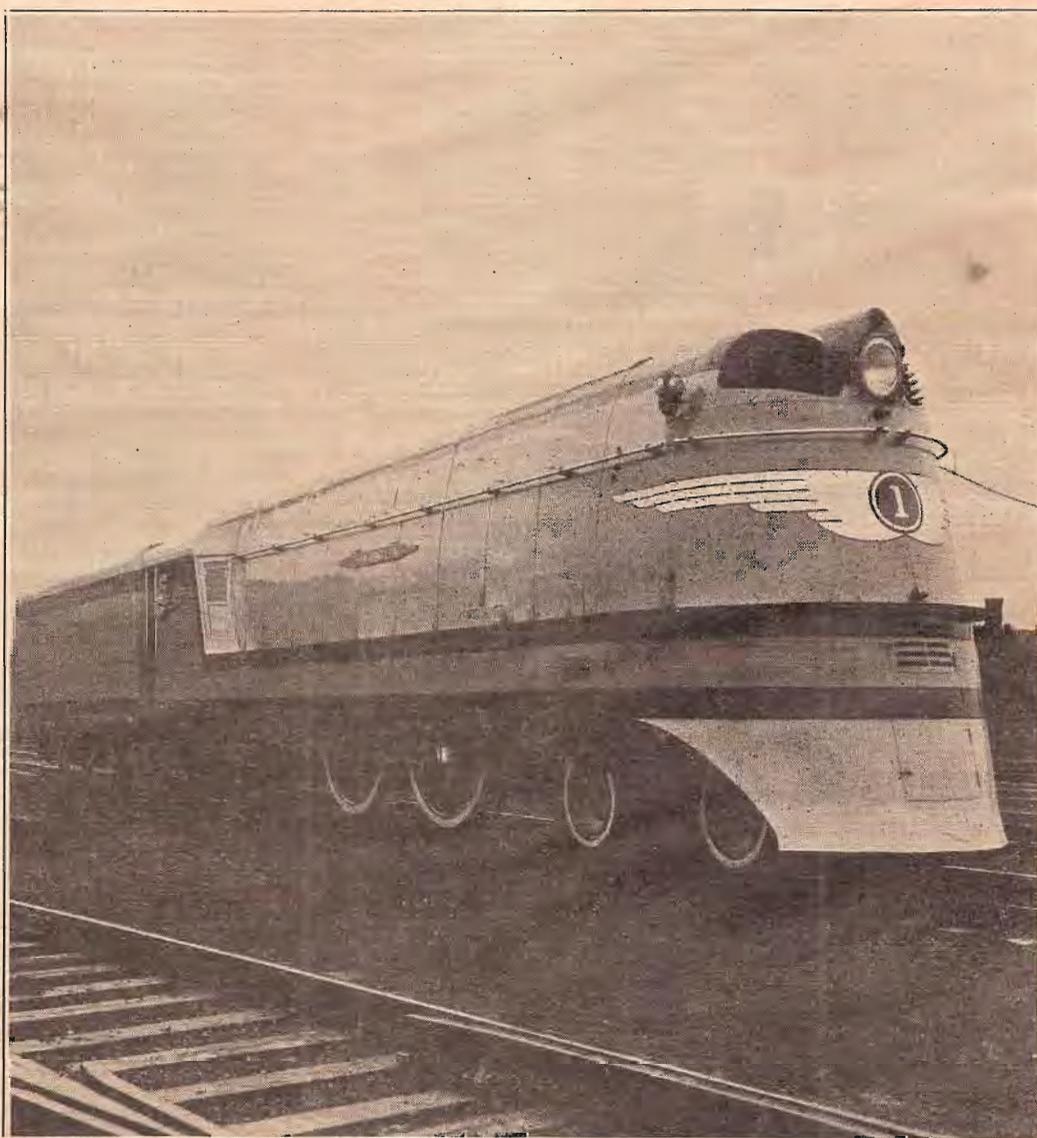


The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
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PACIFIC

HIAWATHA NUMBER

June 1935



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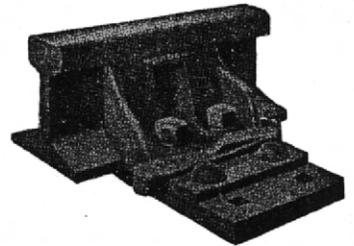
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The Hiawatha

The New Milwaukee High-Speed Passenger Trains for Service Between Chicago and the Twin Cities

"Swift of foot was Hiawatha,
He could shoot an arrow from him
And run forward with such fleetness
That the arrow fell behind him."

"At each stride a mile he measured."
H. W. LONGFELLOW.

ON May 29th the Milwaukee's new speed-lined trains, new in every detail, and new in appearance, from the brilliant colors of its locomotive snout to the polished and shining "beaver tail" end of the rear car, inaugurated a new fast passenger train service between Chicago and the Twin Cities.

Striking and beautiful are The Hiawatha trains, in line and color, designed for high speed, for passenger appeal and for economical operation. The two six car units composing the trains, which will traverse the 421 miles daily between the points named on a six and a half hour schedule, are truly something new under the sun.

The Locomotives

The locomotives, Hiawatha No. 1 and Hiawatha No. 2, are replete with new and interesting features, none of which

is newer and more striking than their exterior appearance—"shrouded" as to their upper works and "skirted" as to their running gear and motion work. The entire ensemble is painted in company colors of orange and maroon, set off with the glittering gray of chromium and aluminum, with here and there touches of black and brown. A conventionalized Indian war bonnet adorns the front done in silver and the lettering is in gold leaf.

The locomotives were built in the Schenectady shops of the American Locomotive Company, and they are the first completely stream-lined steam locomotives, designed as such. Their type has been designated by the builders "The Milwaukee Type," and they were built for speeds in excess of 100 miles an hour, and to reduce wind resistance to the utmost degree possible. In design they exactly match up with the contour of the cars so as to present an unbroken line from the front of the engine to the so-called beaver tail end of the rear car. They also present in all materials and appliances the latest developments in the art, yet nothing has been used which was not thoroughly

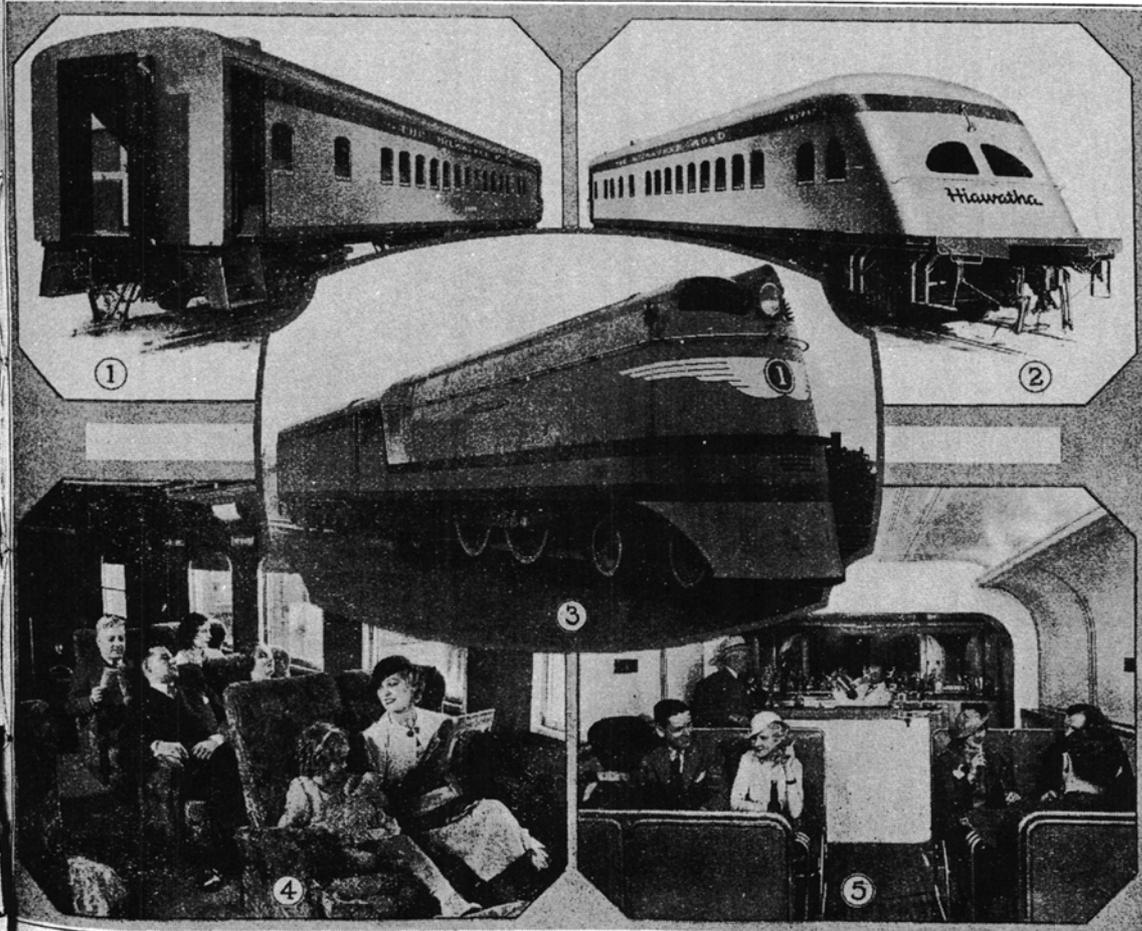
tried and proven, so that continuous performance with maximum safety is provided.

The outstanding points of design and construction include: the elimination of thousands of bolts—usually employed in securing together different parts of a locomotive—through combining several parts into a one-piece steel casting. For example: the engine truck is made of a one-piece casting; the engine frame or bed is one large steel casting from the front bumper to the rear bumper; the cylinders, including back cylinder heads are cast integral with the bed; also the support for the air pump, headlight generator, power reverse gear, boiler supports, cross-ties, etc., and the air reservoirs which usually separate the drums attached to the boiler are cast integral with the bed casting, forming the backbone of the design.

The trailer trucks and tender trucks are of cast steel, eliminating the great number of separate parts used in the built up construction.

A six-wheel truck under the forward part of the tender and a four-wheel truck under the rear is an entirely new feature—the reason for this being to save weight and hold the wheel loads within safe limits—the load carried by this arrangement being the same on each wheel under the tender.

The locomotives burn oil, as with this fuel no stops are necessary for fuel on the 421 mile run, resulting in a saving of time; and at the same time there is no smoke and no cinders, while the



1. Hiawatha Coach
2. The "Beaver Tail"
3. The Hiawatha Locomotive
4. Interior of Coach
5. The "Tip Top Tap"

slight haze that may be apparent at the stack is raised over the tops of the cars by smoke elevator which is provided with a stack.

The firing with oil reduces the physical labor of the fireman to a minimum and no effort is necessary to provide a hot fire in any weather, thus insuring full boiler pressure and likewise full power to the locomotive. This also gives the fireman full time to observe signals and be on the lookout at crossings.

The capacity of the tender is 13,000 gallons of water and 4,000 gallons of oil.

The usual tank construction employs rivets to fasten sheets together and to the braces, and the rivet heads project from the side sheets. But to completely carry out the streamline effect the Hiawatha tank sheets and braces are welded so that the sides of the tank present a smooth, unbroken surface, with no projections.

The boiler material is of a high tensile strength alloy steel built for a working pressure of 300 pounds per square inch. A superheater delivers steam to the cylinders at 750 degrees tempera-



The Hiawatha's Boiler

ture. The boiler is syphon equipped, adding to the better circulation and affording a factor of safety. It is also equipped with the usual gauge cocks water column and a water glass on both right and left hand sides; as well as a low-water alarm, so that every indication possible is afforded the enginemen to know the height of the water level in the boiler at all times.

The cab is vestibule type, but built in to match the lines of the train. The comfort and convenience of the enginemen have been given much consideration. An adjustable seat with backrest upholstered with a rubber sponge material eliminates vibration. Two extra folding seats are provided in case extra men are riding the engine.

All appurtenances are carefully located so as to be readily accessible to the enginemen. Heating coils and foot warmers are applied, for use in winter; and ventilation in warm weather is provided through clear vision windows at front of the cab, through a new type of roof ventilator and through back panels of the cab. The cab is well insulated and no curtains are necessary. The whistle blower is available to both engineer and fireman. The cab is closed at the rear and the enginemen will have no occasion to go into or over the tender.

The oil is heated to a given temperature which is recorded on a dial thermometer located in the cab.

An open type of feed water heater is arranged in the tender, the heating of water being accomplished by recap-

turing part of the exhaust steam; water is heated to about 210 degrees and delivered to the boiler through a steam driven turbine centrifugal pump. A saving of 10 per cent in water is thus accomplished. An inspirator is also provided as an auxiliary device.

The engine and tender are equipped with roller bearing throughout, making for ease in stopping and starting and comfort to passengers thereby.

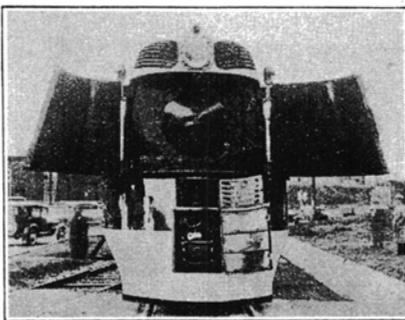
The driving wheels are seven feet in diameter over the tires, which is the largest wheel used in America at this time, as far as is known. The wheel centers are of the Boxpok design—much stronger than the customary spoke design of the wheel, yet sufficient opening to permit all necessary inspection. The driving rods are of alloy metal steel, light but strong and of tandem design so that the thrust of the piston is transmitted in a straight line from center of cylinder to the rear driver.

Alemite lubrication is used to the greatest extent so no oiling or greasing will be necessary between terminals. The roller bearings run in oil and the valves, guides and crosshead are lubricated with force feed lubrication.

The engine and tender are equipped throughout with clasp brakes—that is, a brake-shoe on each side of each wheel, so that the maximum of braking efficiency is provided; and these are the first engines so equipped.

The headlight is built into the streamline, and directly above it, an air whistle that carries the warning a long distance.

Automatic cylinder cocks provide



Front opening on Locomotive

drain condensation from cylinders so that no water can be thrown from the stack at any time.

Power reverse gear is provided enabling the engineer to reverse the engine with a minimum of effort, or adjust the cutoff when running, to the most suitable condition.

Cab signals giving block signal indica-

tions are part of the cab equipment desirable in heavy fog or blizzards when the block signals cannot be seen for any distance.

A dummy vestibule at the rear of the tender matches up with the diaphragm on front end of first car.

The housing at the extreme front end of the engine may be opened exposing a standard coupler in the event it is desirable to couple an engine or car to the forward end.

(The above details have been supplied by Mr. C. H. Bilty, Mechanical Engineer Milwaukee Shops.)

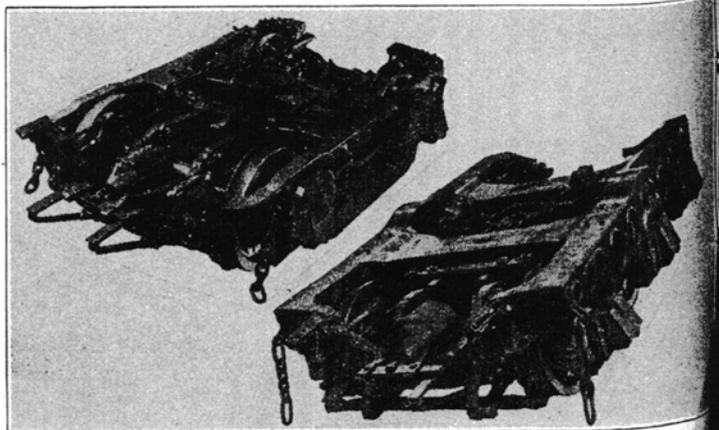
The Train Consist

The first car back of the locomotive is the Cafe-Buffer car. It has a full dining car, kitchen, modern to the last detail, including mechanical refrigeration. A highly trained dining car steward is in charge of the car. The cafe section seats 24, serving a la carte or club meals. In the buffet section at the forward end there are seats for 24 where buffet service or full meals will be served at all hours. Service over the bar is available at all hours. The facilities of this car are available to both day coach and parlor car patrons.

Three of the new type Milwaukee Road day coaches are in service in each unit of the new Hiawatha. These cars are of steel welded construction but about one-third lighter in weight than the cars generally in use in the United States. There are none of the usual projections such as window sills, etc., on the sides of the cars which are tubular in shape—with a roof of turtle back form and the sides rounded inwardly below the windows to provide smooth passage of air. The Milwaukee Road has coined the name "speedlined" for these cars. Other notable features of the cars include four-wheel cast steel trucks with self contained brakes, reducing vibration when air brakes are applied. Journals are mounted in roller bearings. Elimination of noise is accomplished by use of rubber in the trucks and other parts.

