessee the latter part of February. During this time Mrs. Lawson visited with her daughter and family in Illinois.

Mrs. Carpenter Kendall, acting president general, and Miss Etta Lindskog, general secretary, visited the Marion branch of the Milwaukee Women's Club Feb. 18th. There was a well attended party given at the Hallwood Cafe. After dinner addresses were made by the visitors and local officers. The party was well managed by the committee in charge.

Interest in this worth-while work is greatly inspired and intensified by these visits made to the various chapters by the general officers and the work is generally well sustained. The Marion Chapter has a fine record and are determined to see that the same high level shall be maintained in the future.

Engineer George Lines of Marion was off duty early in March on account of the illness and death of his wife.

Conductor Frank Lafferty of Marion returned home Saturday, Feb. 2nd, after a week's illness. He was taken to a hospital at Cedar Rapids for treatment. Frank is recovering slowly, back at his home in Marion.

G. E. Mugett, 80, of Marion, died at his home Feb. 20th. He had been in ill health and retired some years ago. He had been employed as switchman and car repairer by the Milwaukee Road for some time. Funeral and interment at Marion, Feb. 22. The Employees Magazine extends sincere sympathy to the bereaved family.

Mr. and Mrs. Lester Cleveland of Chicago visited Mr. Cleveland's parents at Marion early in

March en route home after spending a month in San Clemente, Calif., at the home of Mr. Cleveland's sister and family.

Conductor Chas. Goite did some extra running between Marion and Calmar during February and March.

Trainmaster W. J. Hotchkiss had charge of motor car No. 4 with official party going from Cedar Rapids to Davenport, thence to Savanna on the west side of the Mississippi.

Agent M. A. Devoe of Fayette was off a few days on account of sickness. Operator D. Gustafson relieving.

Mr. and Mrs. Bernard Schenken of Marion returned home the latter part of February from Rochester, Minn., where Mrs. Schenken went for treatment. She is improving and it is hoped that she will ultimately recover.

Operator E. H. Clausen has been appointed agent at Oxford Junction. E. H. Clausen is working second trick at Oxford Junction pending appointment of regular operator.

Many friends on the division regretted sincerely to learn of the deaths of Agent L. A. Patton of Bayard and Conductor Jerry Dougherty of Chicago the latter part of February. Both of these men were well known on the division.

Conductor James A. Pringle of Marion on 3 and 4 to Chicago resumed work the latter part of February after being off duty some time.

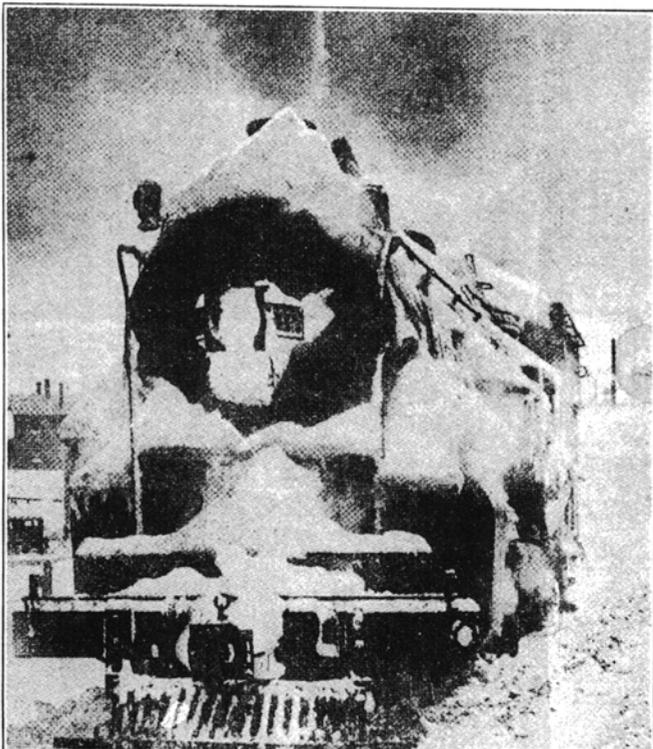
Engineer W. R. Barber of Marion was off duty several days on account of illness.

The Milwaukee Employes Magazine extends sincerest sympathy to Joseph Lytle (in the service of the Milwaukee Road at Marion) on the death of his son, Bert F. Lytle, an employe of the C. & G. W. road at Dubuque, who was injured and passed away on Feb. 28th.

Operator L. B. Swearingen of Green Island has been appointed agent at Woodward and Agent F. G. Zeiser to second trick, Green Island; L. F. Fiala as agent, Spragueville. Operator F. W. Behrens was relief agent at Spragueville a few days.

Superintendent A. J. Elder of Marion went to Minneapolis, Monday, Feb. 25th, on company business. Mrs. Elder accompanied him.

Five hundred new members have been admitted into the membership of the Milwaukee Veterans Association since the last reunion at Chicago in September.



Engine of Train No. 10, First Passenger Train Out of Green Bay on Any Railroad During Snowed-Out Season

Michael S. Soler Collection

EASTER SPECIAL SUITS and TOPCOATS at \$30.00

JOSEPH KAHN

Est. 1904

MAIN FLOOR (Jackson Blvd. Lobby)
Union Station Bldg. Chicago

Chief Operator J. T. Gallivan of Marion was absent several days the fore part of March on account of illness.

J. L. Farley of Harris, Mo., passed away at a hospital in Trenton, Mo., Feb. 22nd, and funeral services were held at Harris, Mo., Feb. 24th. He was employed for some years by the Milwaukee Road on the K. C. Division. Mr. Farley was the father of Chief Carpenter L. M. Farley of Marion. The Milwaukee Employees Magazine extends its sincerest sympathy to the bereaved family in their loss.

We note with regret the continued illness of Correspondent Guy E. Sampson of Chicago Terminals, who has recorded items of interest from that locality for so many years in the Employees Magazine. We hope with the skill available he may recover rapidly.

We recall seeing John Horan, 97, dancing with a lady in the cabin of the steamer that took the Milwaukee Veteran Employees from Seattle to Victoria, B. C., at that famous reunion of 1929. John said at the reunion in Chicago last September that he recalled that occasion and that he hoped he would never live to be too old to admire the ladies; maybe that is one of the secrets of John's long life. How would it be to have "A how to keep well department" in the Employees Magazine, edited by John Horan? "Example is better than precept."

Seattle General Offices

F. H. Bradt

THIS seems to be a rather bad month for illness and accidents. Chief operator O. O. Mercer of Seattle is a trifle under the weather and taking another little rest. We hope he'll be back with us again when you read this. G. P. Squires of the Traffic Department was compelled to make a flying visit to the hospital again last week, but we're happy to report he's back at his desk again. One of the boys from the south end, Mike Murtha, narrowly escaped serious injury when a freshly sharpened pencil jumped up and bit him in the hand—who says office work isn't dangerous—and Col. Cooper of the C.C.C., while doing a little scout work at Maple Manor, very nearly cheated himself out of a couple of toes with his little hatchet. And E. Lee, vice-president and cashier of the Employees Bank, came down one morning with a shiner, caused, of course, by running into a door.

Chief Clerk Kennedy of the General Manager's office made a flying trip to Spokane one day last week; acting chief C. F. Goodman taking his place for the day. C. F. looked very dignified and efficient "sitting up front."

Here's something the Stroller encountered one P. M. last week. A handsome man about town from the general offices plodding doggedly up Union street carrying a cane under one arm and a spade and couple of golf clubs under the other. We're unable to explain it—whether the use of one leads to the necessity for the other, or just what. If you can't figure it out, ask EMS.

Often a Slip 'Twixt Cup and Lip But Not This Time

THE preacher had received his fee; the assembled guests had just listened to the ceremony uniting in marriage Miss Esther Schwind and Edward M. Stablein, assistant to Superintendent of Transportation of the Milwaukee Road at Seattle.

One hundred and more assembled guests crowded to offer congratulations.

Rev. John M. Lyle, officiating clergyman, was passed a typewritten copy of the Oregon marriage laws by an attorney guest. As he read a startled and horrified look passed over his face. "Friends," said he, "I have just been informed that the three days required between the issuance of licenses and the marriage ceremony, as provided by law, have not elapsed. Under the circumstances it looks like we will all have to remain here until tomorrow evening."

Consternation registered on the faces of the bride and groom. After considerable argument and reviewing of the provisions of law as presented, it was discovered the law was from the statutes of the State of Oregon, while the ceremony had been conducted in Washington at the country estate the parents of the bride.

Mr. and Mrs. Stablein have just returned from a month's honeymoon, satisfied that no state law and no practical joker can mar their wedded bliss.



E. N. Stablein

Madison Division

F. W. L.

LIKE HOMEWOOD is back on the Sioux after spending the winter on Wilson street in Madison. Glad to see you back, Ike.

We are sorry to report the death of Mrs. Chas. Ray who passed away in Milwaukee recently.

Thos. Pagel, agent, Mineral Point, is enjoying the winter in Florida and while away his job is in charge of his old neighbor, A. G. Verch, the pride of Gratiot.

Johnny Barry, switchman, Janesville, has been in Madison off and on, probably checking up on the legislators at the capitol.

Phil Mills is back on the Kickapoo after being off on drag, drag, drag. What's the attraction way up there, Phil?

Carl Dahnke & Co. will be busy lining up the Washington, D. C. tour from Madison. He will need your help to make this a success. Ask him for literature.

Dispatcher Buehler, who has been sojourning in the sunny south for quite some time, is expected to resume hostilities at Madison the early part of May.

"Vas you dere, Sharlie?" If not, you missed it, for the West Side High School Minstrel Show conducted in behalf of High School Band Tournament was a Wow, with our worthy friend Fred Liegois acting in capacity of "Buttercup," the end man of yesterday. We are proud to say that Fred carried out his lines in great style.

C. L. Davey, agent at Eagle, resumed service after absence of two and a half months account illness, and the general reports are that Carl is looking better than he ever did since he started tapping the key.

Our old friend, Bill Fagg, agent at Madison, who has been off on sick leave for quite some time is staging a real comeback and soon as the warm weather comes his smiling countenance will be noted in the vicinity more frequently.

Irving W. Schultz, for many years employed in the B&E Department as foreman, passed away in the Methodist hospital in Madison on March 10th. Mr. Schultz was a resident of Prairie Du Chien and was well known in this district.

On March 10th, at his home in Madison, death came to veteran Madison Division engineer Walter E. Wilson.

All of the 63 years of his railroad service were spent in the employ of this company; and in all that long period, he had but one minor accident.

"Sandy" Wilson, as he was familiarly

known, was in his 83rd year and for 30 years had stood at the same throttle of the same train, on the old Prairie du Chien Division; and was then transferred to yard engineer in Madison.

Surviving him are his daughter, Mrs. R. J. Miller, one brother, one granddaughter and four grandsons.

Funeral services and burial took place in Madison.

Good Old Dubuque Shops

Lucille Miller

AND sure and it's good to be back working for the best railroad in the country and being permitted to report what is taking place at Dubuque Shops—the training school for many who are now holding positions in many different departments on this railroad throughout the Milwaukee System.

As Charley Pullen, our genial roundhouse caller puts it, "the old place ain't what she userd be"—we are glad to report that "she's better'n she was and that's sumpin'."

Now that we are under the direct supervision of the Police Department, whose chief's office is right next to ours, we watch our p's and q's for we do not want to mix with the powerful arm of the law (do we, Mr. Botz?).

We have with us again "Bob" Sommers, who boasts that he has the finest collection of stamps in this part of the country. "Bob" attended a meeting of brothers who have the same interests at heart and his report was that none of them had anything on him for getting out and hustling for contributions to his collection—you betcha.

We have with us also one Gus Weidmeyer, who makes us turn over in memory and revive that old song hit of a few years ago, "I'm afraid to go home in the dark." Gus, don't you worry, and don't you fret—for the big, bad wolf won't get you yet; he's been killed and is gone forevermore—Oscar Ohde said so, so it must be true.

Bill Stafford, our Reclamation Dept. clerk, was very much put out to think that through an error in reporting, he was given the title of "Mrs. Stafford"—if he must have another moniker he prefers "Alice" above all others (I like red roses best, Bill, plenty of them).

Every so often we hear of someone winning something or other in these much-talked-of sweepstakes—soooo when Herb U. was informed that he was the lucky winner, we all began to spend his money—but it wasn't for long; it seems there was a slight mistake somewhere, in fact the horse hadn't quite completed its brisk walk around the field, and the award had been made. But if two people, namely, D. S. Westover and Harry Balon come here they would better be arrayed in suits of armor than Easter suits as its going to be a "fight to the finish." (Anyhow, we did enjoy spending all that money, if it was only on paper.)

We are, (seriously) glad to report that the Reclamation Plant at Dubuque Shops is on the "up and up" and the new oxygen acetylene generating plant is now completed and ready for operation.

They are hauling them in for dismantling—Engines and cars galore;

As we watch them pass our window

We see them again, as of yore,—

Engines hauling the products of nations—

Cars carrying their precious worth;

Men, women and children riding

Of low and higher birth.

Their contribution was a big one,

But their work is now finished—it's done

And like many who've traveled earth's

journey—

They have fought a good fight and won

There is something almost human about

them

As the torches sear, cut and burn,

It would seem we hear them whisper—

"Sometime 'twill be your turn;

So, make your contribution a big one,

And when to the "heap" you're consign'd

You will feel, we hope, as we do—for

To our fate we are resigned."

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These banks are depositories of The Milwaukee Road, and also are providing a banking service to a large number of its employes. You will find able and willing counsel among their officers. Take your banking problems to them and let them help you.

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I&D Items

cca

MR. J. M. TRAYER, first trick operator, at Mason City, Iowa, was off duty February 13th to attend funeral of a relative at Lansing, Iowa.

Mr. O. E. Bradford, traveling inspector, Austin, Minn., was in Mason City, February 16th.

Mr. J. M. Oxley and Mr. A. C. Peterson, train rules examiners, were in Mason City, February 19th, on business.

Mr. H. J. McLaughlin, claim adjuster, Sioux City, Iowa, was in Mason City, February 20th and 21st to transact business.

Supt. W. F. Ingraham and all division staff officers were in attendance at meeting conducted at Sioux Falls, S. D., February 20th.

Mr. L. R. Meuwissen, chief dispatcher, Mason City, Iowa, went into Chicago, February 21st, to attend meeting with general officials.

Train dispatcher M. C. Corbett, Mason City, was off duty for few days during latter part of February on account of illness. Train dispatcher Carl A. Anderson,

of Mitchell, S. D., is on the relief job while Mr. Corbett is absent.

The Milwaukee Women's Club at Mason City sponsored a dance and card party, March 1st, at Moose Hall which was very much enjoyed by all of those present. According to the final reports of the committees in charge, it was also a very successful party.

Mr. R. C. Blakelese, telegraph supt., Milwaukee, was in Mason City, February 27th.

Condr. J. H. Leibold, Mason City, reports that he is about ready to return to work following recent illness.

Sincere sympathy is extended to Mr. J. Harold Phillips, file clerk, supt's office, Mason City, Iowa, and family upon death of Mr. Phillips' mother who passed away at Rochester, Minn., March 4, 1935. Funeral services were held at Clear Lake, Iowa.

Supt. W. F. Ingraham, trainmaster O. A. Beerman and division engr. H. W. Wuerth, of Mason City, recently made an inspection trip over the division west of Mason City on inspection car.

The entire I&D Division was grieved to learn of the death of Mr. G. B. Lawrence, chief carpenter, Mitchell, S. D., who

passed away at his home, Sunday morning, March 10, 1935. Funeral services were conducted at Mitchell, March 13. "Doc," as Mr. Lawrence was known to everyone, will be deeply missed by his many friends and his co-workers. We extend sincere sympathy to Mrs. Lawrence and family.

The office changes at Mason City have now been completed and everyone is back to normal order. Not being entirely accustomed to the new locations, however, once in a while we see a few of the boys going in or out of the wrong door.

Miss Maxine Beerman, daughter of trainmaster O. A. Beerman at Mason City, was just recently initiated into the Kappa Alpha Theta sorority at the University of Iowa.

FJM was showing the boys in the chief dispatcher's office at Mason City the bird house which opr. Vern Sohn at Ossian had made for Mr. McDonald's daughter, Kathleen, and it was noted with all due compliments. However, it seems all Vern had left for part of the finishing touches was a little "green" paint.

It has been noticed that Yardmaster Dickhoff, at Mason City, has been refreshing his memory on the location of a few of the trout streams. We hope he will be more successful this season and be able to bring home a sample or two.

Carl Dunovan, chief clerk, yard office, Mason City, tells us that his son, Wayne, who has had the scarlet fever, has now been released from quarantine and is feeling much better. Carl, of course, has been bachelor during that time and was glad to be back with the family again.

Iowa (Middle and West) Division

Ruby Eckman

A. F. HARRIS, a brother of Mrs. J. J. Kindig, passed away in a hospital in Bismark, N. D., the fore part of March. The remains were brought to Perry for funeral services and burial.

Charles A. Lutze, who worked for many years in the car department, at Perry, died the fore part of March, following an illness of several weeks. Burial took place in Perry. Mr. Lutze has two sons who are employed by the Milwaukee, Orin, a machinist in the Perry shops, and Floyd, an extra engineer. His son-in-law, Peter Slater, is an employe in the car department.