All cars are air conditioned and temperature controls are provided in each car. There is an air duct at each seat that provides for either cool or warm air.

Axle generators and storage batteries on each car provide current for light-



The 6 - 4 tender trucks

ing the car and operating fans and electric water cooler. Diffused lighting of an improved type is employed.

Exceptionally wide luggage racks provide safe overhead room for even large pieces of hand baggage. The interior of each day coach seats 48.

There are two parlor cars on the train. Radio is provided in the parlor cars and a magazine rack is equipped with current numbers of popular periodicals for the free use of parlor car passengers. In the body of the forward parlor car there are 22 seats for sale or reservation. In the body of the rear parlor car there are 24 seats.

To carry out the contour of the locomotive and cars the rear end of the rear car is patterned to resemble a

beaver tail. There is a small door, an air whistle and an air brake control at the rear of the beaver tail car to permit backing up with safety if it should be necessary.

A total of 144 (3 x 48) coach passengers can be seated in the body of the day coaches. A total of 46 parlor car passengers can be seated in the parlor car. There are five men's lounges on the train with a combined seating capacity of (5 x 10) 50. There are five ladies' lounges with a combined seating capacity of (5 x 5) 25. Total seating capacity in the body of coaches and parlor cars is 190—in the lounge rooms 75. Total seating capacity of the cafe-buffet car is 48—grand total of seats in all cars 313.

Then there dawned another era.
All the old things were out-moded.
Trusted things were cast aside.
Speed!—The Demon Speed came forth,
Entered into every thing.
All must faster—faster go,
Or be left behind forever.
And the great Air-planes developed;
Motor cars and trucks developed,
Carrying all things with a swiftness,
Never heretofore been dreamed of.
Filled the roads and streets and highways.
And the people all demanded,
From all things they then demanded,
Rush and hurry—speed and swiftness.

And they looked at the old Railroad,
Looked in scorn at the old Railroad,
Scoffed at it for all its slowness,
For its heavy cars and engines;
Said, "If you will have us use you,
You must faster go than now.
You must look more modern, too,
Look more up-to-date and new."
And the Railroad answered back,
"Oh my people! I have served you,
All these many years have served you,
Given you the best that's in me;
Pulled your freight and hauled your people
Through the heat of hottest summers,
Through the cold of coldest winters,
I have faithful been to you,
Met the greatest calls made on me.
Now I make supremest effort.
I will give you speed and newness,
Fast and faster will I go."

So that grave and faithful Railroad,
Council took with its skilled builders,
And commanded them in this wise:
"Build my people a new engine,
Slim and long and round of nose,
To move forward far more swiftly
Than has engine moved before.
Stream-lined cars to carry people,
Carry mails and serve the people.
Build for them a thing of beauty,
Made of steel and other metals,
Graceful in its lines and speedy."

And the men who wrought and builded,
Looked long on their work and liked it,
Liked it greatly and were glad.
Then they said, "Now we must name it."
And they pondered long and wondered,
Wondered what—Oh What! to name it.
And the old Railroad spoke slowly,
To the men who did the building,
And said, "Oh My Master Builders!
Long ago there was a warrior,
Long before I ever came here.
Or you, or any of these people;
A brave warrior lived about here,
In the lovely North Land Country.
Famed he was in Indian Legend,
For his bravery and fleetness,
For his kindness to his people.
Name me for this brave young Indian.
Many of the towns I run through,
Bear the names of his companions;
Falls and rivers all around here,
Named they for his loved companions.
Let his name be famed once more,
As a servant of the people,
Through the land where once he lived,
And so wisely led his people.
Name me then, Oh Builders Mighty!
For that grand young Indian Warrior,
For the noble Hiawatha.
Call me then, 'THE HIAWATHA.' "

J. L. N.
With apologies and gratitude to Mr.
Longfellow, whose style I have copied, and
to Mr. Naylor for my idea and inspiration.



On Wings of Steam

Dave Sprau Collection Five

The Birth of the New Speedliner

THE keynote of modern transportation is speed and on April 30th at the Schenectady plant of the American Locomotive Company (Alco), occurred the birth of a new, thoroughly modern steam locomotive high-powered and built for speed. With appropriate ceremonies the locomotive company introduced this latest product to the world, and it was named Hiawatha. The christening was attended by Governor Lehman of New York; President H. A. Scandrett of The Milwaukee; President Wm. C. Dickerman of the Locomotive Company; Lt. Governor Wm. M. Bray, assistant Postmaster General, W. W. Howes, and many other notables of state, federal and the railroad and industrial world.

A bunting "veil" screened the new speedling until the crucial moment when it burst through from the shop and drew alongside the platform where speakers and guests were assembled, while President Scandrett was giving his address of welcome to the newcomer. Governor Lehman, in a short talk, averred that the new locomotive typified the courage and foresight of American industry, and the other speakers carried much the same thought through their addresses. In presenting the locomotive to President Scandrett, President Dickerman of Alco said he felt that the new engine embodied more thought, ingenuity and refinement than any other locomotive ever built, and with full knowledge that the eyes of the world are upon this locomotive he said he wished to express his confident opinion that today steam has again "marked the beginning of a new era in railway passenger traffic."

In addition to President Scandrett, officials of The Milwaukee who attended the christening ceremonies included Vice-Presidents W. W. K. Sparrow, J. T. Gillick; R. W. Anderson, superintendent of motive power; C. H. Bilty, mechanical engineer; J. E. Bjorkholm, assistant superintendent motive power; G. B. Haynes, passenger traffic manager, and F. J. Newell of the Publicity Department.

The appearance of the big engine,



President Scandrett speaking at Schenectady

strange even in Schenectady where locomotive building has been a familiar art for many years, was first greeted with a loud exclamation of surprise and then as the band burst into a fanfare everyone joined in the general applause.

During the presentation ceremonies a poem, "Song of the Speed-Lined Hiawatha," written by Mrs. N. C. Naylor, wife of the vice-president of "Alco," was read.

Song of the Speed-Lined Hiawatha

From Chicago to the North Lands,
To the busy fertile North Lands,
To the North Lands filled with metals,
Filled with growing things and metals;
Ran a true and sturdy Railroad.

From the first days of a Railroad,
From the early pioneer days,
Had this carrier been taking
In its sleepers and its parlors
Taking people to the North Lands.
In its freight cars and its tank cars,
In its flat cars and its box cars,
Had been taking to the North Lands,
Things with which to mine its metals,
Plant its foodstuffs, dig its riches,
And returning had brought with it,
To dispose of in Chicago,
All the produce of the farmers,
All the riches of the miners.

And the people had been grateful
To the trusty steady Railroad:
Grateful for the service rendered;
And the carrying to market,
Of the wares to be disposed of.
All these years they had been friendly,
All the people of the North Lands,
And the iron-strong old Railroad.

Lining Up for the New "Speedliners"

PRELIMINARY to the inauguration of the "Hiawatha," the new fast Chicago-Twin City train, a vast amount of re-arranging of "feeder" train schedules was of course necessary, as the following outline of some of the work accomplished will show: When the terminal time, that is, the time at Chicago and at Minneapolis, was fixed for the "Hiawatha," a great deal of consideration then, had to be given to establishing feeder service so that our new fast trains between Chicago and the Twin Cities would benefit territorially, as it were, to the greatest possible extent.

Service Between Chicago and Madison

It was necessary, therefore, to re-arrange our schedules between Chicago and Madison, via Janesville; and those between Rockford and Madison; and, of course, to change the trains between Madison and Portage. It was not found possible to make any arrangement in relation to the Northern Division that would provide feeder service at Portage from that district, but fortunately a revision of our daylight service on the Wisconsin Valley Division could be brought about under which travel between Chicago-Milwaukee and Valley Division points will be materially benefited.

As announced, the westbound Hiawatha, No. 101, leaves Chicago at 1:00 p. m., and arrives St. Paul at 7:30 p. m., and Minneapolis 8 p. m.; and No. 100, the east bound train leaves Minneapolis at 12:30 p. m., St. Paul 1:00 p. m., and arrives at Chicago at 7:30 p. m.

It was first planned to re-schedule Milwaukee Division 131 and 146 to provide comparatively fast time between Chicago and Madison, and for their through operation to and from Portage in connection with the Hiawatha trains at that point; but several insurmountable difficulties developed in connection with that particular program and it had to be abandoned. It was, however, found possible to improve the service of those two trains by shortening their running time and changing their terminal time in Chicago; and this improvement will really result from the general changes made incident to the inauguration of the Hiawatha service. A running time of 3 hours and 25 minutes equalizes the time used by a competing line train; and it is believed that the later departure from Chicago, now in effect will prove very advantageous with respect to important connections from the east and south.

Service Between Rockford and Madison

The gas-electric trains between Rockford and Madison are discontinued and steam trains operate between those points on quickened schedules: While No. 330 has to leave Rockford and Beloit on its old schedule because of the connection at Beloit with the Southwest Limited, with the steam operation, No. 33, the connecting train from Janesville

arrives at Madison fifteen minutes earlier.

Nos. 705 and 706, the former motor trains between Madison and Portage, operating in connection with Nos. 5 and 6 at Portage, are discontinued and new steam trains numbered 711 and 700 operate for connection with the Hiawatha east and west.

Leaving Rockford, No. 330 has a baggage car or a P&B car, a first class coach and a car affording both parlor and dining car service; and this equipment goes through to Portage on No. 711 and returning, runs from Portage to Rockford on No. 700 to Madison, 26 to Janesville, and 325 to Rockford. On this southbound train it has been possible to provide uninterrupted service; and this with the fine equipment is sure to become popular with patrons.

These arrangements, as will be seen, give us quite desirable Hiawatha feeder service from and to Madison and points south; and to the extent possible, will accomplish the purpose of getting that territory hooked up with the new fast trains. Incidentally the improved train service between Rockford and Madison will mean much with respect to the connections with the Southwest Limited, both ways, at Beloit.

Wisconsin Valley Division Service

As to Wisconsin Valley Division, there is an excellent program: trains Nos. 105 and 106, the day trains between New Lisbon and Minocqua are re-scheduled so as to give them close connection with the Hiawatha in both directions. The westbound Hiawatha arrives at New Lisbon at 4:16 p. m. and No. 105 leaves almost immediately, making an overall time of but eight hours, Chicago to Minocqua. This combination, it is expected, will prove very popular with the passengers for the Valley Division formerly using the slower service of Nos. 5-105. As a result of this fast time, it is expected that the business for Wisconsin Rapids, Wausau and other points on the Valley, which since January 2nd has been using the Northwestern's "400" between Chicago and Adams, and autos between there and destinations on our line, will return to us.

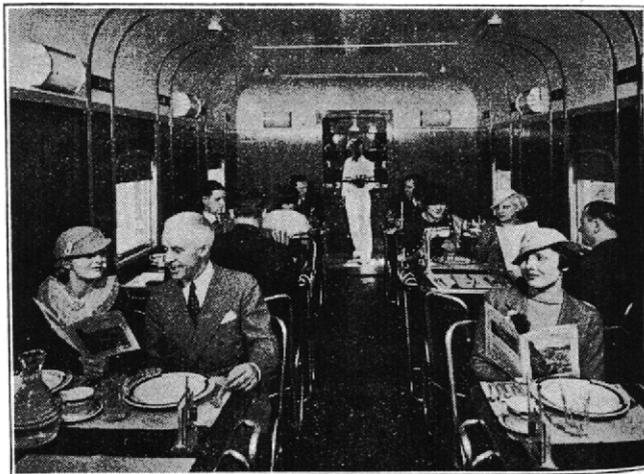
In the other direction, No. 106, the southbound train from Minocqua in connection with the eastbound Hiawatha, gives passengers from the W. V. Division for Milwaukee and Chicago, a much improved service as against that afforded by the schedules in connection with No. 6.

The foregoing are the high spots of the re-arranged "feeder" service for the new, fast trains, and are given here in order that all employes may familiarize themselves with the new arrangements and all become solicitors for the new, fast service, and so do their "bit" toward putting the Hiawatha, with all its modern marvels of comfort, luxury and speed, over in a big way.

Incident to the operation of the new Hiawatha trains, the Pioneer Limited The Milwaukee's famous Chicago-Twin Cities night train, goes on new fast time. It changes from leaving Chicago westbound at 6:45 p. m. and arriving St. Paul, 7 a. m.; Minneapolis, 8 a. m. to 9 p. m. out of Chicago and into St. Paul, 7:25 a. m.; Minneapolis, 8 a. m., the time overall being 10 hours, 25 minutes. Eastbound this great train has a flat schedule of 8 hours, St. Paul to Chicago, leaving Minneapolis 11:30 p. m., St. Paul 11:59 p. m. and arriving Chicago, 8 a. m.

The Hiawatha Exhibitions

PRIOR to the inauguration of regular service of the Hiawatha trains, special exhibition days were had in the Twin Cities, on May 17th, 18th and 19th; in Red Wing, Minn., and Winona, Minn., and La Crosse, Wis., May 20th; in Madison and



The Hiawatha's Dining Car

Janesville, Wis., May 21st; Beloit, Wis., and Rockford, Ill., May 22nd; in Milwaukee, May 23rd, and in Chicago, May 24th and 26th. Much interest was manifested by the public in the wonderful new trains, and in the remarkable and powerful new steam engines.

The clocked attendance at the various cities where the train was on exhibition was: Minneapolis, 19,290; St. Paul, 7,520; Midway, 15,970; Red Wing, 705; Winona, 3,677; La Crosse, 7,540; Madison, 8,115; Janesville, 7,716; Beloit, 5,840; Rockford, 3,690; Milwaukee, 27,649; Chicago, 30,598.

If you see a man sneaking in the backdoor, don't shoot; maybe his wife is having a bridge party.

A Scottish lady invited a gentleman to dinner on a particular day and he had accepted with the reservation, "If I am spared."

"Weel, weel," replied she, "if ye're dead I'll no' expect ye."

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



THE HIAWATHA

The Milwaukee Road's latest contribution to modern transportation, the Hiawatha, with the first oil burning, stream-lined steam locomotive ever built, was recently placed in regular service between Chicago and the Twin Cities.

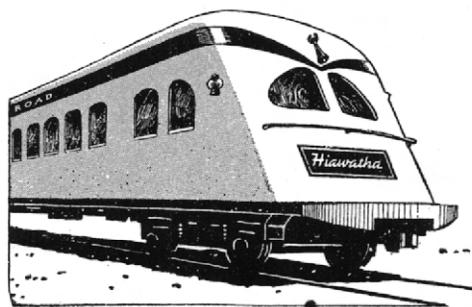
While the running time of $6\frac{1}{2}$ hours to St. Paul and 7 hours to Minneapolis is a departure from long established schedules, considering that the specially designed locomotives were built for speed and comfort and in recent test runs a top speed of 112 miles was obtained, it has been demonstrated that if the speed is controlled around curves that such runs can be regularly made with safety and without discomfort to passengers.

The six air-conditioned cars comprising the equipment of the Hiawatha, a new type pioneered and perfected by the Milwaukee Road, is another contribution to the advancement of speed with comfort by rail travel.

The popularity of the Hiawatha is forecast in the enthusiasm displayed by the thousands of visitors who passed through the trains when on exhibition and more can be accomplished in that direction by officers and employes informing their friends and acquaintances of the new service that is available.

A handwritten signature in cursive script, reading "J. D. Guich". The signature is fluid and elegant, with a long horizontal flourish extending to the right.

Vice-President





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Charles Frederick Loweth

CHARLES FREDERICK LOWETH, late Chief Engineer of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, passed from this life on May 15th in his 79th year. He was born in Cleveland, Ohio, son of Daniel and Mary (Brown) Loweth. His academic education was obtained in grammar school, high school and Oberlin College of his native State. In recognition of his outstanding work in engineering the University of Wisconsin conferred upon him its Honorary Engineering Degree and Rose Polytechnic Institute conferred the degree of Doctor of Engineering.

An indefatigable worker, possessed of unusual analytical ability, sound judgment and remarkable foresight, it was natural that Mr. Loweth's life should have been one of many achievements. Back of the man, and somewhat shadowed by his modesty, are the logical steps of his advancement from rodman to an outstanding figure at the top of his profession. He touched the life of his time at many points and the far reach of his influence was marked in civic matters and social life as well as in the wide scope of his professional activities. In civic matters he was charter member of the Chicago Regional Planning Association, a member of the Planning Division of the American Society of Civil Engineers and frequently an advisor of various municipal officers in civic planning. In his profession associates elected him to the presidency of the American Society of Civil Engineers, as President of the Western Society of Engineers, as a director and officer of the American Railway Engineering Association, as president of the Civil Engineering Society of St. Paul, as member of the Engineering Council, as member of the John Fritz Medal Award Commission, as member of the Washington Award Commission, and as member of the Engineering Division of the National Research Council.

He had memberships and was active in the Union League Club of Chicago, Chicago Engineers' Club and the University Club.