Classes for examination on standard rules and air brakes were held in Perry the fore part of March. Assistant Superintendent Whalen examined on the book of rules and J. P. Lutze handled the air brake examinations.

J. N. Elsbury of the Perry roundhouse force was off duty for several weeks in February and March on account of sickness.

Dorsey Knee, of the Perry roundhouse force, who had been off duty for several weeks on account of sickness, submitted to a major operation the fore part of March.

Maurice McGrew, who has been working as helper at Jefferson for some time, has taken the necessary examinations for work as an operator and will be available when there is work for him.

Engineer John Gorman knows what it is to have a "boss with a heart." The latter part of February a severe blizzard hit the Iowa division during the night. Engineer Gorman was on No. 3 from Savanna and as the snow was blowing so badly, it was necessary for him to keep the cab window open all the time to see signals. In doing so he froze his face. Division Master Mechanic W. N. Foster happened to be on the train from Marion and when he learned of the engineer's condition, he went over to the head end, sent the engineer back to ride in the coach and he run the engine the balance of the trip into Perry. Mr. Foster did not have any work clothes with him but he just borrowed the engineer's cap and made the trip as he was dressed. The act was one which Engineer Gorman appreciated and will long remember.

Machinist George Fenner and Engineer Charles Swift's wife were the successful candidates at the recent school election in Perry, so will serve the interests of the taxpayers for the next three years.

Mrs. Wills, mother of Engineer Wesley Leonard's wife, died at the family home in Des Moines March 2nd. Mrs. Wills was 92 years of age and death followed an injury when she sustained a fall.

Machinist Harry Sanford and wife have a new grandchild in their home, a son having been born to Mr. and Mrs. Francis Haig of Des Moines.

A wedding which united the lives of two of the young people in the Milwaukee family occurred in Des Moines February 23rd when Attorney Donald Reel, son of Conductor P. J. Reel, was married to Miss Alice Bowman, daughter of Engineer O. G. Bowman. Donald was admitted to the bar after completing a six-year course at Creighton College, Omaha, in 1933. The young people will make their home in Des Moines for the present.

Louis A. Patton, for about thirty years an employe of the Milwaukee in the operating department, died at his home in Bayard on February 16th following a week's illness from pneumonia. Funeral services were held in Bayard and burial took place in Hartley, Ia. Mr. Patton had been agent at Bayard for a number of years, transferring to that agency from Waucoma. His wife survives.

Mrs. W. C. Bliss, wife of the agent at Persia, was seriously sick for several weeks in February and March.

Chris Gosch, for many years an employe of the Milwaukee shops at Perry, has been seriously sick for several weeks. He was in a hospital at Iowa City for some

time but returned home when the doctors found they could give him no more help.

Section Foreman Albert Stangl took charge of the Woodward section February 16th, he having been appointed to the position on bulletin. L. B. Swearington, the new agent at Woodward, also took charge of his new position in Woodward the latter part of February, relieving W. J. Black, who held the position following the death of O. P. Huffman.

Engineer Carl McLuen was off duty for several weeks in February and March on account of a major operation.

Roger Snipe, son of Engineer J. Snipe, who made a record in athletics in the Perry high school, is now winning honors for his class at Missouri State College. Roger is a freshman at Missouri State and has placed first or second in several of the track events.

Engineer and Mrs. Frank Stapleton now have two grandsons between whom they must divide their time and attention. The second was born March 1st, the young parents being Mr. and Mrs. Delmar Noah.

Conductor and Mrs. C. V. Shannon left March 2nd on a month's trip through the south and west.

Engineer Henry Nichols returned March 1st from a several weeks' trip to Portland, Ore., where he visited relatives and friends.

Robert Adams, son of Conductor Earl Adams of Spirit Lake and grandson of Operator Robert Fitzgerald, died at his home in Greenville, Miss., the latter part of February. The remains were brought to Perry and buried beside his mother, who passed away when Robert was a small boy.

Earl Green, son of Conductor Edward Green, decided in February that he would see some more of the United States with his motorcycle as his mode of traveling. He went to Hot Springs, Ark., where Conductor O. R. Taylor and wife and son have been the last few months, and from there went to New Orleans to be present during the Mardi Gras. From there he went to Florida before returning home.

C. R. Posten, who for many years worked in the operating department on the Iowa division, died at his home in Maxwell the latter part of February. Ray left the service to enter the banking business.

Carl F. Carlson, eldest son of Oscar Carlson of the Perry shops force, died at his home in Perry February 24th. The young man's health had not been good for some time.

Chicago Terminals

Guy E. Sampson

MONTH after month as we sit down to write our contributions for the readers of our beloved magazine, we are reminded of Ben Franklin catching lightning from thin air. We often wonder if we correspondents were to try flying a kite in a real rain storm wouldn't we be able to get some news to write about. How often, after the magazine comes off the press are we asked, "Why didn't you mention this or that in the magazine?" Even this month we were told by some of our terminal employes that we would receive in time for publication some very interesting items regarding social activities of the Womens Club in our down town district. But here it is the morning of the 15th and we are still waiting but must mail the few items we have or we will have nothing in the April issue at all. Oh, that those having news would send it to us by the 12th

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RAILWAY MOTOR CARS—RAIL AND FROG GRINDING
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of the month so we can get it on the typewriter and mailed the 14th as desired by our editor.

Switchman James Whalen, who has been suffering from a throat trouble for some time, has gone to Arizona for treatments. His many warm friends wish for him a speedy recovery and return to our midst.

Operator Frank Schultz, who about a year ago suffered an attack which affected his mind, and who at that time boarded a train and was later located in Omaha, has recently been returned to this community. He is at the present time at the Elgin Hospital for his complete recovery. Friends and relatives were asked to refrain from calling on him the first two weeks he was there but by the time these items are read it is hoped that any may call on Frank and help to cheer him up.

Veteran Yardmaster Russ Williams of the Western avenue coach yard passed away this month of an illness. He had not worked for several years as the regular yardmaster but put in an occasional visit at the coach yard to see how things were going. Our sympathy is extended to the bereaved ones.

Switchman Dan Stevens has been under the weather for the past month. All hope for his speedy recovery.

Switchman Eugene Lewin, who was off with an injured foot for a couple of months, returned to work the last of February but has taken a 10-day vacation again to give his foot a better chance to gain strength.

Bensenville's third shift caller, Earl White, is vacationing around Baltimore, Md. Earl has been catching for a local baseball team for several years and in some way a big league scout saw some of his work behind the bat and sent him notice to report to the Baltimore Orioles for a tryout. At this writing Earl has only been gone six days, so we can't impart any real information about his success but we hope by this time next month to tell our readers that another Milwaukee Railway employe has started up the ladder to success. Here's hopin'.

Sympathy of all terminal employes is extended to the bereaved relatives of Ill. Div. Brakeman Bradford, who met death while on duty at Elgin this month.

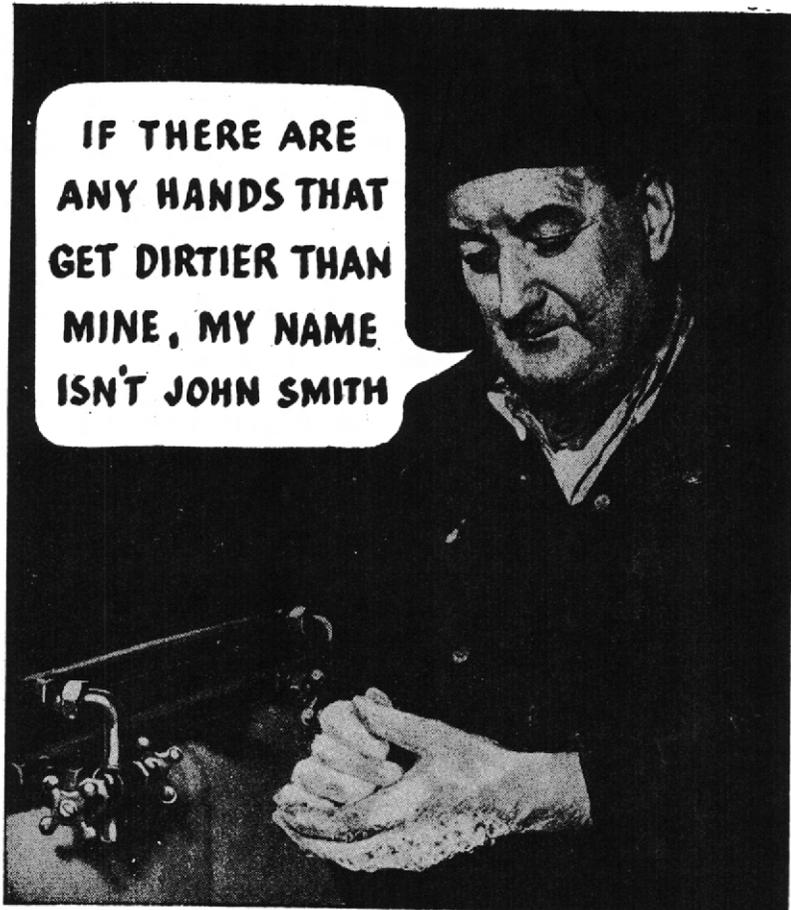
On February 11th Miss Rose Eickelmann, a sister of one of our Bensenville round-house employes, was very seriously injured in an auto accident. For some time it was feared that both lower limbs would have to be amputated but it later developed that both could be saved, but patient will be laid up for a long time. Friends of the Eickelmann family are giving a dance March 23rd, the entire proceeds to be given Miss Eickelmann. Our boys are responding wonderfully financially and it is hoped to raise well over \$100.

Engineer Rowan and wife have both been confined to their home on account of illness. Flossie's brother and his wife have been taking care of the two ill people.

The Bensenville Chapter of the Milwaukee Womens Club is increasing in numbers each month, but there is still room for every employe and his family in their ranks. Each man should become a contributing member and renew his membership the first of each year, and should also see that the Mrs. becomes a voting member. The wonderful work that has been done by this association is a credit to the wives and mothers of our employes, as well as to the women employes who are members of the club. Don't wait till next year to become a member but get your dollar to the membership chairman your very next pay day. They need your help in order that they may help others.

Are you watching our safety record? Study it regularly and it will keep the subject uppermost in your minds. That's necessary if we are going to improve our record from week to week. Stop, look, listen, be sure you are safe and then proceed with caution. We must not become speed maniacs, nor need we become mopers. There is a happy medium between the two

IF THERE ARE
ANY HANDS THAT
GET DIRTIER THAN
MINE, MY NAME
ISN'T JOHN SMITH



John Smith, B & O Boiler Inspector, Makes Bid for Dirty-Hands Championship—But Concedes Clean-Hand Championship to Lava Soap Users

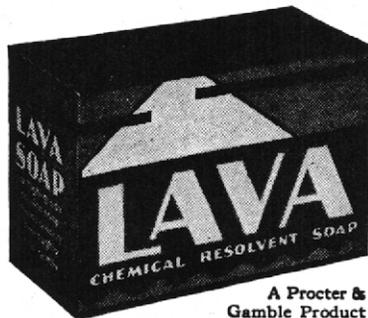
The dirty-hands argument waxes fast and furious! Each man votes for himself as having the dirtiest hands in the world. Yet each and every one casts his vote for Lava Soap as the quickest, safest way to get grimy hands clean.

Here's John Smith—and that's his *real* name. Mr. Smith backs up his claim as follows: "If all these guys who claimed the dirtiest hands in the world could see mine after I was through inspecting an empty fire-box, they'd award me the championship right off. You just can't get hands dirtier than I do in there. But I *will* agree with them that you can't get grimy hands really clean *except with Lava Soap.*"

Here's How Lava Works . . .
Lava's thick, heavy lather and fine, powdery pumice team together to

get even the ground-in dirt around knuckles and finger-nails. Its glycerine—and other soothing oils—protect the skin, heal up little nicks and scratches, help prevent hand infections.

Works well in any water—hot or cold, hard or soft. Outlasts ordinary soaps 3 to 1. Make sure your soap is safe for your hands—get Lava yourself at any grocery store today.



A Procter & Gamble Product

TAKES THE DIRT . . . PROTECTS THE SKIN

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We regularly test CROWN Shrunken Overalls and certify them to be of high quality, strong, close woven, 8-ounce SHRUNKEN fast-color denim. It states that these garments are properly designed, correctly proportioned for maximum comfort and proper fit... that high grade workmanship and superior tailoring are used.

See your dealer.

The Crown Overall Manufacturing Co. Cincinnati, Ohio

A New Pair FREE if they Shrink!

that spells safe, sane service. Let's find it and then give that quality of service that will be appreciated by our superiors from a viewpoint of both efficiency and safety.

Mrs. Burke, wife of train director Jas. Burke, is recuperating from her recent illness. She is spending a few weeks with relatives in Florida and from what Jim says she is enjoying every minute of her time there. We all hope that she will return soon greatly improved, as no doubt she will. That Florida climate sure does a lot for anyone, especially at this time of the year when the chill blasts up here are making us shiver.

We see Ed Johnson back on the job after a couple of months' vacation. Didn't say where he kept himself but he sure looks as though he had not missed many meals while off duty.

West End T. M. Division

R. K. B.

THE Miles City high school basketball squad which has just returned from winning first place in the southern district contests at Billings, is now scheduled to compete in a round-robin tournament at Great Falls the last of this week, which will decide the state championship. At least four of our Milwaukee family in town here look upon the team with a special pride, and with good reason. The first team includes John Frawley, son of Engineer Art Frawley; Junior Ball, son of Mott Ball; young Numerdor and also Dan Brady. Edward Dunn, son of Engineer Pat Dunn, is team manager. Confidently expect to be telling you next month about the boys winning the state championship.

The first of March saw quite a blizzard down in the Dakotas, and the sleet put out of commission a good many miles of our telegraph wires. Pending the arrival of the telegraph line gang, the section forces, both on the New England Line and in the territory between Lemmon and Moberge, did an excellent piece of work in getting the lines temporarily patched up and working through.

Chief Dispatcher E. B. Cornwell has again returned to work after a few days in the local hospital, where he underwent a minor operation. During his absence he was relieved by C. A. Nummedor.

The many friends and former fellow workmen on the division of Doctor Bus

Tarbox of Baker will be pleased to hear that he has become the proud parent of a baby boy.

Kreuger's ice packing gang has just finished putting up the season's supply of ice at Miles City this year, which consisted of around 1,900 tons. Nice looking ice this year.

Another flu victim last month was dispatcher Phil Kearney, but he is once more back on the job and making things hum on the graveyard shift.

Also laid up at home a few days with the flu was Division Freight and Passenger Agent J. J. Foley.

One of the best looking cars we've seen in many a day is Division Engineer Ring's new Chevrolet. Classy looking color, even though I don't remember the name of it. Anyway, it's something on the order of yellow tan.

Understand that W. H. Fellows, extra passenger brakeman, is temporarily employed as deputy assessor in the county office.

We are happy to report that Switch Foreman L. E. Carlisle is recovering nicely at his home from his operation, which was reported last month, and is rapidly building up his health again.

Also recovering at her home from a recent bout of illness is Mrs. H. J. McMahon, wife of "Mac."

It sort of looks now as though Swan Nelson won't buy a Chevrolet, but instead will stick by his old Hudson. He doesn't have knee action.

The five-year cycle for the measles seems to have come around again, and among the recent sufferers has been the young son of D. M. M. chief clerk Arnold Runing, and the young daughter of Assistant Engineer Chas. Tusler.

The mailman usually drops around to the office about 10 o'clock every morning, and have you noted lately that Instrumentman Tom Hunt from 9 o'clock on has had a habit of brightening up and keeping the front door closely under observation? You might almost say that he was expecting a letter. You might almost say that he was not only expecting, but that he knew there was going to be a letter. Only sometimes there isn't. It's certainly a dull day for poor Tom from then on. As 5 o'clock approaches, however, a certain brightness returns to his countenance. The old address book comes out of the vest pocket, the old thumb goes down the line, and it's the turn of blonde No. 21 that evening. Fine way of being faithful, I call it.

Roadmaster A. E. Moxness has just been released from the local hospital, where he was subjected to the well-known dippy diet for a stomach complaint, and now that his condition is improving, understand that he and Henry Rivers have decided to go into partnership and buy a goat, so they will be able to have warm meals at all hours.

It is widely rumored around this spring that while in Milwaukee Engineer W. C. Shearer succumbed to Cupid's darts and took unto himself a bride.

Hostler Jim Loughlin, we understand, is at home convalescing after a little backshop work at the Holy Rosary Hospital.

A Federal reclamation project of particular interest to all the residents of this locality is the Buffalo Rapids irrigation project, which contemplates utilization of waters of the Yellowstone River, and will affect the Terry, Kinsey and Miles City districts. Looks now as if this project was in a favorable way of going through, what with the appropriation already made for the preliminary survey.

Advocates of the repeal of the Fourth Section Act, which has already the active support of every railroad man, are being daily enlisted. As this news is being sent out we have advice that the Rotary, Kiwanis and Commercial clubs of this city have endorsed a resolution looking to the repeal of this fourth section.

From all the reports we hear, everybody that attended the Women's Club dance held in the clubhouse on March 2nd reports one of the best times in their lives. Not only a social, but a financial success as well. The Milwaukeean's orchestra furnished the music.