The chronology of his professional work includes: 1876-81, Rodman on Construction, Cleveland, Lorain & Wheeling Railway, and Draftsman, Atchison, Topeka & Santa Fe Railway; 1881-82, Engineer Construction, Des Moines & Northern Railroad, and St. Louis, Des Moines & Northwestern Railroad; 1882-83, Engineer, Raymond &

Campbell, Bridge Builders, Council Bluffs, Iowa; 1883-1901, Consulting Civil Engineer, City of St. Paul, Minnesota; also, supervising construction of water works, sewers and electric light systems for more than one hundred municipalities including the cities of St. Paul and Minneapolis, and designer and supervisor of construction of bridges for railroad, cities and counties in the Northwestern States; 1901-06, Engineer and Superintendent of Bridges and Buildings, Chicago, Milwaukee & St. Paul Railway Company; 1906-10, Engineer and Superintendent of Bridges and Buildings, Chicago, Milwaukee & Puget Sound Railroad, one of the largest railroad construction projects of the present century; 1910-35, Chief Engineer, Chicago, Milwaukee, St. Paul and Pacific Railroad Company, which included engineering service in connection with construction of the Chicago Union Station facilities and of the St. Paul Union Depot.

Those who knew Mr. Loweth intimately regarded his family life quite as commendable as his career. In 1881, he married Carrie T. Curtis of Wilmington, Delaware. Their four children are Mary G., Margaret, Frederick C. and Robert C. Loweth, all of whom and their mother survive him. An unusual life is ended and an unusual man has passed.

P. L. Hinrichs

ON May 7th, at his home in Davenport, occurred the death of Mr. P. L. Hinrichs, veteran traffic official of this company; and at the time of his passing, city freight agent of The Milwaukee and secretary and treasurer of the D. R. I. & W. Company.

Mr. Hinrichs began his railroad career on this road in 1874, as night operator at Brookfield, Wis., and has never since that time been out of Milwaukee service. He occupied positions as operator at various stations on the old PduC Division, and in 1880 was appointed agent and operator at Cross Plains, Wis. He served as agent in succession, at Avoca, Boscobel, Janesville and Madison. In 1900 he was appointed commercial agent at Davenport, holding that position until 1916, when he became city freight agent in addition to his other duties with the D. R. I. & W. Company.

Mr. Hinrichs was 77 years of age and is survived by one son and one daughter. He held a long and honorable record of service, was universally

popular among his associates, respected and trusted by his employers and held in high esteem by the public whom he served, and his passing is regretted by the countless friends he made and kept during his sixty-one years of service.

Funeral services were held in Davenport and burial took place at Eagle, Wisconsin, his early home.

W. A. Hinsey

ON May 5th, at his home in Milwaukee, occurred the death of Wm. A. Hinsey, assistant to general adjuster, veteran of sixty-one years in Milwaukee service.

Mr. Hinsey's long and faithful service of sixty-one years, all of which time was spent in the claim department, marks an honorable record. He was held in high esteem by the officers and associates of The Milwaukee Family, and his passing is greatly regretted.

Funeral services were held in Milwaukee under Scottish Rite auspices, with burial in Forest Home. To his widow, the sincere sympathy of the many friends and associates of Mr. Hinsey is extended in her bereavement.

Melvin Harder

ON April 22nd occurred the death of Melvin Harder, 12 years of age, only child of Mr. George Harder of General Manager Harstad's office. The family home is in Deerfield, Ill.

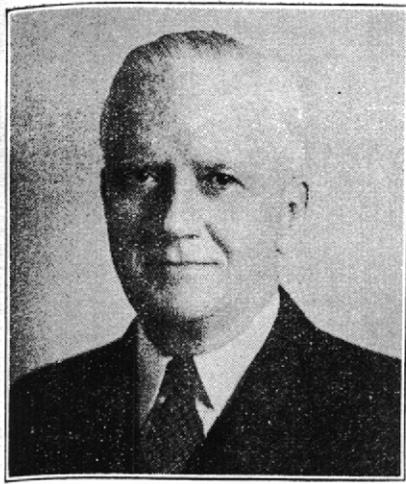
The little lad received a death blow while playing at "fencing" with a companion, using fish poles as weapons. A pole accidentally penetrated the eye socket and pierced the brain. The child was rushed to the hospital and every effort used to save his life, without avail. Funeral services were held and burial made at Deerfield.

Mr. Harder, who has long been identified with the general manager's office in Chicago, and his wife, are tendered the sincere sympathy of their hosts of friends of The Milwaukee family in their bereavement.

Card of Thanks

With deepest gratitude and appreciation we are taking this means of expressing our sincere thanks to our many loyal "Milwaukee" friends whose warm sympathy, kindness and love proved so comforting and inspiring to us during the affliction and bereavement of our dear boy.

MR. AND MRS. G. C. HARDER.
Dave Sprau Collection



W. H. Penfield



J. W. Severs

Appointed Chief Engineer

THE appointment of William H. Penfield, as chief engineer of the Milwaukee Road with headquarters in Chicago, was effective May 1. He succeeds the late C. F. Loweth, who at his own request, was relieved of the responsibilities of his present position and appointed consulting engineer, with duties as assigned, a position he did not live long to enjoy.

Since 1920 Mr. Penfield has been engineer in maintenance of way.

Other changes and appointments in the Engineering Department include: R. J. Middleton, assistant chief engineer, headquarters Chicago, who will have direct supervision of engineering work.

C. T. Jackson, formerly special engineer, is appointed assistant to chief engineer, Chicago.

William Shea, formerly assistant engineer maintenance of way, is appointed superintendent track maintenance, Chicago.

William Henry Penfield was born January 12, 1874, at Foxbury, Pa. He began his engineering career with a surveying crew on an eastern railroad, serving later as an office draftsman. August 1, 1899, he entered the service of the Milwaukee Road as a resident engineer on construction and has served the railroad successively as assistant engineer on maintenance and locating engineer. During 1903 and 1904 he was a locating engineer on the Western Pacific, returning to the Milwaukee Road in 1905 as engineer of construction with headquarters at Butte in charge of location and construction of the Milwaukee Road's lines then being projected from Mobridge, South Dakota, to Seattle. In June, 1911, he was promoted to assistant chief engineer with headquarters at Chicago, and later served as engineer of track maintenance until December 1, 1920, when he was appointed engineer of maintenance of way.

J. W. Severs Receives Promotion

MR. W. V. WILSON, comptroller of this company announces that effective April 16th, Mr. J. W. Severs

received appointment as assistant comptroller with offices in Union Station Building. Mr. Severs succeeds to the position occupied by the late O. P. Barry.

Mr. Severs came to this railroad in 1917 as head clerk of the A. F. E. Bureau. On January 1, 1919, he was appointed Auditor of Material accounts, and has since filled positions of trust in the Accounting Department.

Mr. Severs receives the congratulations of his host of friends among the Milwaukee personnel.

Other appointments and promotions occasioned by the advancement of Mr. Severs are:

Mr. C. A. Peterson, Assistant Comptroller, with office 2423 Southport Avenue, the "Fullerton Avenue Building."

Mr. G. E. Engstrom, Auditor of Ex-

penditure, vice C. E. Peterson, promoted.

Mr. F. F. Grabenstein, Assistant Auditor of Expenditure, vice G. E. Engstrom, promoted.

The Milwaukee-Puget Sound Pioneers' Club

THE Milwaukee-Puget Sound Pioneers' Club will hold a two-day meeting in Tacoma on June 24th and 25th, 1935. Headquarters, Tacoma Hotel. June 24 will be taken up with a business meeting at 2 p. m. and a dinner at 6:30 p. m.

June 25, an all day picnic.

Following are the officers: N. H. Mayo, President, Butte, Mont.; J. H. Little, 1st Vice Pres., Malden, Wash.; H. M. Cisford, 2nd Vice Pres., Tacoma, Wash.; S. S. Koehler, 3rd Vice Pres., Deer Lodge, Mont.; David Cushing, 4th Vice Pres., Deer Lodge, Mont.; D. C. Clark, 5th Vice Pres., Othello, Wash.; John Machellon, 6th Vice Pres., Deer Lodge, Mont.; Wm. Foshig, 7th Vice Pres., Lewiston, Mont.; P. J. Farley, 8th Vice Pres., Miles City, Mont.; M. C. Fuller, 9th Vice Pres., Mobridge, S. D.; J. G. Kressel, 10th Vice Pres., Miles City, Mont.; John M. Horan, 11th Vice Pres., Milwaukee, Wis.; J. E. Brady, Sec. and Treas., Tacoma, Wash.

Dues may be paid to any of the above named officers.

We expect to have a good program this year and any of our friends visiting the Coast at this time are invited to meet with us.

J. E. Brady, Sec. and Treas.,
2908 No. 22nd Street,
Tacoma,
Wash.

Railroad Week

RAILROADS of the Western Group—i. e., railroads operating in territory from Chicago to the Pacific Coast—have arranged a week of their own, for the purpose of "focusing public interest on the improved service—freight and passenger—offered by western railroads and to organize local action in connection therewith."

The plan includes proclamations by all mayors or other municipal heads designating the week of June 10th to 15th as "Railroad Week," and urging their fellow-citizens to take part in the local observance. Schools are to be given interesting material on railroad progress; railroad employe organizations requested to cooperate, service organizations solicited to make railroads a feature of their meetings during the week; motion picture theaters urged to obtain news reels or other pictures featuring railroads, etc., etc.

In cities where there are railroad shops, roundhouses or other terminal facilities, it has been planned to invite the public on given days to visit such plants and see this phase of railroad service. School children and their teachers, as well as other organized groups, will be asked to make these vis-

its in bodies, if public inspection is arranged in their towns.

Local committees have been formed in all towns and villages and these are provided with specially prepared material for newspapers, etc.; and these committees will be urged to ask all local business concerns to make appropriate mention of "Railroad Week" observance in their advertising, and otherwise.

To execute this widespread movement all railroad officials of the several lines have been asked to mobilize on the joint advertising, form local committees, plan the campaign, assign individual responsibility and work to a successful conclusion.

Executive officers of the railroads have been asked to hold themselves in readiness to give talks and to instruct their local agents to cooperate with the agents of other lines in organizing local committees and carrying out the necessary arrangements looking toward a full and fine observance of the occasion.

The program is a very comprehensive one, and if carried out in the spirit of its inception, should be interesting, informative and helpful to the railroads

(Continued on Page 27)

The "Trial Trip"

A. G. D.

A THRILL of wonder swept over the members of the general office force here in Chicago when it was quietly announced that the long expected "trial" run of the new Hiawatha was to be made between Milwaukee and New Lisbon on May 15. Leaving Milwaukee it had numbered among its passengers, representatives from every department of the railroad, all in gala mood for the event. Exclamations of amazement at the luxury, beauty and harmony of the appointments escaped the lips of every passenger on the train as they made their first inspection of the interior of the new equipment.

To say that they were proud as peacocks puts it only mildly, in referring to Vice President Gillick and Mr. Nystrom, superintendent of the Car Department.

As for the latter, well, he knew it was good—he built it; but J. T. G. had to be shown, and everyone who in any way had any responsibility for the building or operation of The Hiawatha was on his toes to show it to the chief, as no train had ever before been demonstrated.

At speeds varying from 65 to 75 miles per hour The Hiawatha ambled through the countryside between Milwaukee and Watertown just gently getting the feel of the bit. "Ha," snorted the new speed king of the rail, "There's nothing to this. I wish they'd give me my head and let me show 'em what I really can do."

There must be something to wishing, especially when it's a wish in the hearts of the finest bunch of railroad men ever assembled on the finest train in the world behind the greatest and speediest locomotive ever built, for, as the skyline of Watertown faded from view The Hiawatha began to romp.

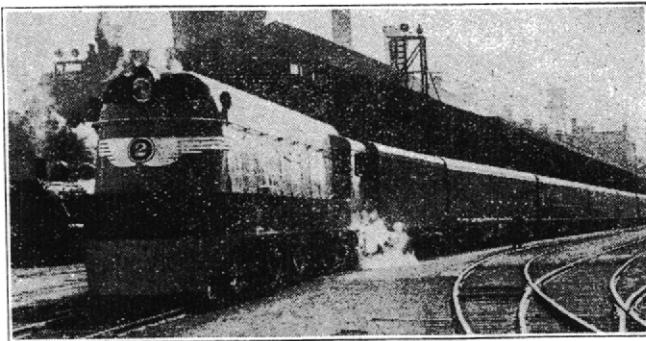
The telegraph poles began to clip past the windows faster and faster. They were snapping Zip—Zip—Zip, and then faster until gradually they became a constant ZZZ Z z z z zzzzzz, so fast that they did not have time to Zip; they just buzzed, and the melodious whistle of The Hiawatha's engine seemed to fling back at them a "Now watch my speed, and tell me whether you ever saw anything like it before."

In order that Messrs. Gillick, Harstad, Ryan, Anderson, Nystrom and other officials of the road could be in constant communication with the dynamometer car and the locomotive a telephone connection was rigged up by Mr. Patterson's men.

John O'Toole of General Manager Harstad's office was in charge of clock-

ing the running time of the train between mile posts. A table equipped with stop watches, sweep chronometers, tables for rapid calculation and a lot of sharp pencils served to provide an office for the performance of this work. Here was the center of interest when it began to be realized that high speeds were being attained. Incidentally, because of the gentleness of the riding qualities of the new coaches the only way in which the high speed of the train could be determined was by reference to the calculations of Mr. O'Toole and his corps of assistants whose pencils were busily engaged trying to enter their calculations on a prepared sheet as fast as the train left mile posts in its wake.

When speed began to pick up beyond Watertown constant observers of this corps of rapid calculators would call back into the train and tell the others what speeds were being attained. The speed calculations were coming faster and faster; the lead in Mr. Faber's pencils was being given a real workout. At 91 MPH everyone remarked that it didn't seem as though The Hiawatha was traveling much faster than about 45. At 100 MPH a shout went up. One hundred one they calculated, 103.5, then 105, 105.5; faster and faster it went until at 109 miles per hour The Hiawatha decided that that was a very comfortable pace and continued along at that



Leaving Milwaukee on the trial trip.

speed for five or six miles without a change, but as interest began to wane in seeing 109 miles per hour marked up as mile after mile went by, Ed Donahue, the man at the throttle, gave it another notch and in very short order there were figures of 110.5, 111.3 and then 112.5 MPH.

That's the speed that The Hiawatha attained, not as a speed test, but just

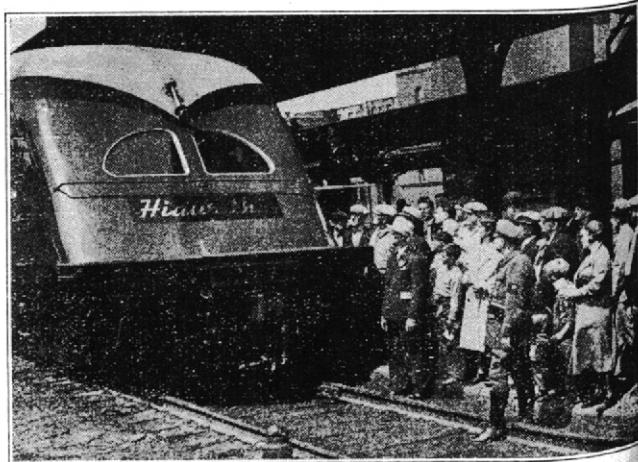
by way of getting from Watertown to New Lisbon at a pace at which it could travel comfortably.

Anyone who saw Mr. Gillick as the train was performing need never ask him what he thought of it. His beaming countenance was a full and complete answer to the unasked question. It was not necessary for him to tell anyone how happy he was; everyone who saw him knew it.

Upon arrival at New Lisbon, Mr. Gillick dispatched a telegram to Mr. Scandrett and Mr. Pierpont as follows:

"Left Milwaukee 9:40 a. m. Stopped Watertown to look at engine, which was running cool. With this stop passed Portage 11:03 a. m., one minute less than schedule. Maximum speed 97.3 miles per hour. Arrived New Lisbon 11:33 a. m. Schedule calls for thirty-four minutes. Maximum speed 112.5 MPH. Train rode beautifully. Jones has a cup and glass of water on table that has not spilled yet."

Although unannounced, news of the trip of The Hiawatha that day leaked out and to an observer it appeared that the whole population of the State of Wisconsin between Milwaukee and New Lisbon was on hand in fields along the right of way and at grade crossings to see the train go by. At New Lisbon the schools had dismissed classes that the pupils might have an opportunity to come down to the station and see the train when it arrived. When J. T. G. saw the crowd of eager faces waiting there he summoned Larry Benson and told him to see to it that the waiting crowd were permitted to go aboard and see for themselves. At first they came timidly, then finding themselves unable to resist the genial summonings of Larry to "climb on" the rush began; but it was an orderly rush. Some of the younger members of the community had never before been on a train and they were avid for information. The expressions of eagerness on the faces of those healthy, robust, apple-cheeked country youngsters was gratifying to the heart of all who saw the keen delight they took in inspecting the beauties, comforts and conveniences of this new leader of the Milwaukee road's fleet. Filled to the guards with the citizenry



Looking it over in Milwaukee Depot

of New Lisbon The Hiawatha backed out of the station and gave them a ride around the wye and brought them back to the station where they disembarked and waited to wave a cordial good-bye as the train departed for its return run. On the way back to Milwaukee the people of Portage were given a similar opportunity to view The Hiawatha, and although they did not have an opportunity to take a short ride as did the people of New Lisbon, they placed their stamp of approval on it and just as effusively exclaimed about it.

A number of stopping and starting tests were made to the satisfaction of the engineering, mechanical and other slide-rule divisions of the railroad, and The Hiawatha steamed into Milwaukee well proud of itself for having proved its ability to perform. All who were aboard on that eventful, history making trip were happy to have been among its passengers.

The ability of the new engine was epitomized by Engineer Ed Donahue when he, in his inimitable manner, remarked, "The faster it ran the better it rode."

Glamour of Bus Trip All Illusion, Eli Finds

Bored Yale Junior Slams Transcontinental Ride; "No More For Me"

SETTING a new long distance record for vacation bus travel by dint of his recent six-day transcontinental bus trip from New York to San Francisco this Spring recess, Gardner Carpenter, 1936, found that busses weren't what the moving pictures made them out to be, and that there weren't any Claudette Colberts running loose in the particular one he traveled on.

"I've been on a long bus trip twice," admitted Carpenter. "The first time I had been sick and was in a daze; the second time I found out how lousy it really was, and there won't be any third time." Making the acquaintance of only one person en route, he found that the passengers were very uncommunicative, and that the women stuck together, although several young girls tried to "make" the handsome bus-driver by inviting him to have ice cream with them. The bus-drivers, a lot of "cynical, disillusioned individuals," never gave the girls a tumble, much to the disappointment of all those on the bus.

Although he didn't get bus-sick, Carpenter got plenty sick of the trip and cancelled his return-trip ticket immediately upon arrival.

He told the story of one poor clerk in Syracuse, who, enticed by the bus advertisements, had saved all his money, bought a ticket to Grand Canyon, got half way there and was so "fed up" with the trip that he stopped and returned home.

From "The Yale Daily News," Saturday, April 20, 1935.

The Milwaukee Road Booster Club

AT a regular meeting of The Milwaukee Road Booster Club on April 26, 1935, the following resolutions were unanimously adopted:

WHEREAS, it has come to the attention of The Milwaukee Road Booster Club that one of the projects presented by the Public Works Administration to the Committee on Appropriations of the United States contemplates the expenditure of \$50,000,000 for a pipe line to convey natural gas from Northwestern Texas to the cities of St. Louis, Detroit, and other industrial areas of the Middle West, and

WHEREAS, The proposed pipe line would travel near the largest coal field in the United States, which at the present rate of production will not be exhausted for more than 1400 years and would serve industrial areas already abundantly served by adequate transportation facilities and almost inexhaustible Coal reserves, and

WHEREAS, The Mining of Coal and its transportation are two of the largest industries in Illinois, providing a livelihood for 779,000 Illinois Citizens, and the replacement of 5,000,000 tons of coal with natural gas would cause a decline of approximately \$12,000,000 in the annual wages of Railroad employees and Coal Miners, also jeopardizing railroad and mining investments in the State of Illinois, which approximate \$1,500,000,000, and which pay more than \$26,000,000 in annual taxes to the State of Illinois:

THEREFORE, Be it resolved that The Milwaukee Road Booster Club goes on record as being opposed to the allocation of \$50,000,000 of Federal Funds for the gas pipe line project.

Be it further resolved that a copy of this resolution be sent to Hon. Harold L.

nois representatives in Congress of the United States, with a plea that they use their efforts in securing such legislation as is necessary to eradicate this menace.

Frank S. Patterson,
Chairman.

Fred E. Miller,
Secretary-Treasurer.

Golf

THE First 1935 Milwaukee R. R. Employees Golf Tournament held at Northbrook Golf Course, Northbrook, Illinois, Sunday, April 28, was a great success in more ways than one.

The weather was ideal, in fact a wonderful day for golfing and everyone was in fine spirits.

Everyone had a great time including L. Magnussen of the Purchasing Dept. and Bob Barker from the Office of the Auditor of Investment and Joint Facility Accounts, both having won a bag of Gold Plated Golf Tees, in fact there were 22 others that won like prizes. W. A. Boeck from the Car Department, Galewood, and R. T. Williams, a Broker from LaSalle Street, won Cocktail Shakers; in case they don't drink cocktails, these are wonderful for mixing malted milks.

Prizes included Book Ends, 12 Smoker Stands, 12 Auto-point pencils, 12 Dunlop Golf Cap Golf Balls, Highball Sets, etc.

There were 79 players and including entertainers, scorers and caddies, the attendance was well over double that number.

Some of the Players had three caddies, one to carry the clubs, one to carry the water bottle, and one to keep track of the balls and in addition a scorer to count the strokes.

It would require too much space in the Magazine to list all the players and their scores and all the prize winners. All players have been furnished with a complete list showing gross score, handicap and net score for each golfer, together with a list of prize winners.

The next tournament will be held in Milwaukee, Wisconsin, under the management of that genial host, H. C. Johnson, District Accountant, Milwaukee, here we come. Say when?

Come to the Peony Gardens

ILLINOIS Division Engineer A. L. Murawska issues his annual invitation to Milwaukee Road folk who love flowers to come out to River Grove, near Chicago, and see the floral beauty that his Peony Gardens will display during June.

Mr. Murawska says that this year promises splendidly for his flowers. The Iris will be at its best early in June, and he has two new varieties of his own propagation, which he has named after two Milwaukee Road people: the "Mrs. Carpenter Kendall" and the "Jim Gillick."

After the Iris will come the peonies, which usually start to bloom the fore part of June. He has some new and rare varieties in his collection this year.

River Drive Peony Gardens are located on "River Road," two blocks south of Grand Avenue in River Grove, Ill. It is an easy drive out there from Chicago, and the beauty of his floral show will amply repay the visit. He cordially invites you all.

Card of Thanks

THROUGH The Milwaukee Magazine may I express my deep appreciation of and thanks for the many kindnesses received and for the beautiful flowers at the death of my husband.

MRS. GEORGE DYER.

Dave Sprau Collection

We'll be seein' ya! . . .

13 Veterans of the ENGINEERS

at the 6th Annual Convention in MEMPHIS, TENN.

June 22 and 23, 1935

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

Be Sure to Bring the Ladies!

Your 1935 dues of \$1.00 are due and may be remitted to: J. A. Elliott—Secretary-Treasurer, 1216 Cumberland St., Little Rock, Arkansas

Ickes, Secretary of the Interior, Washington, D. C., to Coal Operators' Associations, Miners and Railroad Labor organizations.

Frank S. Patterson,
Chairman.

Fred E. Miller,
Secretary-Treasurer.

At a regular meeting of The Milwaukee Road Booster Club on April 26, 1935, the following resolutions were unanimously adopted:

WHEREAS, the Railroads of the United States are permitted to transport explosives and other dangerous articles only under the most rigid regulations prescribed by the Interstate Commerce Commission, and

WHEREAS, it has come to the attention of The Milwaukee Road Booster Club that such articles are being transported by trucks over the highways of the State of Illinois, and other States, without regulations or supervision by State or Federal Authorities, thus creating a real menace to safety of travel by highway, and endangering life and property;

THEREFORE, be it resolved that The Milwaukee Road Booster Club, representing a large body of Railway employees, goes on record as favoring adequate regulation by State and Federal Governments, covering the transportation of explosives and other dangerous articles over the highways of the State of Illinois, and other States, and

Be it further resolved that a copy of this resolution be sent to all Members of the Illinois State Legislature and to the Illi-

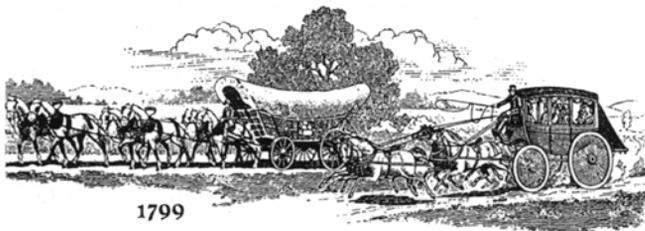
Speed Ever the Lure of Travel

LOOKING backward from the high-powered, wind-resisting, time-annihilating railroad equipment that is introducing itself and making its way into the railroad story, Mr. K. G. Patrick of the General Electric Company has traced the progress of "Speed—Then and Now," in an interesting narrative under that title.

He says "it was just after the turn of the 18th century into the 19th that travelers hailed the inauguration of the first stage coach line between New York and Philadelphia. It was a matter of national pride, and its intimations of progress in transportation quickened the spirits of all those Americans who saw in improved methods of communication, the indices of Progress." While the running time between those two cities remained the most of two days, the gain in comfort was thought to shorten the hours. The previous route was known as the "Philadelphia stage-waggon and New York stage-boat," and it had a semi-weekly schedule; "to ride from Philadelphia to New York in 1799, one went to the house of John Butler, 'at the sign of the Death of the Fox in Strawberry Alley' and took a seat in John Butler's "waggon." This conveyance reached Trenton Ferry the same day, where it was met by another "waggon"; and on

Butler's "waggon," were luxuriously fitted with springs, while the traveler, his limbs eased of the jolts, "could beam complacently as they geared their daily affairs by that magic slogan 'Swiftsure.'"

Then in 1807 the country and city were thrilled by a strange spectacle in Hudson River. A queer looking little craft with a pipe-like, smoking funnel, manned by a bumptious visionary named Robert Fulton, came chugging and spitting smoke and flame down river. Robert Fulton was moving his craft by STEAM, just as he had said he would. His little boat, the "Clermont," which the people had dubbed "Fulton's Folly" while it was under construction, brought in steam as motive power as the little craft negotiated the trip from New York to Albany in something more than thirty-six hours—perilous times ahead for travel, said the wise-acres. "It was the Clermont," says Mr. Patrick, "in all probability and its successors that made it easier for travelers of 20 years later to accept the notion of steam locomotion on land. Somewhat before the first century of railroading began, the Swiftsure stage-coach attained its maximum usefulness when 36 coaches conveyed an influx of visitors into Philadelphia from New York on July 4, 1825, to witness a semi-



1799

1805

the following day this proceeded to Brunswick. There the passengers and goods were transferred to Ruben Fitzrandolph's boat and were taken by water to New York, arriving that night." Two days then—two hour trains now. What will it be tomorrow?

"From Monday morning, fairly early, to Tuesday night, to make that journey—but the passengers complained but little even when the boat was weather-bound or the wagons jolted them until their limbs ached. In retrospect it has all the elements of adventure, but in 1799 it was modern travel." The citizen of the eighteen hundreds, however, was minded to speed up his travels, and so he hailed the announcement in his daily paper of the "Swift-Sure Mail Stage for Philadelphia and Baltimore" running, so read the ad—"through beautiful country . . . starting from New York every day (Sundays excepted) at 10:00 a. m., lodge at Somerset and arrive in Philadelphia the next afternoon." Faster by almost half a day—and the coaches, in contrast to John

centennial celebration of American Independence. Describing the occasion, the Philadelphia Ledger solemnly declared that "300 New Yorkers are said to have been in Philadelphia." Incredible. Such crowds of visitors from so far, and all in one day. It was something worth writing about, certainly.

The next year steam as motive power, with the iron horse began its career. The Mohawk & Hudson R. R. from Albany to Schenectady, and soon, the Baltimore & Ohio came into the picture, and "now Americans—a few, at least—could really describe themselves as fast travelers. The sturdy locomotive, the DeWitt Clinton, had covered the 17 miles from Albany to Schenectady in 46 minutes, or at a rate of nearly 20 miles an hour; . . . and a Baltimore & Ohio steam train ran from Baltimore to Willicott's Hills, 12 miles, at 10 to 20 miles an hour. The man behind the horses had been superseded by the man behind the throttle and the progressives were pleased." The conservatives, however, were horrified at

such speed, and their comments ran thusly: "Nothing can do more to harm the adoption of railroads than the promulgation of such nonsense as that we shall see locomotive engines traveling at the rate of 12 miles per hour."

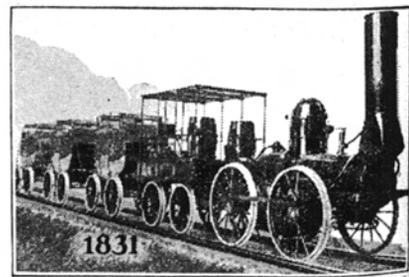
But the years have gone on and speed has gone on, too. A mile a minute—60 miles an hour, twenty years ago—now twice that speed, and all in the regular routine. Mr. Patrick concludes: "Americans are now traveling very fast without leaving the ground. . . . And the ghosts who sit at the tables of the Sign of the Death of the Fox in Strawberry Alley are wondering what is yet to come, as they strain their ears for the rumble of John Butler's "waggon."

Here, also, is how the good sirs of an Ohio School Board put themselves on record in this matter of speed:

"Railroad, Telegraphs, Rank Infidelities," Says Ohio School Board in 1828

Someone has dug up the records of the Lancaster, Ohio, school board back in 1828. In these records there is an account of a proposed debate as to whether railroads were practical or not. Permission was asked to hold the debate in the school house and the minutes of the school board meeting ran as follows:

"You are welcome to use the school room to debate all proper questions in, but such things as railroads and telegraphs are impossibilities and rank infidelity. There is nothing in the word of God about them. If God had designed that His intelligent creatures should travel at the frightful speed of 15 miles an hour by steam, he would have foretold it through His holy prophets. It is a device of Satan to lead immortal souls down to hell."



Will Not Hesitate in Future About Travel

SUPREME COUNCIL
MYSTIC ORDER VEILED PROPHETS OF
THE ENCHANTED REALM

Los Angeles, Calif.

Mr. V. L. Hitzfeld.

Dear Sir: I cannot overlook to have you know how much Mrs. Gregory and I enjoyed your wonderful train out of Seattle recently. Service perfect, dining car was a marvel and I will not hesitate in future in traveling in same manner. Wishing your road every success, I remain,

Yours truly,
(Signed) Miles S. Gregory,
Grand Monarch.

Coral beads may be cleaned by dissolving a teaspoon of borax in a pint of warm water. Dip the coral and when clean put through tepid water.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

The District Meetings

THE second of the present year district meetings was held in Milwaukee on April 30th, and the third, at Aberdeen, S. D., on May 9th.

The Milwaukee Meeting

The meeting in Milwaukee convened at Hotel Schroeder with approximately two hundred and fifty members and guests from the following chapters: Beloit, Wis., Mrs. Raasch, president; Channing, Mich., Mrs. Tuttle, president; Davenport, Iowa, Mrs. Deming, president; Green Bay, Wisc., Mrs. Gunn, president; Iron Mountain, Mich., Mrs. Larson, president; Janesville, Wisc., Mrs. Kennaugh, president; Kansas City, Mo., Mrs. Affeld, president; LaCrosse, Wisc., Mrs. Peed, recording secretary; Madison, Wisc., Mrs. Mathis, president; Milwaukee, Wisc., Mrs. Valentine, president; New Lisbon, Wisc., Mrs. Shrake, historian; Ottumwa, Iowa, Mrs. Gage, recording secretary; Portage, Wisc., Mrs. Hodge, president; Tomah, Wisc., Mrs. Hovey, president; Wausau, Wisc., Mrs. Conklin, president.

Representing the General Executive Committee were: Mrs. H. A. Scandrett, honorary president general; Mrs. Carpenter Kendall, acting president general; Mrs. W. W. K. Sparrow, treasurer general; Miss Etta Lindskog, secretary general; Mrs. J. T. Gillick, Chicago; Mrs. Geo. J. Ryan, Janesville, general directors, and Mrs. Ray Dolan, general luncheon chairman.

The meeting was conducted by Mrs. Kendall, who in opening asked all to stand in silent tribute to Mrs. Byram, late president general.

After necessary announcements in regard to the luncheon arrangements, by Mrs. Valentine, chairman, Mrs. Sparrow reported a balance on hand in the Governing Board treasury as of March 31st, of \$12,786.22; and in the Veterans' Fund, \$1,144.01, a total of \$13,930.23.