Kansas City Division

R. M. G.

ON Sunday, February 10, Mrs. F. M. Barnoske, wife of roadmaster, in going from automobile to entrance of First Presbyterian Church, Ottumwa, slipped on icy sidewalk and fell, sustaining a fractured arm. We are glad to report that the injury is healing nicely.

Mrs. Rose M. Kissinger, wife of engineer George Kissinger, passed away at her home, 1022 West Third street, Ottumwa, on February 18, after an illness of several months. She had been a resident of Ottumwa for thirty-one years. Besides her husband she is survived by two daughters, Mildred Kissinger of Chicago and Mrs. H. B. Evans of Tulsa, Okla., and a sister, Miss J. Comisky. Funeral services and burial were held in Ottumwa. Miss Gertrude Hill of Sioux City, niece of Mrs. Kissinger; Miss Elizabeth Campbell of Cedar Rapids, and Miss Myrel Robertson of Chicago attended the funeral services.

Vern Campbell, extra operator, who slipped on the ice last December and has since been suffering with a broken hip, was recently removed from the Ottumwa hospital to his home at 261 S. Davis street, where he is still confined.

W. F. Grant, boilermaker, received word on February 18 of the death of his mother, Mrs. Margaret Grant, at the home of her son-in-law and daughter, Mr. and Mrs. Edward Glick, East Cleveland, Ohio. She would have been 81 years old on February 20, the date of her funeral. Mr. Grant departed on February 18 for East Cleveland, Mrs. Grant having gone the week previous.

Conductor D. G. Higbee returned to work on February 20 after being off duty for over a month, account ill health.

Account illness, dispatcher F. R. Moore was relieved by dispatcher H. C. Barnard from February 10 to February 17, inclusive.

On February 25, John, young son of engineer Joe Palmer, had a mastoid operation. He was a patient in the Ottumwa hospital for some time, but has been removed to his home and is reported improving.

En route from Chicago to Chualar, Calif., for a visit of an indefinite period, Mrs. Naomi James and daughter, Nell, spent several days in Ottumwa as guests in the home of trainmaster J. H. Stewart. Mrs. Stewart is also a daughter of Mrs. James.

Effective with March 15, Second Lieut. Robert H. Nevins, who is a member of the sixty-sixth cavalry division reserve, and has been in service as a fireman on the Kansas City division for the last eight years, is ordered to active duty as second in command of a civil conservation corps camp at Fort Leavenworth, Kan.

Mrs. W. G. Dingeman, 719 West Second street, Ottumwa, returned to her home after an extended visit in the Detroit, Mich., home of her son and daughter-in-law, Mr. and Mrs. R. W. Dingeman.

Miss Mary Coughlin, daughter of John Coughlin, visited in Northfield, Minn., during the latter part of February and attended the annual Washington ball in Severance hall on the campus of Carleton College.

On March 2, Mrs. Ross Caster, wife of engineer, was operated on for appendicitis in the St. Joseph hospital. She is reported to be improving.

Since last fall, Mrs. L. C. Traul, wife of conductor, has been a patient in the Hills Retreat hospital, a private sanitarium in Des Moines. It is expected she will return to her home in the near future.

Born on March 4, Robert Eugene Hinson, Ottumwa hospital, grandson of engineer Clyde Dornsife. For the third time END is "Uncle Ed."

The following appeared in the March 9 issue of "The Visitors Bulletin," Hot Springs, Ark. "We have all been waiting and watching for the arrival of Elmer Rudolph of Kansas City, Mo. He checked in a day or so ago and now everything will be O. K." A letter and card from Mr. Rudolph indicates that he finds the Oak Lawn race track an interesting place, although, he is no so good in selecting the winning horses. His headquarters are Milwaukee Hotel, Hot Springs, and while

there he will take a full course of the Buckstaff baths to rejuvenate.

E. N. Dornisfe is a busy man these days in making preparations to occupy his newly acquired home at 1030 West Third street. Scrubbing, painting and varnishing requires all his leisure time.

Operator C. E. Brown and wife of Chillocothe were in New Orleans for two weeks during the early part of March and attended the Mardi Gras celebration. They stopped off at Nashville, Montgomery and various other southern points of interest en route to New Orleans. Were accompanied by Mr. and Mrs. Roy Mannon, retired mail clerk, trains No. 25 and 26.

Chicago Union Station

Ann Weber

LAST month we didn't have any news items in the magazine because of No News. No news is good news, they say, however, there surely must be some news in the larger departments. The General Freight office is quite large, and being from Missouri don't think that every month can go by without something happening. How about the Passenger Department? Of the Real Estate Department? Would appreciate any news items that any of you might care to send in. Just address them to me at Room 822. Thanks.

Proud Papa—Loren S. Rice, Aud. of Investment.

Baby—Richard Kirsley.
Date—March 3, 1935.

Weight—8 pounds.

Dorothy Chesterman, of the Oriental Freight Department, is wearing a very pretty diamond, received the latter part of February.

Mr. Lodge has a real go-getter in his office. Orville H. Taylor was responsible for a special train, Chicago to Madison and return, February 8, 1935, for the Chicago Symphonic Choir. He also secured several round trip tickets to Milwaukee.

DID YOU KNOW THAT—

Irwin Winke is now on a budget?

We have a man hater on the eighth floor?

John Amsdorf is continuing his efforts to be a second Houdini?

Sam Amour still swears by Harvey's Hamburgers?

Kon Hagen pinch-hit for Dick Robb while the latter lost some excess weight via a tonsil operation?

One of the employes of the Freight Department established a record by coming to work on time, but the motto is still the same—It isn't the one who gets there on time, but the one who is awake when he gets there?

The Milwaukee Road Softball Team is now in spring training. Manager Joseph Schmidt—Captain Walter Klosowski. No games have as yet been scheduled, but anyone interested in losing a game to this team, please communicate with either the manager or captain.

The team has been playing in the Evening American Softball tournaments for the last five years. Have been told all members of the team have new uniforms. Is that ever something.

The New Hub of the I. & D.

Wm. Lagan

WAYNE HUNT, cashier at Yankton, S. D., is planning a trip to Canada for his health.

Ole Anderson, switchman of Sioux Falls, certainly went out and secured some nice passenger business recently. He secured a passenger for Pittsburgh, Pa., one for Denver and one for Rapid City, S. D., all in about a week's time.

The Milwaukee had a special train Saturday, March 16th, for the State Basketball Tournament at Mitchell, S. D. There were about 125 passengers.

Operator C. Chase Smith, is visiting relatives in Milwaukee, Wis.

Conductor and Mrs. Louis Windsor are visiting relatives in Kansas City. Conductor Al Schmidt has been relieving Lou on the Sioux Falls "Hot Shot."

Mr. J. M. Murphy, roadmaster, Sioux Falls, has returned from a visit in Chicago.

Our heartfelt sympathy is extended to section foreman Clarence Shriner and family in the loss of their small son who passed away in Sioux Falls, March 7th.

Section foreman Art Miller reports that he has become fully acclimated at Mapleton, Ia., since his transfer from Parkston, S. D.

Roadmaster Jerry Murphy has a new alphabetical arrangement for some of the Relief workers who are picking up rocks on the right of way between Canton, S. D., and Sioux Falls. Jerry calls them the R. S. C. (Rock Savage Corps). The right of way is being cleared of rocks and the material gathered is being used for constructing a dam three miles east of Harrisburg, S. D.

Mr. and Mrs. Quentin Hunter announce the arrival of a fine baby, born at McKennan Hospital, Sioux Falls, S. D., on February 24th. Congratulations, Mr. and Mrs. Hunter.

We wish to extend our sympathy to Mr. and Mrs. Ray Hunter and to Mr. and Mrs. John Haffey in the loss of Mrs. Hunter's and Mr. Haffey's mother, Mrs. P. A. Haffey, who passed away in Mitchell, S. D., on Feb. 24th.

Mr. W. D. Griffiths, general agent, Sioux Falls, S. D., daughter Margaret and son Bob attended the State Basketball tournament held at Mitchell, S. D., March 16th.

Mr. and Mrs. F. R. Doud and family and Mr. Ross Bankson, were Mitchell visitors March 16th, attending the basketball games.

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

B. R. T.

WE regret to chronicle the passing away of Mrs. Elizabeth Dilworth, grandmother of Mrs. Snure, wife of William Snure, chief clerk at Spokane local freight office. Mrs. Dilworth died on February 25, at the advanced age of 95. She had come to Spokane in 1889, when it was still not very far beyond the frontier village stage and had lived here ever since, seeing all the marvelous development of Spokane and the state of Washington. We unite with the many friends of the family in offering our sympathy to the sorrowing relatives.

Brakeman W. J. Morris of St. Marie's had to make a hurried trip to Spokane on February 20 to bring his little boy, Tommy (better known to the family and its friends as "Corky"), aged six, to a hospital here as the little lad had developed a very serious case of pneumonia after having barely recovered from an attack of the measles. For several days he was a very sick boy, indeed, but we are glad to hear that he is recovering.