Miss Lindskog read the report of relief donations to the local chapters from the Governing Board Fund since January 1st, 1935, of \$1,224.63; and since 1926, when the first donation from that Fund was made, of \$33,998.40; and in addition, several hundreds of dollars sent yearly to the various chapters in the way of membership prizes. From the Veterans' Fund, since January 1st, 1935, \$701.13; and since February, 1932, when the first money was sent out to local chapters from that Fund, \$7,151.88; and that 130 cases have been handled through the Veterans' Fund, all being members of the Veteran Employees Association. There was at that date (April 30th), less than \$950.00 in the Veterans' Fund. She also reported that local chapters had expended for welfare and good cheer since January 1st, to March

31st, 1935, about five thousand dollars, of which \$1,925.66 was supplied from the Governing Board Fund and the Veterans' Fund. As compared with this, chapters had raised on their ways and means activities, not including club room rentals, about \$1,650; on rentals, \$436.50; and in special donations, \$100.45; and that they had secured a total membership up to March 31st, of 4,474 members, voting and contributing.

The reports of the presidents contained many helpful ideas and suggestions, as well as indicating a great deal of welfare and relief work handled.

Mrs. Valentine asked to be allowed to introduce a visitor, Mrs. Clara Bradley, grand president of the ladies' auxiliary to the B. R. T., who was in Milwaukee and attended the Women's Club meeting as a guest of some of Milwaukee Chapter members.

Mrs. Bradley expressed her pleasure in being privileged to speak and convey the greetings and good wishes of her organization, together with good wishes for our continued success.

The meeting adjourned at 12:30 for luncheon in the grand dining room of Hotel Schroeder. A special musical program was given by the hotel orchestra, and the Women's Club meeting was announced from the stage over the radio.

The meeting was resumed at 2:20 p. m. and at the conclusion of the presidents' reports, a general and very interesting discussion followed on methods used to raise money, to increase membership and methods and means pursued in relief work.

Miss Lindskog urged all chapters to secure their membership before adjourning for the summer and to endeavor to raise funds through their ways and means activities, in order that interest in the club and its work might not diminish, it being necessary always for such an organization to have something to work for and a definite goal ahead.

In closing, Mrs. Kendall thanked the members for coming, and for all they had done, saying that we had all worked under the shadow of a great loss in the passing of the president general, Mrs. Byram, but with the splendid help and support she was receiving, she would try to carry on in the way that Mrs. Byram would have us do; that it was ever Mrs. Byram's dearest wish that the club should continue and expand in its benevolent work.

Miss Lindskog called attention to the visits made by our membership to Milwaukee Road patients in local hospitals, saying that some of the chapters made this a regular practice.

Votes of thanks were extended to Mrs. Valentine and her committee for their efficient management of arrangements for the meeting and luncheon.

The Aberdeen Meeting

Members arriving in Aberdeen for the meeting were met at the station by members of Aberdeen Chapter with autos and driven to their hotels. A tea was given in honor of the guests by Aberdeen Chapter in their club room, at five o'clock p. m. on the 8th.

The meeting convened at 9:30 a. m., May 9th, in the club room of Aberdeen Chapter, and was called to order by Mrs. Carpenter Kendall, acting president general. Thirteen Chapters were represented as follows: Aberdeen, Mrs. H. M. Gillick, president; Black Hills, S. D., Mrs. Thos. Hickson, president; Madison, S. D., Mrs. C. A. Berg, president; Marmarth, N. D., Mrs. Hewitt Patton, president; Milbank, S. D., Mrs. Bert Nixon, president; Miles City, Mrs. J. P. Leahy, president; Minneapolis, Minn., Mrs. D. T. Bagnell, president; Mitchell, S. D., Mrs. W. H. Lane, president; Mobridge, S. D., Mrs. A. F. Manley, president; Montevideo, Minn., Mrs. J. E. Hills, president; St. Paul, Minn., Mrs. F. M. Washburn, president; Sioux City, Iowa, Mrs. C. H. Embick, president; Sioux Falls, S. D., Mrs. L. M. Sweeney, president. Murdo, S. D., was not represented.

The General Executive Committee was represented by Mrs. Carpenter Kendall, acting president general; Mrs. H. M. Gillick, 2nd vice president general; Miss Etta Lindskog, secretary general and Mrs. C. F. Holbrook, general director, Minneapolis.

Welcoming all present and complimenting the committee on arrangements of Aberdeen Chapter, headed by Mrs. H. M. Gillick, Mrs. Kendall then made reference to the great loss sustained since the last district meeting in the passing of Mrs. H. E. Byram, late president general and asked that all stand a moment in silent tribute to her memory.

After announcements from Mrs. Gillick in regard to luncheon arrangements, etc., roll was called and reports of presidents followed. The treasurer general's report of balance on hand in the Governing Board Fund was read by Miss Lindskog, the figures being the same as those announced at the meeting in Milwaukee the previous week.

The work of the Club as a whole, with the amounts expended by the local chapters and the amounts sent out from the Governing Board Fund and the Veterans' Fund were read by Miss Lindskog, the figures being the same as those read at the Milwaukee meeting.

The reports of the presidents contained many helpful suggestions in the way of raising money, of entertainments, and of handling relief work. All of the chapters presented gratifying reports of the relief work done during the past winter, indicating the warm interest all were taking in the paramount objects of this club—that of ex-

tending aid and relief to Milwaukee employes in need.

Mrs. Gillick, 2nd vice president general spoke on Ways and Means and membership activities, and told of some of the methods pursued along these lines in Aberdeen Chapter where she has been so successful. She advised the women not to be afraid to ask the assistance of the department heads, who were always ready and willing to cooperate in the work of the Club.

Mrs. Holbrook, general director also spoke of the interest she took in the club work and of some of its special features in which she had been privileged to be of assistance.

The meeting was adjourned at 12 o'clock noon.

Luncheon was served in the grand ball room of Hotel Alonzo Ward, and a varied program of instrumental and vocal music was given during the luncheon.

Approximately one hundred and thirty attended the meeting and luncheon.

A short session was held in the afternoon, at the hotel, most of the members and guests leaving on afternoon trains for east and west.

Sioux Falls Chapter

Mrs. Tom Cavanaugh, *Historian*

SYMPATHY is extended to our charter member, Mrs. E. E. Lovejoy, and family. Mr. Lovejoy, telegraph operator here for many years, passed away suddenly after going off duty.

Meetings of the club are held in the club house regularly and all committees turn in very good reports. Our annual dance was held at the Arkota Ballroom, April 25th, with Mrs. Pete Larson general chairman. Both stations as well as members of the club sold tickets while a good crowd came from nearby towns to give this chapter support with this annual affair.

New Lisbon Chapter

Mrs. A. G. Shrake, *Historian*

ON March 26th the first regular meeting of the New Lisbon Chapter was called to order by the president, Mrs. A. L. Hurd, at 2:30 p. m. in American Legion Hall.

After reading the club motto, letters were read from Miss Lindskog regarding records, the district meeting in Milwaukee and the statistics of work accomplished by the entire Railway Women's Club.

The next meeting was set for April 23rd in order that as many as possible could attend the district meeting in Milwaukee April 30th.

Our president suggested having a bundle day, each member to bring some article for which she had no use to be distributed among the needy families who could make use of such articles.

Also each member canning an extra quart of vegetables, fruit or relish to have in readiness for our Christmas baskets.

Our chapter wishes to thank President H. A. Scandrett and Vice President J. T. Gillick for contributions received.

Each one of our members is making a block for a quilt which when completed will be given to some one in need.

On April 23 our second regular meeting was called to order by the president, Mrs. A. L. Hurd, 14 members present.

Some correspondence from Miss Lindskog was read by the secretary.

A discussion was held in regard to the number to attend the District Convention in Milwaukee April 30th.

After a discussion on charging for our lunch at each meeting a motion was made

and carried that all members except committee serving be charged ten cents for the lunch.

Reports were given by the chairman of the Welfare, Sunshine and Goodcheer committees.

26 cents was collected for Sunshine fund. Meeting adjourned.

Perry Chapter

Mrs. J. J. Kindig, *Historian*

THE regular meeting of Perry Chapter was held at the clubhouse the first Friday in April. There was a very good attendance, and the usual business was transacted. Announcement was made of the district meeting to be held in Chicago, and several of the members made plans to attend. The chapter received a very nice letter from Chicago commending us on our recent membership drive, which now totals 393 members, with the possibility of reaching the 400 mark in the near future. We also were pleased to know that we had been able to carry on our welfare work without asking the Governing Board for financial aid. The sewing day was set for April 11th with the program in charge of Mrs. Mae Hartman and the constitution and by-laws in charge of Mrs. Rellihan. The bridge club held their meeting the last Friday of the month with Mrs. A. J. Fuller and Mrs. W. J. Fuller as hostesses.

The annual May breakfast of the club was held at the Christian church, and served by the ladies of that church. We had as our guests, Mrs. Kendall, Acting President General; Miss Lindskog, Secretary General; Mrs. R. C. Dodds, former 1st Vice President; members from Council Bluffs Chapter and from Boone Chapter of the Chicago and Northwestern Railroad. During the breakfast Mrs. Hartman led the singing of our Milwaukee songs, and the guests were then invited to the auditorium of the church where the following program was presented: A tribute to Mrs. Byram, deceased president general of the Club by Mrs. T. Rellihan; vocal solo, Mrs. Frank Mullen; piano solo, Marjorie Blander; vocal duet, Miss Margretta Heinzelman and Mrs. Frank Aubrey; vocal solo, Miss Ledine Lee; violin solo, Miss Vera Welsh; vocal solo, Mrs. Ralph Hartman; accompanists: Mrs. Frank Chapman, Miss Virginia Aubrey, and Miss Helen Cunningham.

A comedy entitled "And the Lamp Went Out" was given by Mesdames Rellihan, Geo. Taylor, E. R. Hickey, Ralph Hartman, A. A. Brown, and Miss Margretta Heinzelman.

The third group of the Bridge club, hostesses at a one o'clock luncheon last Friday, included the Mesdames Sullivan, Nelson, Thompson, Keith, Hullerman, Collins, D. Reel, Prettyman, Stitzel, Seis, and Wicheal. High score of the afternoon was awarded to Miss Prettyman, second to Mrs. Stitzel, and Mrs. W. Hunt received the traveling prize.

Perry Chapter is indebted to Engineer John Heinzelman for the excellent work he has done about the clubhouse, landscaping and caring for the shrubs and flowers which were donated by the club members.

Iron Mountain Chapter

Mrs. A. Ambrosia, *Historian*

ON March 10 a card party was held at the home of Mrs. H. Larson. Several tables of five hundred were played and prizes were given to the winners. The joint chairmen were Mrs. M. Conery and Mrs. F. Hill.

The March meeting was held at the home of Mrs. Keith Andrews on the 26th. A short business session was followed by a social hour. Lunch was served by the hostesses, Mrs. H. Larson, Mrs. C. Hinkley, Mrs. A. Noskey and Mrs. H. McDonald.

On April 2 of this month a son was born to one of our members, Mrs. D. Ordea. They have christened him Bruce Joseph. Mrs. Ordea was formerly Miss A. Wallace, daughter of conductor Wallace. We will

lose Mrs. Ordea from our membership as she is moving to Houghton, Mich.

Mrs. Roland Schwalenberg, after spending the winter in a Milwaukee hospital, has returned home to Iron Mt., and is on the road to recovery. The members are glad to have her back at the meetings and she will be greeted with a hearty welcome.

The April meeting was held at the home of Mrs. A. Noskey on April 30, and plans were made to send our president, Mrs. H. Larsen, to the district meet at Milwaukee. The members who accompanied her were Mmes. Bert Shields, Keith Andrews, and Carl Walner. Lunch was served at the meeting by Mmes. M. Noskey, Matt Miller, Elmer Peterson and Elmer Olson. Plans were made to raffie off the home-made quilt donated by Mrs. Wallace at our next meeting on May 28. The meeting will be held at the home of Mrs. R. Baldrice.

Miss Nathalie Baldrice was taken home on May 8, after 4 months in the Washington Boulevard hospital at Chicago and is feeling fine at present. She will be home permanently now, and is on her way to recovery. Mr. and Mrs. B. Baldrice want to express their true thanks to members of the Chicago Chapter for their sympathetic efforts to their daughter while at the Chicago hospital.

Mr. James Peebles, after 2 months in the Iron Mtn. General hospital here and 2 weeks at the hospital in Chicago, has been sent home from Chicago and is recuperating at the home of his sister, "Dr. Gratiot," at Shullsburg, Wis., where his mother is staying. Mrs. Peebles has gone to Shullsburg to visit him.

Milwaukee Chapter

Mrs. M. L. Hynes, *Historian*

THE annual dance and card party was held on May 8th at the Wells-Colonial Ballroom and was well attended by members and their friends. All reported a very enjoyable evening.

The regular monthly meeting was held in the club rooms, Union station, on April 15th, with the president, Mrs. J. H. Valentine, presiding. Reports of the various chairmen were read, which showed much good work being done by the chairmen and their committees. The membership chairman reported 160 voting members and 165 contributing, a total of 325 members since January 1st. The welfare chairman advised that a total of \$218.80 had been spent for welfare since the beginning of the year.

On April 2nd an evening card party was held at the club rooms. A nice crowd turned out, there being thirty-eight tables of bridge and five hundred. A very nice lunch was served and a pleasant evening passed. The club profited by \$38.75.

On April 25th a luncheon and card party was given at the club rooms. One hundred and thirty people were served a delicious luncheon. Bridge and five hundred played and lovely prizes were awarded the high scores. The club profited by a considerable sum.

On the morning of April 15th, delegates from the various clubs comprising the Milwaukee County Federation of Women's Clubs gathered at Whittall Park, near Hales Corners, where several trees were planted and dedicated to various members of organizations represented. On behalf of the Milwaukee Chapter, the president, Mrs. J. H. Valentine, dedicated two trees to the past president, Mrs. Edw. Deards, and to the past acting president Mrs. Marie Black. After the services were concluded, an excellent chicken dinner was served.

The district meeting and luncheon was held in Milwaukee on April 30th at the Schroeder Hotel, with a total attendance of 237, representing five states. Mrs. Kendall, acting president general, welcomed the visitors and conducted the meeting. The presidents of the fourteen chapters gave very fine reports on the relief work carried on among the deserving employes of the road. Luncheon was served in the main dining room of the Schroeder, and entertainment was provided by the orchestra.

Seattle Chapter

Mrs. F. W. McDougal, Historian

"A LITTLE nonsense now and then is relished by the wisest club women" of our group who met for a unique party in the form of a District School Room, with the class in session on March 1st, 1935, in our club rooms. The stern preceptress at the desk was Mrs. F. W. McDougal, program chairman, and the recitations consisted of answers to many odd and unscientific questions which occasioned gales of mirth from the unruly students assembled to answer roll call. Sambo, (Mr. Scott McGalliard), was in constant demand for songs and antics which interrupted the discipline of the school routine. The pupils and visitors entered heartily into the spirit of juvenile capering, and all voted the evening a success. The club president, Mrs. Rasmussen, representing Mary with her little lamb, was received with such enthusiasm that even the little pet was allowed to remain for the exercises.

A delightful bridge tea was sponsored by Mrs. A. H. Barkley on March 6th, and brought out a large attendance—which always seems to be the rule with parties sponsored by Mrs. Barkley.

Another club affair in preparation is the May Day dance and card party to be given on the 6th of May, which promises to be a gala event.

One of the busiest women in the city is our Mrs. J. M. Axelson, chairman of the membership drive, who has achieved much success through her untiring efforts. Few are able to resist her sunny smile, which brings a quick response in the way of new social and voting members for our Circle.

The regular club meeting was held on April 18th with a luncheon followed by the business discussion. The program featured Rev. Raymond E. Attebery, who addressed the members on the subject, "Modern America." Also there were several vocal numbers which were much appreciated.

Sioux City Chapter

Mrs. H. C. Snow, Historian

SIoux CITY Chapter's board met at the home of Mrs. Snow with Mrs. Doud assisting her, on March 18, for a one o'clock luncheon. The afternoon was spent in working on the quilt, and plans were made for a membership drive that was to be ended by April 22.

The regular meeting was held in the club room on March 25, following a covered dish dinner. A playlet was presented. Those taking part were: Mrs. Charles White, Mr. Ray Blankenheim, Mrs. Huse, Mrs. W. L. Eckert and Mrs. Ray Lisle. The business meeting followed with Mrs. Embick taking charge. Mrs. Mansfield reported \$22.00 profit on the card party of March 4. Mrs. Wean and Mrs. Cussen assisted Mrs. Mansfield at the card party.

The board members met with Mrs. Burrls and Mrs. Stuben at the home of Mrs. Burrls on April 15. The afternoon was spent in sewing and planning the meeting to be held at Aberdeen May 8. Mrs. Embick asked that as many as possible attend.

The regular monthly meeting was held on the 23rd. Mrs. Eckert again had a playlet from the Effective Speaking class of the Sioux City Women's Club. The play, "Just Another Party," was enjoyed by all. The business meeting followed with Mrs. Robsen taking charge. Bills were allowed and membership drive ended. The membership chairman, Mrs. Doud, reported the sum of \$106.25 to the treasurer.

We extend our sincere sympathy to Mrs. Earl Jefferson on the loss of her mother; and also to Mrs. Nick Reams on the loss of her husband.

Black Hills Chapter

Mrs. Ira Wintrode, Historian

BLACK HILLS Chapter met March 11 with Mrs. Carl Zickrick. There was a good attendance and after the business meeting bridge was played.

On March 17 the club enjoyed a St. Patrick's dinner. About 95 were seated and everyone enjoyed the delicious dinner and meeting each other.

Our ways and means chairman, Mrs. Clifford Smith, and her committee took charge of two dances during March from which a good profit was reported.

April first arrived and we wonder if anyone saw Engineer Frank Diehl or Jim Johnson sitting on a snow bank looking for trout.

Mrs. Riley Hughes entertained the club April 8. There was a good attendance of both men and women. The men playing cards while the women held a business meeting. Plans were made to get our membership up as near as possible before the convention at Aberdeen. Our president, Mrs. Hickson, expects to attend.

Marion Chapter

Mrs. John Cone, Historian

MARION Chapter enjoyed a May breakfast on May 2, at which 62 guests were seated. The affair climaxed the annual membership drive.

A short business meeting was held at this time. Mrs. A. J. Elder announced the club had a membership now of 246 voting and contributing members. Mrs. Elder and Mrs. W. E. Cooper were co-chairmen of the membership drive.

Plans were announced for the annual picnic for Milwaukee employes and their families at Thomas Park, June 20.

Plans were also announced for a White Elephant sale on May 15, to be held in our new club rooms across from the Milwaukee depot.

Bridge and five hundred were played Mrs. Guy Miller held high score in bridge and Mrs. R. B. Eckhart in five hundred. Mrs. George Halsey won the door prize.

The committee in charge of the breakfast were Mesdames John Smith, W. J. Hotchkiss and John Fosdick.

We expect to start the fall meeting in our new club rooms.

La Crosse Chapter

THE 100th meeting of our club was held February 1st, following a one o'clock covered dish luncheon.

Our club being affiliated with the La Crosse Community Council, members were asked to serve the luncheon on Saturday, February 2nd. The following volunteered: Mesdames Frank James, Dewey Brown, Roy Kidd and France Wood to work in the kitchen, and daughters of members to serve in the dining room: the Misses Marion Kumlin, Phyllis Lemay, Mary Maloney, Edith Smith, Mary Beck and Velma Whitney.

Plans were made at this meeting to start sewing for a bazaar to be held later in the year, in connection with a luncheon and a food sale. Mrs. J. A. Jakubec in charge of serving, who in turn asked Mesdames Lemay, Kidd and Brown on her committee. On February 13th we met at the home of Mrs. Wood and the sewing of aprons and novelties was started. A light lunch was served by the hostess. On Feb. 26th, we met at the home of Mrs. J. A. Jakubec and cut aprons to be given out at our March meeting. At the March meeting an apron style show was put on by members modeling the completed aprons.

It was suggested that we piece a quilt, to be given away at our bazaar. Lunch was served by Mesdames Frank James and Nick McGaughey.

On March 11th we met at the home of Mrs. A. M. Lemay and started work on the quilt and it was decided that each one donate 10 cents toward buying material. A lunch was served by the hostess.

We met again for sewing on March 25th at the home of Mrs. Harry Peek. Members offered to crochet rugs and hot dish holders.

At our April 5th meeting a membership drive was started. Mrs. Mary Gibson and Mrs. A. R. Kidd working together. Cards were enjoyed during the afternoon and

the lunch was served by the following committee: Mesdames Frank Ross, Claude O'Brien and H. Peed.

Our club was very much shocked at the sudden death of one of our beloved members, Mrs. Martha Nickerson, on April 26th, at the home of her brother in Harvey, Ill.

At our May 3rd meeting we had a covered dish luncheon which was enjoyed by all. Mrs. Roy Kidd reported membership drive coming along very nicely. A report of our District Convention at Milwaukee was given by Mrs. Peed, our delegate. She was accompanied by Mrs. John Blossingham.

Aberdeen Chapter

Mrs. Charles L. Boland, Historian

ABOUT seventy-five members were in attendance at the regular business and social meeting in March. Routine business was transacted, with Mrs. Gillick presiding, and reports of all chairmen of committees read. Mrs. Gillick discussed several phases of relief work, and intensive plans were begun for the district meeting held in our city May 9. Program for the evening was in charge of Mrs. Jerry Jackson, who presented Mrs. Irene Gerhard and her Kiddie Revue. Mrs. Thor Peterson and Miss Lorraine Mundy concluded the pleasing entertainment with several readings. Hostesses for the meeting were Mesdames L. D. McCormick, W. B. Jackson, and Wm. Armstrong.

The April meeting was well-attended, there being eighty or more members and guests. Upon opening the meeting Mrs. Gillick thanked those present for the wonderful attendance. It is one unflinching source of inspiration and help to the president, this fact, that inclement weather cannot keep folks at home, but unless actually ill or some member of their family, our members faithfully come to the business meetings. Miss Brown, treasurer; Mrs. Soike, Ways and Means; Mrs. B. M. Smith, Sunshine; Mrs. Zick, Membership; Mrs. W. B. Geer, Corresponding Secretary, gave reports as called upon, and Mrs. Soike also reported in interesting detail regarding the monthly City Federation of which Aberdeen Chapter is a member. The president of City Federation for the ensuing year is a Milwaukee Club member, Mrs. H. W. Berg, and this chapter offers its congratulations to Mrs. Berg.

This was Mrs. R. E. Sizer's farewell meeting with this chapter as they are being transferred to Mason City; this is a distinct loss to Aberdeen chapter as Mrs. Sizer has, during four years' residence, endeared herself to many people. She has been very active in the club's work, was chairman of the Sunshine committee for past two years and was also a member of the relief committee. On behalf of the chapter Mrs. Gillick gave a brief farewell talk regarding Mrs. Sizer's work and presented her with a gift from the club.

Entertainment for the evening was presented by the following persons, program in charge of Mrs. Sizer: Little Misses Mary Lenihan and Joyce Haene in several dance numbers; piano accompanist, Miss Elaine Severson. The Milwaukee Men's chorus then sang four numbers which delighted those fortunate enough to be present. This is a splendid organization directed by Aberdeen's "Wayne King" of music, Joe Goodrich, the piano accompanist is Frank Faeth, well-known maestro of the piano. Charles Boland, Junior, was then presented in a reading (oratorical) entitled, "Crime's Challenge to America." Hostesses for this evening were Mesdames E. L. Johnson, Frank Soike, and Earl Steinlicht.

Realizing that the recent district meeting will be reported in detail elsewhere, on behalf of Aberdeen chapter we wish to comment on the splendid attendance, and our members were not only happy to have the meeting here, but also very glad to hear so many interesting reports, meet members from other chapters, and once again greet several old-time friends and former members of this chapter.



SAID TO BE HUMOROUS



Bonus Later

"Officer, come quickly, I've just knocked down a student!"

"Sorry, lady, but today's Sunday and you can't collect your bounty until tomorrow morning."—Cornell Widow.

How True

If it's funny enough to tell it's been told, if it hasn't been told it's too clean, and if it's dirty enough to interest a frosh, the editor gets kicked out of school.—Arizona Kitty Kat.

Service

The genteel motorist had just pulled into the gasoline station for the inevitable gasoline. That being over, the attendant was going through his little ritual.

"Check the oil, sir?"

"Naw, it's O. K."

"Got enough water in the radiator?"

"Yep, filled up."

"Anything else, sir?"

"Yes, would you please stick out your tongue so I can seal this letter?"—Pitt Panther.

Trunk

It used to be the fashion
In the normal crime of passion
Just to leave the dying lying in a trunk.
But now the poor deceases
Are divided up in pieces
And neatly stuffed away within a trunk.

In a trunk, in a trunk,
In a trunk, trunk, trunk;
It sounds a little vileish,
But it's getting rather stylish
To murder guys and stuff 'em in a trunk.
—Pelican.

Judge—"You are charged with voting three times. What have you got to say about it?"

Prisoner—"Then I've been gypped. They only paid me for once."

"What's the matter up at Tom's house?"
"They're taking 'im away in the ambulance for beatin' 'is missus."

Farmer—"An' how's Lawyer Jones doing, doctor?"

Doctor—"Poor fellow, he's lying at death's door."

Farmer—"That's grit for ye; at death's door, an' still lying."

Any treasures laid up in Heaven usually are in the wife's name, too.

They say figures will not lie, but liars will figure.

When a man sows wild oats he just raises cain.—Ski-U-Mah.

Dirge

The barber takes the red-hot towel,
As though he were just learning,
And drops it quickly on your face
To keep his hands from burning.
—Illinois Siren.

Twenty-four short little hours make up the day, yet many a man shortens his days by lengthening his nights.

A genuine old-timer remembers when youth had only a dime novel to corrupt it.

Lines to a Bus

"The poets may sing of the flowers,
But I'm in a humor to cuss,
And I want to sing of a horrible thing
An overnight ride on a bus.

Some who had tried it warned me
While others declared it was nice,
But I never heard of any fool bird
Who ever attempted it twice.

No matter what type the road is,
Good sand clay, cement or gravel,
This one thing is true, and I'm telling you,
It's a hell of a way to travel.

I lay on my back and tried it;
For a while this did pretty well,
But soon I was sore, could stand no more,
So lay on my neck for a spell.

I twisted my spine like a pretzel,
I balanced and hung by my knees,
And mid groans and grunts I did fancy stunts
Like the man on the flying trapeze.

My seat o'er the wheel was slanting,
And harder it grew by the mile.
Sometimes when we stopped I gracefully dropped
And lay for a while in the aisle.

My after-deck ached like fury;
I changed to my starboard in grief;
When pain reached this spot, believe it or not,
I shifted to port for relief.

Of't when we stopped by the roadside
At some place not on the map,
I got out to eat—some guy got my seat,
And I had to hang by a strap.

If I be the umpire and scorer
And judge of this night of terror,
I'd call it a bust, a shut-out, or just
No runs, no hits, one error.

Now I'm telling you how I feel;
If you disagree, we won't fuss.
You do as you like; I'd rather hitch-hike
Than try it again on a bus."

"I had the right of way when this man ran into me, yet you say I was to blame."
"You certainly were."

"Why?"
"Because his father is mayor, his brother is chief of police, and I'm engaged to his sister."

Gastric Juices Have Their Uses

How beautiful my gastric juices,
Turning to their sundry uses
Soup and steak and beans and pie,
Beer and scotch and gin and rye,
Lobster paste and salted eels,
Hamburgers between the meals,
Peanut glaciers, chocolate crunches,
Morning snacks and midnight lunches,
Lunchroom poison, tearoom blah,
Pâté of the foie of gras,
Bread like lead and cakes like solder,
Shredded cereals and fodder,
Lunches heavy, lunches light,
Morning, afternoon and night . . .
What is time to gastric juices?
Give 'em food and out they ooze.

—Jester.

She isn't really a hopeless old maid until almost everything a man does seems an insult.

Footpad—"Get ready to die. I'm going to shoot you."

Victim—"Why?"

Footpad—"I've always said I'd shoot anyone who looked like me."

Victim—"Do I look like you?"

Footpad—"Yes."

Victim—"Then shoot."

He—"She certainly is polished, doncha think so?"

She—"Yeah. Everything she says cast a reflection on someone."

An Irishman's Lament

There's a dam that stops the water where
the Shannon used to flow,
And a concrete road now leads to Mandalay;
Though Machree still stands for mother,
Erin's gal you'd hardly know.
Silver threads among the gold are bobbed today.

Annie Laurie runs for Gov-nor on her glib-tongued promise true.

And My Bonnie lies—for lying's all the rage;

While My Wild Irish Rose gets wilder on the stuff of modern brew,
And My Nellie Gray—the darling, strikes for wage.

Now the famed Old Oaken Bucket can't get by the board of health,

And the Banks Along the Wabash breed the chills;

Touch me not, Last Rose of Summer, for hay fever lurks in stealth,

And 'oung Charmers, so Endearing—that's what kills!

Down Upon the Swanee River—"Buy a Lot, You Can't Go Wrong."

And it's near to where the wealthy Old Folks play;

While "I Love You, California," is sentimental song,

What they really love is tourists, come to stay.

Oh, that Long Trail a-windin' isn't windin' any more,

In no Shady Lane can lovers go alone;
For they've straightened out the highways while the autos bang and roar,

And the "Lane" is now an anti-parking zone.

Now I can stand for subdividin' on the Southern Swanee shore,

And the bliss of Lovers' Lane I'm game to lose;

Modern science is a blessing—most romantic days are o'er,

But when they dam the River Shannon, damn's the proper word to use.

—Kablegram.

Teacher—"Willie, give the definition of home."

Willie—"Home is where part of the family waits until the others are through with the car."

Quiggle—"Do you ever pause and reflect on the opportunities you have missed?"

Wiggle—"No. It would be just my luck to miss some more while I was reflecting."

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 Naldrea 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. Barnet.....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, Moberg, S. D.
 Mrs. Edna Bintliff.....Care Dispatcher, Mitchell, S. D.
 A. M. Maxeiner.....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

Card of Thanks

THE undersigned wishes through the columns of The Milwaukee Magazine, to tender his sincere thanks to his many friends for their letters and messages of congratulations on the occasion of his completion of eighty years of service with this company. He appreciates and values their kind expressions and their esteem very deeply.

JOHN M. HORAN.

Iowa Middle and West Division

Ruby Eckman

THE Perry Chapter of the Milwaukee Women's club will remember with pleasure their May meeting as it was an enjoyable affair. They held a May breakfast, had Mrs. Kendall and Miss Lindskog of Chicago, Mrs. R. C. Dodds of Kansas City, twenty-two ladies from the North Western Club of Boone and a group of members from Council Bluffs as their guests. A fine program under the direction of program chairman Mrs. Ralph Hartman was given after the breakfast.

D. M. Farquhar is the new perishable freight inspector at Perry, he having come to Perry from a similar position in Chicago. E. C. Keopke who was displaced at Perry will do the relief work.

Chris Gosch, for many years an employe of the Milwaukee round house force and father of Dewey Gosch, who is at present employed at the Perry shops, died April 14th, following a long illness. Burial took place in Perry.

News of the death of Mrs. George Baccus, which occurred in San Jose, California, in April, was learned with regret by friends on the Iowa division. George worked as a conductor on the main line for a long time before going to the lines west. The Baccus family lived in Miles City until George's health failed and they went to California to live.

Richard Hill, one of the relief agents on the Des Moines branch of the Iowa Division, took unto himself a wife in April. The young lady was Miss Mary Beane of Redfield. They will make their home in Redfield.

It is Grandpa and Grandma Rumley now since the arrival of Donald Dean at the Ted Pittman home south of Cooper, Iowa. Mrs. Pittman was a daughter of Mr. and Mrs. Rumley before her marriage.

Edward Packard, for many years an engineer on the Iowa division died in California the latter part of April. Mr. Packard retired from active duty in 1931 and most of the time since then has lived in the west. Burial took place at Chillicothe, Mo.

O. P. Byrd was checked in as agent at Bayard on May first. He took the place made vacant by the death of L. A. Patton. F. O. Bruce took Mr. Byrd's place as rate clerk and operator at Council Bluffs freight office.

Mrs. Katherine Rellihan, mother of engineer Thomas Rellihan of Perry, and operator John Rellihan of Harpers Ferry, died at her home in Dubuque in April following a few weeks' illness. Engineer Rellihan and his wife went to Dubuque and attended the funeral services. Burial was made at Lansing, Iowa. Mrs. Rellihan was seventy-five years of age.

Mrs. A. B. Needham, wife of one of the middle division conductors, died at her home in Perry the latter part of April following an illness which had extended over a period of several months. One son, Clyde, three brothers and a sister survive. Mrs. Needham was only about forty years of age.

The horse shoe pitching contests officially opened at the F. R. Hoes home in northeast Perry April 25th, with A. J. Kressen and F. R. Hoes winning five of the eight games from W. N. Foster and George Conrad. The contests will continue until the bowling season re-opened.

Chief carpenter Vic Hansen and wife, former residents of Perry, were renewing old acquaintances on the Iowa division the latter part of April. Vic was recently transferred from Aberdeen to Mason City, which was his home for a number of years, so now they are only a few hours' drive from Perry and can come down often.

Henry Nichols has returned to work after a several months' vacation. He took the day switch engine in Perry yard. Engineers Finnicum and Frazier of the second district have also returned to work after being off duty for several months.