Mrs. Pierce, wife of Car Inspector Grover Pierce of the Spokane car force, was recently very ill as the result of a severe attack of gallstones, but is fortunately recovering and will soon be about again.

Engineer Bert Noland of Nos. 15 and 16 out of Spokane is quite ill at this writing, having already missed several trips. Various extra men have been relieving him in the meanwhile.

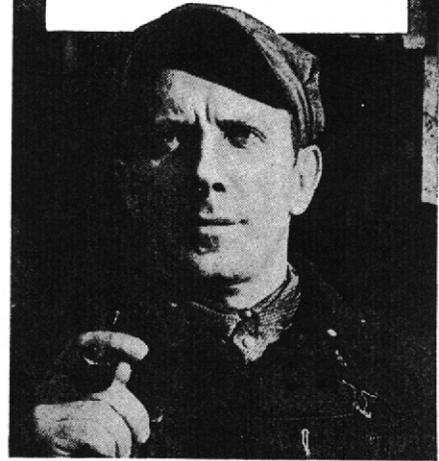
Another one on the sick list is Fireman Jimmie McBride, of the passenger pool runs out of Spokane, but he is now reported as improving.

It is with deep regret that we learn that Fireman and Mrs. Wm. Graham lost a little son a few days ago due to scarlet fever. The entire family is still quarantined because of the disease, but we may assure the bereaved parents of the sincere sympathy of all the Milwaukee people at Spokane.

Little Miss Virginia Medley, daughter of Earl Medley, car foreman at Spokane, was recently sick with the measles, but she is fairly well again at this writing.

We regret to learn that Engineer Joe Flynn of Malden, working in the ring out of there, has been forced to retire from work, at least temporarily, because of defective eyesight. His many friends hope

**"LET ME TELL
YOU WHY
I SMOKE
EDGEWORTH"**



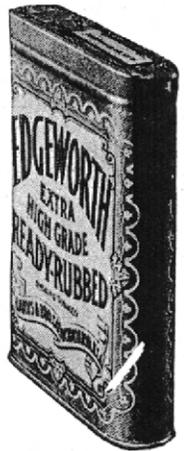
"I LIKE its full-bodied flavor. And it is always mild. It's the only mild pipe tobacco I know with the rich tobacco flavor I like. It's the best tobacco I have ever found.

"Besides, Edgeworth saves me money because a pipeful lasts so long. It is slow burning.

"In one railroad shop in Chicago 85% of the pipe smokers among the employees smoke Edgeworth. Seems to me that is a great record. If

you are not an Edgeworth smoker, I think that you are missing something. Get a 15¢ tin and try it yourself and see if I'm not right."

Edgeworth is made and guaranteed by Larus & Bro. Co., Tobacconists since 1877, Richmond, Va.



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"More Smoking Hours Per Tin"
Michael Sol Collection

To Milwaukee Patrons

While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

Three Forks Creamery Co.
THREE FORKS, MONT.

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Specialties

Butter, Eggs, Cheese, Poultry,
Game, Fruits and Vegetables

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

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

A great many people must like our
fuel and service. Anyway, we appre-
ciate every order and try to take good
care of it.

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that the trouble may be remedied so that he may be able to return to work.

Conductor Dan Kelly of Nos. 63 and 64 between Spokane and St. Maries is off duty at this writing. Conductor George Murcar is relieving him.

Mr. O. P. Kellogg, general freight agent at Seattle, has been in Spokane for several days attending hearings on certain rate changes desired by Spokane business houses. Mr. H. B. Brownell, chief clerk in Mr. Kellogg's department, is also in attendance on these hearings.

Mr. R. W. Johnstone, agent at Othello, is in Spokane on legal business for several days as this is written; he is being relieved by Mr. J. E. Stevenson.

Mr. C. E. Potter, second trick operator at Malden, was off for a few days early in March, being relieved by Mr. E. M. Young.

Conductor Vandercook has been assigned the passenger run on Nos. 7 and 8 between Spokane and Butte, replacing Conductor Vanderwalker, who goes back into freight service on the Rocky Mountain Division. (It is with difficulty that we refrain from referring to them on this occasion as the "moving Vans.")

Earl Medley, car foreman at Spokane, was a Tacoma visitor for a day recently, attending a meeting on ARA rules.

Our good friend "Bill" Smith, round-house foreman at Spokane, has recently been troubled with some intermittent, but for the time being very painful, attacks of sciatic rheumatism, but by the exertion of a good deal of will power and with many groans he has managed to stay on the job. Being a locomotive man first, last and all the time, he described the ailment as due to deficient lubrication of the articulating joint in the left rear driver, and if he could only get a sufficiently powerful grease gun he hopes to be able to keep out of the back shop.

Fireman Lloyd Lewis gave up his turn in the ring out of Malden and displaced Fireman Tracy Boyle on Nos. 63 and 64 between Spokane and Avery, while Mr. Boyle went on the extra board at Malden.

Engineer Frank Nelson and Fireman Myron Richardson have been assigned to work train service out of Othello.

Engineer Ed Maxwell has gone back to service in the ring out of Malden. From his ranch out in the valley near Spokane he is keeping the freight office force at Spokane supplied with fresh eggs, except for the large supplies brought in by Switch Foreman Joe James, who is also in the poultry business at Greenacres.

Chris Finsand, the handsome car inspector at the Union Depot on the evening shift, had an unpleasant experience the other night on his way home, the rear axle on his car breaking so that Chris had the doubtful pleasure of pushing the car a good part of the way home. The car had to go on the rip track, of course.

Mr. Andrew Bullwinkel, the widely known district claim adjuster at Spokane, just provided himself with a new Dodge sedan, and Mr. J. G. Cain, the genial city passenger agent, next day bought a new Plymouth coach. It must be nice to be rich and to be able to afford a new car every year, and these affluent gentlemen are the envy of all their poorer friends.

Mr. Dick Nofke, chief electrician of Tacoma, recently made his periodical visit to Spokane, chiefly to inspect the workings of the gas-electric car on the Metline Falls line.

Mr. Wm. Bjorkholm of Milwaukee, assistant to Superintendent of Motive Power Anderson, was a recent visitor at Spokane on an inspection trip west over the Coast Division.

Bridge and Building Foreman Crawford and his crew are making extensive repairs on the bridge east of the tunnel at Spokane, which will require several weeks' work. Lloyd Mideland, switch foreman on the first trick at Spokane, has taken the job of piloting the traveling crane during that time and George Weseman is foreman of the first trick switch engine in the meanwhile.

Mr. C. G. Hurlbut, assistant freight claim agent at Seattle, was in Spokane several days recently in connection with the settlement of some difficult damage claims.

Engineer Tom McCaull, who with Mrs. McCaull has been enjoying an extensive visit with their children in southern California, is back again on the job on Nos. 7 and 8 between Spokane and Butte.

Mr. Joseph Bodenberger, traveling engineer out of Chicago, is making numerous trips out of Spokane just now, studying oil-burning operations, which, we understand, will be introduced on some of the new fast streamline trains in that territory. Mr. McMian of the train control service is also here on studies in connection with the new trains.

Brakeman Nate Jones was a recent visitor in Seattle.

We are glad to note that Section Foreman George Fallis of Spokane yard has fully recovered and is back on the job.

Fullerton Avenue Building

A. M. D.

WITH the adoption by the Federal Administration of a policy advocating unified control of all branches of transportation, the nation-wide organization of railroad employes clubs under the name of Ship-By-Rail Clubs, Employes and Taxpayers Associations, etc., see the object of their more than two year campaign realized. They, of course, make no claim to more than a minor share in the outcome since there were many forces working toward the correction of the chaotic conditions for which no good excuse could be found.

From the first evening when a handful of employes met to form some sort of organization to voice a protest against unregulated and subsidized competition, there was never any question of the sincerity or enthusiasm of the employes. How well this enthusiasm was held and grown is evidenced by the very large active membership and what is equally important, by a full treasury.

Michael Sol Collection

Now that further agitation seems unnecessary, the Milwaukee Employes and Taxpayers Association in the Chicago Terminal has transferred its membership and funds to a club to be known as The Milwaukee Road Booster Club, which will follow the same general line of other similar clubs on many other railroads. The monthly meetings will be more in the nature of social affairs but they will be used as a forum where the membership can be informed on any question involving the railroad.

On February 26, the Milwaukee Booster Club held their second dance and card party at Fred Harvey's Cafeteria in the Union Station. Due to a number of attractive prizes the majority of those attending played bridge. These prizes were won in the following order:

Mary Gibbons of the Freight Auditor's Office, Minnie Bloom of the Freight Auditor's Office, Mrs. George Dempsey, Gertrude Henry, Mildred Weinrich, H. Degner and Loretta Kuhn. The first prize was won by a score of 2,450 and the last by low score of 170.