The April meeting of the G. I. A. to the engineers, was one of exceptional interest to members at Perry. May 10th being the twenty-fifth anniversary of the founding of the division at Perry, plans were made to honor their senior member at the April meeting. Mrs. W. T. Murphy, a member of Inter Nos Divn. No. 2, was one of the charter members and during the twenty-five years she has held her membership in the division she has been a tireless worker for the good of the order. After the business meeting the Senior Member was made the guest of honor at the social hour and during the afternoon was presented with a beautiful purse and handkerchief. Mrs. Fred Wagner, president of the Division, made the presentation speech which accompanied the gifts and closed her remarks with some verses which she composed especially for the occasion.

Conductor Earl Adams laid off the latter part of April and with Mrs. Adams took a couple weeks' trip through the East and South. They were in Louisville in time to join the big crowd at the Kentucky Derby.

Horace L. McCaughey, who has been night roundhouse foreman at Council Bluffs for some time was transferred May first to the job as day foreman at Madison, S. D. Jack Pfeiffer takes the Council Bluffs vacancy.

Miss Marie Stotts, daughter of yard clerk Marlow Stotts, who graduates from Perry high school in June, has already made arrangements to enter Augustana Hospital in September to start training as a nurse. Another railroad man's daughter, Dorothy Goodwin, will also start a nurse's training course in September, she having decided to be an air plane hostess which work requires a nurse's training course. She will also train in Chicago.

Engineer F. L. Hanner returned to work the fore part of May after a several months' lay-off during which time he served as legislative representative at the Iowa State Legislature.

Machinist Charles Johnson of the Perry shops force has been quite seriously sick for some time at the home of his daughter, Mrs. Carl Fish.

Mrs. Thomas Rellihan, who writes under the pen name of Gernie Hunter, was notified in May that she had been second prize winner in a contest sponsored by the Federated Women's club. Mrs. Rellihan's one act play entitled, "Grand-Ma's Hobby" was entered. Several plays written by Mrs. Rellihan have been presented at various entertainments of the Perry Women's club and the Milwaukee Women's club.

West Coast News

A. M. R.

FOR once we are happy to be able to start this column without chronicling any bad news. Even the weather is ideal.

Several minor cases of illness, but none of a serious nature, so this part of the System is in good shape, physically.

Anyone looking for a thrill would do well to attend the next Ski Tournament which is an annual affair held on Mount Rainier each spring, when it is necessary to clear of snow a space to hold 2,000 cars, and that proved, this spring, to be still too small.

The air was full of Swiss yodels and various other yells for days after the meet, and it took some time, also, to get over the effects of the sun glare on the skin. Tacoma looked like the meeting place of a new tribe of Indians, so many people being sunburned.

As an illustration of the need for being safety minded in the matter of the equipment you personally use on any job, listen to this one: At a small saw-mill town near here, thieves were seen taking gas from a storage tank. Being discovered by the night watchman, they started to run, carrying an open pall with some gas in it. This gas left a nice fuse back to the tank, so when the watchman stumbled and fell and broke his lantern, the flame of the lantern ignited the gas trail which traveled back to the tank; and when it was all over there wasn't much left of the plant.

Why a man would carry an open flame lantern around a lumber yard, instead of an electric flash is the thing to figure out. If you want to see a good job of fencing,

go out and look at the one Lee Ellis, our superintendent's steno just finished. We've seen lots of lattice fences, but none quite as nice as this one.

Engineer George Tierney recently picked up a paper sack of potatoes in place of his lunch, so don't leave home in a hurry next time, George.

Wisconsin Valley Division

Lillian

MR. and Mrs. Edward Callahan were guests of honor at a dinner party given during the week of April 23rd at the home of their daughter, Mrs. Ray McCulloch of Wisconsin Rapids, Wis. The party was in celebration of the golden wedding anniversary of Mr. and Mrs. Callahan, which occurred April 23rd. Out of town guests included Mr. and Mrs. Dan Callahan and son Patrick; Mr. and Mrs. Fred Gerrow, Mr. and Mrs. James Callahan and son Thomas, of Wausau, and Mr. and Mrs. Joe Conrad and daughter, Marcella, of Chicago.

Mrs. Bertha Bunker attended the funeral of her sister-in-law, Mrs. R. H. Staeger, at Malden, Washington. Mrs. Staeger passed away Saturday, April 13th.

Miss Norma Madson and Donald Campbell were united in marriage on Saturday, April 20th. The bride's sister, Miss Elthea Madson, and the bridegroom's brother, Kenneth Campbell, attended the couple.

Wausau Chapter of the Milwaukee Railroad Woman's Club was well represented at the district meeting held at Milwaukee on Tuesday, April 30th. Mes. Charles Conklin, president of the Club, John Wheley, E. Randow, Felix Slomske, John Dexter and daughter Dorothy, William McCarthy, Philip Lennert, Walter Freeborn and daughter Doris, and Arthur Yates attended and were joined by a group from Merrill and other points along the line who are members of the Wausau unit. The meeting was held in the green banquet room of the Hotel Schroeder. Business was transacted Tuesday morning and was followed by a one o'clock luncheon and entertainment for the afternoon.

The State Musical Festival started Friday morning for two days of interesting contests. Boys and girls, garbed in colorful uniforms, gave a brilliant effect. Special trains were arriving Wausau late Thursday night and all day Friday; it was estimated that approximately 20,000 visitors were entertained during the two days. In spite of the rain on Saturday which necessitated calling off the parade, all had a fine time.

The opening of the trout fishing season May 15th is causing a great deal of interest among the fishermen around the country. Reports are that all of the streams in the state are at a good stage, some of them high, a condition that has not existed for several years and the early fishing should be good, especially as many of the streams have been restocked during the "Lean years."

Mr. and Mrs. R. P. Howard, of Springfield, Ill., announced the arrival of a baby girl during the early part of May. Mrs. Howard will be remembered as the former Miss Elinor Nee, daughter of P. H. Nee.

Seattle General Offices

F. H. E.

THE Press is so heavily censored out here where men are men and the women aren't far behind that a poor cub reporter doesn't have much of a chance to become famous. It's a very peculiar thing, but they all like to see something funny in about the other fellow. Maybe it'll be O.K. if I merely remark that several of the boys are driving to and fro in 1935 buggies these days. They don't seem to crave to have it known just how prosperous they really are in these days of post-depression. Ford seems to predominate, although we do have one 1935 deluxe Chevie coupe parked in the alley occasionally.

Colonel Cooper, who is back with the C. C. C. again at Missoula, reports that the boys aren't drifting in so fast this spring, which would mean that they are

finding more jobs on the outside. We all think the C. C. C. has been a great thing, but feel that any decrease in the number of enrollers indicates that better times are returning. Anyway, we know G. S. C. will take good care of the boys.

A couple of Johnny Weismullers from the Transportation Department, who are also extremely modest about having their names mentioned, galloped gally down to the Crystal Pool one day last week for a swim—well, anyway, a fellow has to have a bath some place once a week, doesn't he? To continue, they galloped not so gally back again pronto, having been informed at the ticket window that the ladies were putting on a show all their own that day. Durn these women anyway—they're always gettin' in a fellow's hair. We're starting a Men's Suffrage Movement right now!

Chicago Terminals

Guy E. Sampson

"BROTHER, cap you spare a dime, a quarter, a dollar or a five spot, or what have you, saved during the 'Depression' that you want to contribute to a many to one shot proposition?" These chain affairs seem to be the rage today and every mail brings more of them. If a fellow could get one, answer it, forget about it and figure he was helping diminish the national debt by assisting the U. S. postal service with his additional letters. Well, it might go, but when every mail brings you another batch—well, every one to their own notion as the old lady said when she kissed the cow; personally, we have no cow to kiss and finally run out of dimes, so guess we will hustle and write our interesting news for this month's magazine before we are too late entirely.

People along the railway between Western Ave. and Bensenville were very much pleased when the new "Hiawatha" engines were run between those points during their breaking in trips. Local papers carried stories about them and the Chicago daily papers had big pictures of these "Masters of Speed" which, before these items are in print, will be flying over the rails between Chicago and the Twin Cities.

Bensenville, the western village of the Chi Terminal district, recently held a village election and besides returning two former members of the board, who are Milwaukee employes to office, also elected Wade Williams, an Ill. Div. engineer to the office of Village President, and operator George Hampton to the office of Village Treasurer. At the first meeting of the new board the village hall was packed to full seating capacity. Citizens showed their interest in what was going on at the business meetings of their board. And the board, as has always been the case, welcomed all visitors not only to that meeting but to all meetings of the board. The new board found, upon taking office, that the village was not in the "red," had no anticipation warrants out and had money in the treasury, and it is their fond hope to turn the offices over to their successors in the same manner. And we all hope so, too. No reason why they should not.

Dan Stevens, switchman, who has been laid up for several months, asked us to use this column to thank all his many friends who so thoughtfully remembered him and so loyally contributed to the fund recently sent him. Dan is now in hopes to be back in the harness when the warm weather returns. And we hope so, too.

Clarence Landmeyer, boiler maker

and machinist apprentice at Galewood shops, has been called back to work after about a year's lay off on account of reduction in forces. Is he glad? No one realizes how glad a man is to be called back unless he has been laid off himself. We are all glad to see these men returning to the pay roll.

John J. Buchanan, chief engine dispatcher at Galewood is one of our employes who has been on sick leave for almost a year. John has spent this time partly at home and partly at the Speedway hospital. While his loyal friends have made up a purse, for which he was very thankful, yet John says he wants to see some of the boys. An hour's visit cheers sick man as nothing else can do.

Switchman Charles (Major) Prior has been at the Speedway hospital the past month but from reports the boys who have visited him bring back, he is improving in wonderful shape. Has gained much in weight and is feeling like a new young man. Charley expects to be back on his transfer job about the 20th of May.

On April 25th at the home of switchman Albert Tompkins in Bensenville, occurred the marriage of their daughter, Elinor, to Alexander Guenther. The bride was a favorite with Bensenville younger set and her many friends hated to see her leave the community she had lived on so long. The groom holds a position at the Brookfield Zoo. The many employes of our railroad who know the family so well wish for Elinor and her husband a long and happy life together.

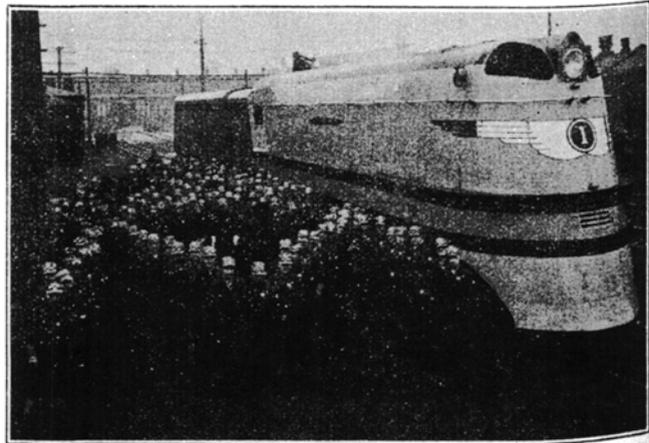
Miss Dorothy Peck, daughter of machinist Wm. Peck and wife, has accepted a position with the AAA in Washington. Dorothy left here so as to reach Washington in time to commence work May 1st.

Chief caller Bob Richardson doesn't want our readers to think that just because he took a trip to Goose Island while he was on vacation that he had to go by boat. He says that he never was much of a lover of water and since the repeal he thinks less of water. No, Goose Island can be reached by either street car, auto, railroad or on foot. No boats or boots needed.

We noticed with pleasure that Miss Hodges, former correspondent from La Crosse, Wisconsin, has graduated from the Milwaukee News Gatherers club to a position in Washington. Congratulations, Naldrea, and if any of the rest of us are that lucky, we will sure call on you when we get located in the capital.

Agent Sullivan, switchman Lynn Corkill and several other Bensenville citizens, were called to St. Paul as witnesses in the Edward G. Bremer kidnapping case which brought Bensenville so much notoriety in the newspapers. These, however, were called to corroborate statements made by Mr. Bremer regarding engine whistles, yard engines and other noises of the territory surrounding the house where Mr. Bremer was supposed to have been held captive.

Watch our SAFETY FIRST record for the next 7 months and see if we can't be



R. H. Force Western Avenue Yards in letter "M" formation to receive the Hiawatha locomotive

Dave Sprau Collection

at the top of the list in Accident Prevention.

Madison Division

F. W. L.

WE are sorry to report the passing of Wm. J. Fagg who, for many years was Freight Agent at Madison. A year ago he was forced to leave his work because of ill health and was improving gradually but his condition changed and he passed away at his home on Apr. 29th. "Bill" as he was generally known, will be missed by his many friends.

J. E. Aylward, agent Black Earth, tired of single blessedness, joined the benedicts, Alice Brandel of Chicago being the other party. The marriage took place at Mazomanie Apr. 28th, after which a tour of the south. We understand they are old acquaintances having mayflowered at Black Earth way back in ye olde school days.

Oh, how that Beloit crowd cleaned up the Madison boys on the chain letter racket. It's still a dream.

Clarence Phillips, who works 365 days a year at MX Tower at Madison, took 3 days off and cherry blossomed in Washington. Phil was so glad to get back to the levers that he hasn't had time to tell about the trip.

We were glad to see all the boys at the Claim Meeting at Whitewater. Every agent east of Madison was present, and Tarpley had the old station nicely dressed up for the occasion.

Charley Kiley is looking for a service button for being on the Claim Prevention Committee. Make those inspections and you will get one, Charley.

Wait until Maurice Carroll balances his chain budget.—A trip to Panama is in the offing.

Condr. Mike Mullen took sick at Madison and we hear he is progressing favorably. Good luck, Mike.

Iowa and S.M.

V. J. W.

THIS is not a chain letter. Boiler foreman Thomas Bowler has been appointed boiler foreman at Milwaukee. On Saturday evening, May 4th, about one hundred of his friends gathered at the Walton Cabin at Todd's Park where a Dutch Lunch was served at 6 p. m. After the lunch Mike Meyer, veteran boilermaker at Austin, presented Tom with a pen and pencil set as a remembrance from the gathering.

While we hate to see Tom go we extend a hearty welcome to Franklin Litz of Dubuque who will replace him.

Dispatcher's clerk Leonard Flannery announced the arrival of a baby daughter May 12th, and fireman Vernon Thomas announced the arrival of a son May 13th.

A well attended claim prevention meeting was held at Albert Lea the evening of May 2nd. Mr. W. L. Ennis, manager Refrigerator Service and Claim Prevention gave a very interesting talk as did superintendent Van Dyke and freight service inspector Bradford. Despite the inclement weather a large number of stations were represented. A meeting held at Calmar the previous evening also had a good attendance.

Baggage man and Mrs. J. D. Williams left Austin May 9th for New Orleans where Mr. Williams is attending the national convention of railway clerks.

Conductor Ed Hanson has returned to his old run on No. 561 and 562 since the Mankato switch engine was discontinued.

We are indeed sorry to hear of the passing of John M. Moore, veteran train dispatcher, who passed away April 19th at Madison. S. D. Mr. Moore had not enjoyed good health since the first of the year but returned to work March 9th and worked until April 12th. Mr. Moore was 69 years of age and entered service on the I. & M. Division as an operator in 1887.

Agent A. C. Anderson of Austin is spending the week of May 13th in Minneapolis attending the Rotary convention.

Iowa (East) Division Items

John T. Raymond

MRS. A. J. ELDER and her daughter, Janet, spent the week end May 5th, with relatives and friends at Savanna. They were accompanied by Mrs. M. W. Courtney, who visited in the home of Mrs. George Busby. Mrs. W. H. Dahl, who has been spending a few days in Savanna returned to Marion with them.

Examination on rules and regulations of operating department was held at Cedar Rapids April 29th, 7:30 p. m., conducted by train master W. J. Hotchkiss, assisted by foreman W. E. Cooper.

Grover Patterson, formerly of Marion, now special agent at Savanna, was laid up at a hospital at Mendota April 23rd on account of an injury to his right leg by a fall, is expected to be able to return to Savanna about May 20th.

The "standing room only" sign had to be put out early by station agent Ryan at Maquoketa depot, at the big freight claim prevention meeting. Mr. Ryan was a pretty good host and extended a glad hand to the boys, some of whom he had never met before. All agents between Marion and Sabula, Monticello and Eldridge, De Witt and Maquoketa. Parlata and Monticello and Sabula and Clinton were present.

A freight claim prevention meeting was held at Maquoketa April 19th. There were present besides the division officers, C. R. Dougherty of Chicago, asst. supervisor claim prevention department, and O. E. Bradford, freight service inspector of Austin, Minn; 35 agents and the Maquoketa line train and enginemen. The meeting was presided over by Supt. A. J. Elder, who complimented the men on the large attendance as one of the evidences of their interest in the subject, some coming from quite a distance. In his address the speaker pointed out certain conditions incidental to change of seasons, making it necessary for all concerned to exercise vigilance and alertness in order to prevent claims. Mr. Dougherty was called on and made a very interesting talk; he cited a number of recent happenings in the Claim Dept. showing the necessity of constant vigilance. Mr. Bradford, comparatively new on the division, gave a short address. Suggestions were called for from the station agents present and many valuable ideas were offered. The latter part of the meeting supt. Elder devoted to an address on Safety First. Train master Hotchkiss acted as secretary for the meeting.