According to comments made by the employes who attended this affair, the party proved to be a great success. The Club intends to run their next dance and card party on April 26, and hopes that all who can possibly attend will be there.

Kathleen Connors of the Central Station Accounting Bureau, fell on a slippery sidewalk and broke her wrist. We hope she will have returned by the time this appears in print.

Frank Zorn of the same office has returned to work after being confined to a hospital for about two weeks.

Don Feeley of the Freight Auditor's office is the daddy of a six pound baby girl born February 21, 1935. The youngster will be named Arlene.

Fred Bartels, also of the Freight Auditor's office, has a new boy scout in his home weighing seven pounds. The baby was born February 19 and will be named Gerald Warren.

We understand that the Review Bureau Fishing Club accumulated enough funds in the "kitty" to anticipate a fishing trip in the very near future and no doubt we will soon be listening to stories of the "big ones" that were lost.

Dick Marsh of the Auditor of Station Accounts office is recovering very nicely from a serious operation in a Milwaukee Hospital and we will certainly be glad to see Dick back with us again.

Marguerite Benson and Carl Larson of the Freight Claim Department were married at St. Peter's Church, 7:00 p. m., Saturday, March 16, followed by a reception at the College Inn. The couple are honeymooning at St. Petersburg, Florida. A shower was given for the bride at the home of Mabel Licht with all of the girls from the Freight Claim office in attendance and Marguerite received some beautiful gifts.

Ida Rhuelman of the Freight Auditor's office has returned after being on a furlough due to ill health.

Mary Oehm attended Mardi Gras festivities at New Orleans and reports many pleasant experiences, such as being covered with confetti, which she regrets was not edible—it looked so nice and there was so much of it. And now, Mary, your vacation for this summer is over.

Lydia Pagels will return shortly from a trip to Florida where she had intended embarking for Cuba but was detained as the liners cut Havana from their ports of call. Even if Lydia failed to see Sloppy Joe's place, there were many in Florida just as good and she probably had a good time just the same.

D. & I. Division—First Dist.

E. S.

MR. JERRY C. DAUGHERTY, conductor of the First District, died at his home in Chicago, Feb. 24. Conductor Daugherty entered the service of the Milwaukee as a brakeman on Feb. 22, 1881, was promoted to conductor Nov. 27, 1883, and up until the time of his illness was a familiar figure on trains Nos. 7 and 8, which run he has held for many years. Funeral services were held in Chicago on Feb. 27, with interment in a cemetery at Rockford, Ill. Sympathy is extended to Mrs. Daugherty and children.

Mr. E. W. Doyle, switchman in Nahant Yard, died suddenly from a heart attack on March 3. Mr. Doyle had been in the employ of the Milwaukee Railroad for 43 years, and with his family had resided in

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Speaks for itself



NOW, JELT DENIM - TELL THE FOLKS HOW YOU MAKE LEE OVERALLS WEAR MONTHS LONGER!

IM THE 1716 EXTRA FEET OF YARN IN EVERY PAIR - I WON'T WASH THIN AND FLIMSY!

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GET paid for all the time you work—use the famous LEE time and record book for railroaders; a dozen handy features. Just write your name and address on the margin of this page and mail to us for the handy book, also sample of Jelt Denim and your Lee dealer's name.

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UNION-ALLS; SHIRTS — PANTS — PLAY-SUITS

THE DIAMOND CROSSING

Railroad Special

KROMER CAP



is ready for you

All washable—non-binding—comfortable—unbreakable visor and perfect eyeshield. See this new Kromer Cap at your dealer's. Refuse imitations.

Look for the Kromer Trade-Mark. If you cannot get them at your dealer's write us giving his name. Should you order direct be sure to state size. We pay postage.

SEND FOR CIRCULAR

Others in Balloon Top; Polka Dot—Blue Stripe Express or Hickory Stripe. Brown with Black Stripe—White. Each.....45c

KROMER CAP COMPANY

430 N. Water St. Milwaukee, Wis.

Michael Sol Collection

Twenty-seven

INSURANCE
WHY WE PAY YOU
WHEN YOU ARE SICK
WHEN YOU ARE HURT

CONTINENTAL
CASUALTY
COMPANY

"The railroad man's company"

CHICAGO — SAN FRANCISCO — TORONTO

**"LET 'IM DROP
BOYS, IT'S A
FALSE ALARM!"**



RIGHT, men. No innocent little blaze could produce fumes as overpowering as that stewy pipe and villainous tobacco.

Some men are like that: they smoke too-strong tobacco in a never-cleaned pipe until they haven't a friend left. Fortunately, the number of Sir Walter Raleigh fans grows by the hour: men who keep their briars tidy; men who prefer this mild blend of Kentucky Burleys that is calm on the tongue, tempting to the nose. There's a tin kept fresh for you in heavy gold foil at your dealer's. Try it—and Sir Walter will have another friend!

Brown & Williamson Tobacco Corporation
Louisville, Kentucky. Dept. K-54



It's 15¢—AND IT'S MILDER

Savanna, Ill., Oxford Jet. and Calmar, Ia., before moving to Davenport in 1904. Funeral services were held and burial in Davenport, Ia. He is survived by his widow, three sons and three daughters. Sympathy is extended to Mrs. Doyle and children, Mr. and Mrs. Alex. Lawrence and other relatives.

Arthur Cush is employed in Savanna Yard office as yard clerk—position formerly held by Sam Campe.

The last of the departmental meetings sponsored by the Women's Club at Savanna, was held in the Lydia T. Byram Community House, Monday evening, March 11, with the train, yard and engine department employes in charge. Following the 6:30 p. m. pot-luck supper there was a short business meeting, an enjoyable program and dancing.

Around the Seattle Terminal

With L. B.

THE Milwaukee friends of Mrs. Pesek, mother of our messenger, Ed. Pesek, will be glad to learn she has sufficiently recovered from an illness to return to her home in South Cle Elum. Mrs. Pesek has been convalescing in Seattle at Ed's home.

Section Foreman S. O. Wilson and Mrs. Wilson were Yakima visitors at the home of Mr. Wilson's sister, during the latter part of February.

Few know it, but Mark Cable has a daughter, an only child, living at a remote point in Alaska—Point Barrow. Mr. Cable was telling the correspondent he had received a letter from her, February 18th, written October 3rd, telling of the Christmas program they were to have. His daughter, Mrs. Frank Dougherty and husband, are in Government work at Point Barrow where they have been for five years. During that time they have made but two trips to the States. Both the Doughertys teach in the school, having the care of 82 Eskimos.

Their new school house has a whale lookout station built on the school roof and last fall she says the Eskimos caught 10 tons of whale, which is used for food as well as fuel in the Igloo.

While looking out the school window she saw 22 white polar bear playing on the ice, not over 100 yards from shore. The white polar bear is never harmed by the Eskimos unless it becomes necessary for him to defend himself in battle, their belief is they are "Spirits."

Mr. Dougherty also has charge of the reindeer station at the Point. At present they have 5,000 head.

Six months of darkness doesn't bother the Doughertys. They have electricity with which to light their home and run their radio. Coal is brought in to them on Government boats.

Harry Riggs of the oil plant is again on duty after an absence of several days due to illness.

The team captained by Chester MacLennan won the Tacoma Shrine Patrol Golf tournament at Meadow Park, Tacoma, February 17th, scoring 16 points to 11 for the squad headed by Edgar Densmore.

All we know about our Everett friend is what we read in the bulletins. Ray Fink leaves Everett for Sumner and Gilbert McManamon takes his position in Everett. Paul Muffly confides he is "behavin' himself."

Reports from Martin Notske, at Firlands Sanatorium, indicate he is steadily improving. He tells us he is allowed home leave now and several active hours each day. This item will be of interest to your many friends, Martin, who hope for your continual improvement.

Better days were revived at Ocean Dock early in February by the arrival of the steamer President McKinley from Shanghai, China, with some 900 tons of China wood oil. When discharged into tank cars this represented a near trainload of 29 cars which were rushed overland to various paint makers, thereby enabling them to cope with the rush of business brought on by the Federal Better Housing Program.

Prior to 1931 China wood and other oriental oils represented one of the major sources of revenue derived from the transportation of trans-Pacific commodities. Since that time, however, the bulk of this traffic has moved direct to the Atlantic seaboard via the Panama Canal. Due to recent rate reductions we are again able to successfully compete with the all water route to points as far east as Pittsburgh.

Mr. Ed Blake, of the car department, has been sojourning in the east, visiting relatives in Ottumwa and friends in Chicago and Omaha, Neb. He was away about three weeks.

Emett Griffin, B. & B. foreman, has moved his family from Tacoma and they are now residing on Queen Ann Hill, Seattle. Mr. Griffin's work will keep him in and around Seattle for several months.

Intimates of Clara Carrottee tell the correspondent there is one thing she likes about Seattle better than Tacoma, and that is the auctions held here recently. Clara is a devotee and can tell when Coalport, Minton, Belleek and Wedgwood go under the hammer.

Speaking of China, the colored tiles of capitol corridors, which have borne the tread of congressmen for more than a century, are badly worn. Of Minton china, they cannot be duplicated.

Friends are learning today of Carp Coburn's return home from the Kirkland hospital, and is now able to see his friends. About a week ago we heard indirectly

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

UNION REFRIGERATOR TRANSIT CO.
Milwaukee, Wisconsin

that Dave Westover was in California. The next we heard of him he was in New York and didn't go via plane, either. Dave's itinerary doesn't include this section any more, says we are too "air minded" for him. The last time Dave was here the jokes were on him and he hasn't forgotten the loop the loops and tail spins on the one and only ride he had one summer when he worked out here with us.

Switchman Manley L. Pence was selected as a delegate to a two-day technocrat convention held at the Washington Hotel during the month of February. Mr. Pence reports a very good attendance from many points of the state of Washington. Their banquet was attended by 450.

Kansas City Terminals

S. M. C.

THE sympathy of the Milwaukee family is extended to family of Eugene Reed who passed away March 8th. The Reed family, father and sons, have been connected with the Milwaukee Railroad for years. Gene was employed in the car department having started in that department when a boy. He became ill Feb. 12th of pneumonia and about a week before his death was removed to St. Joseph's hospital where he remained until his passing.

Mr. and Mrs. J. H. Lord have been called to Minneapolis account of the serious illness of Mr. Lord's mother.

Mr. Frank Reed who, for so many years was chief yard clerk at Coburg, was injured slightly, account being struck by an automobile. He says he was bruised somewhat but he has now recovered.

Paul Meyer and wife suffered injuries when their automobile was struck by a milk truck and overturned, March 11th. It has not as yet been determined how seriously Mrs. Meyers is injured—it is feared a vertebrae is broken. Paul was bruised but will be able to return to work in a few days.

Brakeman M. F. Bonner surprised his fellow employes by announcing his marriage to Mrs. Stevens who was formerly watch inspector for the Milwaukee in the Northeast section.

Now that spring is here, folks are getting out of apartments. Happy Lasho and Kay Lewis have combined forces and moved into a large residence. Happy says "The women folks were together all the time anyway in the apartment, so we just moved together to save money."

Bus Beem, the "old reliable car clerk" at the local office, wants to take Larson, Schutte and Talbott to Leavenworth, Kan., and show them up at golf on Shrine Park links. Mr. Larson says it won't make any difference, Bus will come in trailing with Schutte and Talbott.

Mr. Talbott is anticipating a trip down to Port Arthur, Tex. He evidently wants to see if the country looks the same as when he was making regular trips down there on the K.C.S.

New cars around Coburg are getting to be the rule. Mr. Dodds has a new Studebaker—Dignan, a Buick—Loshe and Lewis, Chevrolets. Ira and Seivers have Plymouths.

Engineer Joe Fitzgerald who has been off duty some time suffering with 'shingles' has now returned to duty.

Out Where the West Begins

Always Read the Label First

There is a crew down on the South Line. And boy, are they the "cats?" With plenty seniority, and a happy bunch of brats.

They do their work up nicely
And do it with a smile.
Ready to lend a hand, they'd walk a mile
To help some one or heed a beck and call,
But someone pulled a "boner"
And a joke is a joke that's all.
They had worked their way from Moberidge.
Left a trail of work well done,
And came barging into Dupree,
With the setting of the sun.
"Tall and Silent" was on the engine,
There was switching to be done.
The "Big Shot" put out the express

And started on his way, to help "Red" the brakeman

Who by the way is getting grey,
When they both were in the way-car,
They sure hit it on the run.
Plenty packages to put off,
They sure enjoyed the sun,
Then someone yelled "Boys let's have a bar,

There's a box here in the corner,
Big as a V 8 car."

Well, they wrestled and they tussled
They grunted and they swore
And finally all together got the monster to the door

There was a sign upon the "monster"
Right before their very eyes,
But the "Green-book" says (Thou shalt not read on duty)

So I am really not surprised,
That when they got it on the platform,
With the skids and several men,
The crying and the swearing just started once again.

I just hate to tell this story,
My tears are rolling down—
The name upon this monster box was Plainly just Faith town.

Well, they had to do it over
And my friend it was a task.
They went right on their way again,
With no questions to be asked.
Now the natives out this way seem to think it rather "Hot,"

To get the crew of the mixed train and put them on the spot,

But they are a bunch of smilers,
And they can take the gaff,
They accept all our kidding, and take it with a laugh.

There is a moral to this story, "Be it sugar or liverwurst,
Before it hits the platform,
Always read the label first."

3,831 New Farm Families

(Continued from Page 11)

A RECENT government inquiry caused us to survey the numbers of people who had, during the past four years, sought information regarding farm lands and farm homes in territories served by our Road. The survey showed that approximately 13,885 people wrote us about farm opportunities, and that during this period 3,831 families located in territory described by us to them. Generally these families moved from territory at some distance from the Milwaukee Road to areas we serve where good lands may still be purchased at prices and on terms believed to be in keeping with present economic conditions.

Same Place

Indignant Bridegroom (bursting in upon editor of local paper): "Look here, I distinctly told you I was going to live at the old manse! What the blazes do you mean by saying in your rotten little rag that 'the happy couple will make their home at the old man's'?"—Humorist (London).

What to Do?

First Hobo (surveying stream of pleasure seekers): "I 'ates 'olidays."

Second Hobo: "Yes, makes yer feel common when nobody ain't workin'."—Case and Comment.

How About Temper?

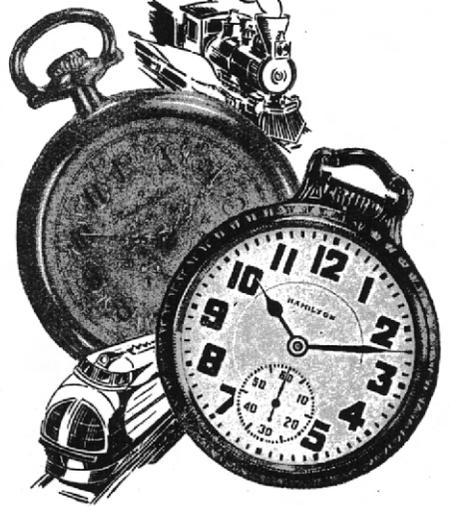
"Didn't you claim when you sold me this car that you would replace anything that broke or was missing?"

"Yes, sir. What is it?"

"Well, I want four front teeth and a collar bone."—Automobilist.

Remorse—the belated realization that the fiddler must be paid.

Out of the Past
INTO
THE FUTURE



WHAT is the answer to the transportation problems of today and tomorrow... will traffic some day move by monorail, underground, or through the air? No one can be certain what the future holds. But every one can be certain that as time goes on, the fast and efficient moving of freight and people will require accurate timekeeping instruments. And we are certain that Hamilton 992 Elinvar watches purchased today will continue to serve future generations. Time has already proven that Hamilton can stand the test of years. In fact the very first Hamilton sold in 1893 was passing time inspection by a wide margin when its owner replaced it with a 992 Elinvar in 1934. Almost daily we hear of other old Hamilton watches still keeping well within the time inspection limits.

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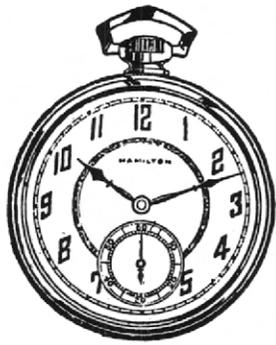
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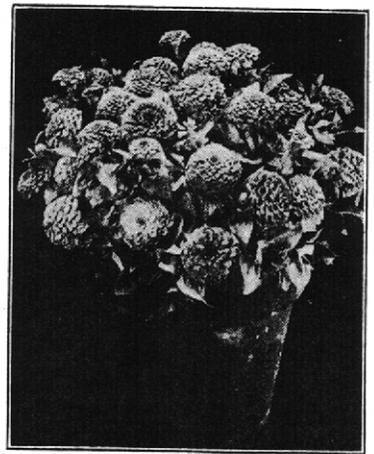
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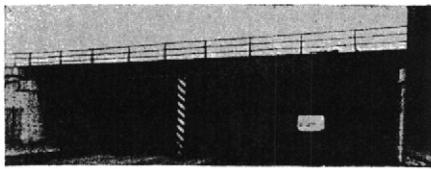
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