Mr. Dougherty in his address said that for the year of 1934 the Milwaukee Railroad was only third from high place in freight claim prevention in the United States, the two higher were the C. & O. and the N. & W. The wise handling and intelligent appeals being made by Mr. Ennis and Mr. Dougherty and their assistants in the freight claim work ought to put the Milwaukee Road at the head of the column for 1935.

Marion Chapter of the Milwaukee Women's Club enjoyed a May breakfast Thursday, May 2nd. 62 were present; this climaxed the annual membership drive. It was announced that the Club had a membership of 246 voting and contributing members. Mrs. A. J. Elder and Mrs. W. E. Cooper were co-chairmen of the drive. The committee in charge of the May breakfast was Mrs. W. J. Hotchkiss, Mrs. John C. Smith and Mrs. J. B. Fosdick. Plans were announced for the annual picnic for Milwaukee employees and their families at Thomas Park, June 20th, at 6 p. m.

Miss Catherine Cooper, daughter of Mr. and Mrs. W. E. Cooper of Cedar Rapids ruled as Queen over the Coe College Junior Prom May 10th at the Cedar Rapids Country Club. Miss Cooper is a member of the Delta Delta Delta sorority.

The statement showing the standing of all divisions on the System relative to Safety First, placing the Iowa Divn. in first place is noted with much pleasure by

the employes on this division with great hopes and renewed determination.

On May 13th condr. J. R. Brown, engr. Geo. Schrimper were on a work train handling the unloading of rails and fastenings between Martelle and Atkins.

Miss Leona Neff and Bryan B. Sanborn of Marion were married Sunday, May 12th. We extend our best wishes.

E. N. Packard, 75, passed away at San Diego, Calif., April 24th. The funeral services were held at Chillicothe, Mo., May 11th, where the remains were laid away.

Mr. Packard went to work for the Milwaukee Road on this division as locomotive engineer Sept. 1887, retiring from the service and going to California in 1931. For some time after leaving the service between Marion and Savanna he was engaged in switching service at Atkins Yard. He had many friends on the division and at Marion. The news of his death is received with deep regret by all. The Employes Magazine extends to his sorrowing family their sympathy in their great loss.

Northern District—Car Dept.

O. M. S.

MR. F. J. SWANSON accompanied Mr. K. F. Nystrom from Mason City to Austin and on River Division points, during the week.

Asst. Foreman J. C. Weatherell and wife visited in Chicago over the Easter Holiday.

Air Brake Supervisor G. Kempf of Milwaukee Shops was a So. Mpls. caller on May 1st.

Foreman Hollingsworth is displaying a new privilege card giving a mere man the Freedom of the Seas—all it lacks is the signature.

GCF, J. Hemsey and wife visited relatives at Mason City recently.

Mr. J. Haas of our Milwaukee office spent two days at Minneapolis, on data for Coordination Report.

Mrs. Frank Tschohl visited her daughters in Chicago during April; also attended Women's Club meeting at Aberdeen. Ole Hanson, Henry Witte and Pete Larson have accepted George Mueller, CYC into their Early Season Club and will journey to Big Stone Lake to try their luck.

James Tubridy, who is still in the hospital, is recovering rapidly and hope he will be about soon.

Good Old Dubuque Shops

Lucille Millar

AS we gaze on a pile of scrap, being loaded into a car, we are informed it is the "last of the narrow gauges of the old Bellevue-Cascade Line" and—we become reminiscent, not that "yours truly" remembers, but she tells it as it was told to her, to wit:

Allen Woodward, oldest engineer in point of service on D. & I. Divn. (2nd District) piloted the first locomotive over the narrow gauge line into Cascade on Dec. 31st, 1879 and, incidentally, was at the throttle of the last locomotive pulled out of the Cascade yards for Bellevue when the Milwaukee abandoned this line.

Mr. Woodward was born in Dubuque Feb. 28, 1855; he started his career as a rail-roader in 1874 as an engine wiper at La-Crescent, Minn., became a locomotive fireman in 1875, and Sept. 25th, 1877, a locomotive engineer. While Mr. Woodward is "taking it easy" these days, he has many experiences to relate of "on and off the track days" of the little old narrow gaugers.

As we look at a mass of broken up pieces of iron, etc., today, it seems we must pay a short tribute to the—

Little engines of the "narrow gauge"

You are relics of a by-gone age;

You puffed and snorted—did your part,

Easy to stop, but you were hard to start,

You marketed cattle and merchandise too;

You were little but had big work to do.

Dear little engines, of days gone by,

"One," "two," "three" and "four"—
"Good-Bye, Good-Bye!"

Every employe of the Milwaukee Railroad must, indeed, be proud of our new "Hiawatha" streamlined train, but at Du-buque Shops we are very glad indeed to note our former "class-mate" Clarence Brophy had submitted the winning name. But, as we said before, "Sure and many the bright lad has gone out from here and won fame and fortune in the big world beyond these beautiful hills of good old Du-buque."

This Season Joe Weber is our sheik—
Does he ever put on the dog?

But there's a reason, so we hear,

For it seems he's all agog

About a girl in Platteville-town

Her name? What does it matter?

For she soon will change it anyway,

And they'll eat from the very same
platter.

"Red" Brandt had a dream the other night—

We hesitate it here to relate

But it clears up a question we often had

Why it brings us right up to date.

It seems there was a terrific storm

And he was caught and torn,

Limb from limb, all over the town—

He was tired, weary and worn.

He picked up the pieces, one by one,

(He thought he had them all)

But it seems some parts were missing

That he never got at all.

Oh, Harry Kreamer found a rabbit

(A cute little fuzzy affair)

Harry's keeping it as a mascot

So old, hard luck, beware!

Joe Piltz believes in up-to-date style

There are no "flies on Joe."

To work he comes in a taxi-cab

And tells the driver, "drive slow."

The Browns, the Smiths, the Jones and

such

All come to the top at some time.

But "poor little Lucy" is still waiting for

The thrill of her very first dime.

Chicago Union Station

Ann Weber

CHAIN letters to right of me—chain letters to left of me.—chain letters in front of me.—chains, chains, and more chains. This is one time when the dollars are really rolling in. When inquiring how all these riches were to be spent, was told by some they were contemplating buying a railroad or two, yachts, automobiles (probably from the famous establishment of F. W. Woolworth's), some will be taking extensive vacation trips, and so on. Anyway, it is a good thing while it lasts.

A team, consisting largely of members of the Advertising Department, bowled recently in the Watch City Tournament at Elgin. They rolled under the name of "The Olympian of the Milwaukee Road." Good thing the boys didn't decide to use the name of our new train "Hiawatha" for it would have had quite a handicap to overcome before making its maiden run.

Scores are as follows:

C. Rank	160	189	150—	499
O. Bokelman	131	143	120—	394
E. Rank	172	167	194—	533
E. Chesterman	129	186	176—	491
G. Gloss	182	200	235—	617

Totals

774	885	875—	2534
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Agnes Tepe, of the Accounting Department, left on April 20th and now is Mrs. Thompson. As a parting gift and with the well wishes of her coworkers, she was given a Mix Master and a carving set. Her sister, Bernice, is now working in her place, having come from the Fullerton Avenue office.

It is a pleasure indeed to note the wonderful progress Walter Anderson of the General Freight Department is making in recovering complete use of his right leg, which was one of the several injuries he sustained in an automobile accident. Ev-

ery good wish to a fellow with a lot of pluck.

On the third of May, Walter Klosowski was presented with a lovely daughter by his wife Rose. Mother, daughter (and Daddy, too) are doing well. Hearty congratulations are sincerely extended. Wait now has two flowers in the garden of his heart.

Who is the new infielder the Cubs recently purchased from the Milwaukee Road Softball team?

On April 16, Jean Florus, aged 10, was struck by an automobile and suffered a compound fracture of the leg. Her father, Howard Florus, tells me she is doing very well and that within a few weeks she will be able to walk with the aid of crutches. Part of the cast has been removed below her knee and now Jean is able to bend her leg a bit.

Splinters from the Wooden Shoe

Browning

ATTENTION — LAWN GROWERS — LANDSCAPE GARDENERS, etc.

Throw away the lawn mower and listen to this. A new specimen of lawn seed is now obtainable from our genial roundhouse clerk, Red Ryan, who claims to have a lawn seed that will only grow two inches in height. If this does not suit, the roundhouse foreman, Roy Downs, has a still better seed known as the famous Fadeaway Grass. It will grow to a height of one and one-eighth inches at which time the grass will split at the top and exactly one-eighth of an inch will dry up and fall off leaving the grass only one inch high. Send in your orders early.

We have been getting a little more business and hope to have it increase this month, which means that Channing is again a busy little town.

R. L. Whitney was in the office today. This is the first visit we have had from him for many months. Seemed like old times to have him drop in again.

West End T. M. Division

R.K.B.

WELL, the chain letter craze looks like it's petering out and nobody around here to my knowledge has acquired any sudden wealth, though we have probably contributed our share to keeping the dimes in circulation. By the time everybody had got from nine to seventeen send a dime appeals, the next step was a lot of low-down humor on the part of certain enthusiasts, whom it would be better not to name; suffice to say that several individuals got a season's supply of laxatives, and a good round sum was collected for the purpose of sending mules to Jerusalem, with possibly some of the contributors astride.

By the time this appears in print, our friend Ann Anderson will be due to return from her vacation, which will include a trip to California and return from Seattle.

The good wishes of the employes of the west end of this division are extended to Baggage man Ted Johnson of Moberge, who recently married Miss Marie Larson of that city.

Two shiny cars of the type that make the owners of 1929 models more than a little envious, have recently appeared in the possession of M. L. Johnson, car foreman, and A. W. Herven, trainmaster. A V-8 and a Studebaker, respectively.

Congratulations are a little belated, due to the fact that this column did not appear in print last month; however, want to record the fact that the quarry rip-rap job at Musselshell under the supervision of foreman E. M. Erickson was completed for the fifth year without a personal injury, as was likewise the rock placing work under the supervision of foreman Mike Ott.

February this year, we had the grandest June weather it was ever our lot to see, but now that the month of May is swinging into the meridian, the temperature is frequently around February figures. The grass in some of the stretches of this division got the shock of its life when a little rain happened to fall on it, but it

ought to be used to it by now, what with rain several times a week, and it was just last week, as I remember, that the citizens of Hettinger, Lemmon and the in-between cities thought for a while they were going to have to get out the row-boats and start paddling in the good old tradition of Noah's Ark. This end of the Montana country is beginning to look fine, as is likewise the Moberge district. Some of the dust blown over that country last month in some of the worst dirt storms in history, makes fine mud when a little water hits it.

A check of the hospital roster shows more than a few of our co-workers who have entered for treatment. Herman Nath, hostler, who was injured at Marmarth in February, is reported convalescing in good shape. Brakeman Belden Rehn suffered an attack of acute appendicitis on the 8th of this month, necessitating an operation, but is recovering nicely. The wife of Brakeman Frank Rank, who suffered a serious fracture of the hip around the first of April, is once more at home completing her recovery. Storehelper Ben Hill, who has been ill for the past couple of months, was hospitalized the early part of this month, but is likewise at home again, but still under medical attention. Section Laborer Frank Tedisco and Engineer Tom Brown have rheumatic complaints for which they require treatment. Mrs. W. E. Davies, wife of the Agent at Roundup, and A. E. Kellum, roundhouse foreman at Harlowton, have undergone major operations from which they are on the road to recovery.

We regret to chronicle the passing of Roy W. Rodgers, carman, who passed away at Miles City from pneumonia on April 17th. Surviving, in addition to his wife and children, is his brother, Ira H. Rodgers, and the sympathy of the entire division is extended to the bereaved relatives.

Also to the surviving relatives of Caldear J. Collins of Faith, S. D., his friends on this end of the division wish to express their sympathy at his loss. Mr. Collins had been employed as station helper at Faith for many years, and passed away on May 10th, of a long-standing affliction of the heart.

The Grandfather Derby between engineer George Bennett and dispatcher Harold Winship on the one hand, and superintendent P. H. Nee on the other hand, has come to a satisfactory conclusion, with both sides declared the winner. A young son, who was immediately christened Bob, was born the latter part of April to Mr. and Mrs. Robert Bennett of Minneapolis, and for the information of those who don't keep up with things like this, will say that the parents of this new arrival are respectively the son of engineer George Bennett and the daughter of dispatcher Harold Winship. A daughter, name unknown, has just recently, also, been born to Mr. and Mrs. Robert Elliott, of Springfield, Ill. Mrs. Elliott is the daughter of superintendent Nee.

Relieving roundhouse foreman A. E. Kellum of Harlowton, who is mentioned above as having undergone a major operation, is foreman Barry Glen of Miles City.

Superintendent work equipment and welding, C. E. Morgan visited the division on May 11th for the purpose of looking over the work of his department in this territory.

At this writing, Paragon Pit, just west of Miles City is being stripped with the drag-line preparatory to getting out gravel for this season's track-work, which under present plans contemplates two maintenance gangs, and one tie gang.

Sunday, May 12th, district storekeeper J. V. Anderson and Mrs. Anderson celebrated the 23rd anniversary of their marriage.

Brakeman W. H. Bartley, last year appointed collector of the port of Great Falls, returned to the division in April for the purpose of making a few trips to protect his seniority.

Mr. and Mrs. Custer Greer have returned from a vacation trip to Niagara Falls and other points, bringing with them a new V-8. Sounds more like a honeymoon.

Instrumentman Tom Hunt from the office has been down on the east end of the division the past two weeks getting all lined up for the gravel and tie crews which are expected to go on June 3rd. All mail in feminine handwriting is being held in the office awaiting his return, advertisements, bills and chain letters going forward.

Ticket clerk E. C. Olson is at this writing attending as a delegate from the local lodge, a convention of the railroad clerks being held this year at New Orleans. He is being relieved in the ticket office during his absence by Charlie Shine of Faith.

The comings and goings of a good many of our fellow employes are sometimes a little hard to keep up with. Extra switchman Roscoe Sherman of Miles City has been appointed Federal Relief Administrator at this point; and recent letters from clerk Jim Brady indicate he has secured a position as Placement Officer at Plentywood, Mont. Extra dispatcher Dave Hagerty of this city is administrative officer at Kallispell, Mont.

Around the Seattle Terminal

With L. B.

C. D. MacLENNAN has been elected as representative to the 61st Annual Session, Imperial Council, Ancient Arabic Order, Nobles of the Mystic Shrine, to be held in Washington, D. C., June 11th, 12th, 13th, 1935.

Mrs. L. G. Fox, wife of warehouseman Fox, is visiting with her aunt, Mrs. Albert Gibbs, Park Falls, Wisconsin.

What is as rare as a day in June? A visit to the office by Export and Import Agent F. O. Finn.

Thanks for your compliment anent "the Column," Ward Y. Bell. Your father was telling the correspondent you motored up from Portland to visit with him over the week end.

An unusual shipment tendered the Seattle Warehouse was an Indian canoe, hewn from a solid cedar log. It was painted a dark green, with red trimming, natural finish inside and equipped for use as a sail boat. It came to us from Alaska for transshipment to Dixon, Ill. The correspondent understands it will be used at that point as a curio.

Ending a two-week stay in Seattle, Mr. William A. Bade has gone on to Salt Lake City, Utah. Mr. Bade is secy. and treas. of the International Forwarding Co. of Chicago, Ill. This is Mr. Bade's first trip to the Pacific Coast since opening of International offices in this territory. Mrs. Bade accompanied him.

Friends have recently learned of the death of Mrs. Florence Maine Staeger, wife of Conductor Staeger, of Malden, Washington. Mrs. Staeger was the daughter of the late N. M. Maine, general master mechanic of lines west, and well known on the old line. Mrs. Staeger is survived by her husband, her mother and one sister. Burial was in the Maine family plot in Tacoma cemetery.

The Milwaukee Road Bowling League Week of April 8th (End of Season)

The 1934-1935 bowling season of the Milwaukee Road Bowling League was brought to a close in Seattle on Monday evening, April 8th. The Local Freight won the first half of the season ending Dec. 17th; the Engineers won the second half. The Elks' Club Alleys are used.

The following Monday, April 15th, the Local Freight and Engineers played off with the Local taking the odd game. Before the playoff all members of the League participated in a steak supper at the Elks' Club, which was declared to be a huge success. Ask Henry Williams, Lee Ward or Guy Anderson. The punch-bowl was presided over by Chet "Tiny" MacLennan, the 240-lb. anchor of the Local Freight team.

Mabel Ellis, the only woman bowler in the league, had high average with 185 during the first half; her coach, Lee Ward the intrepid (who said decrepid) Mariner was second in both halves with 183 and

Choose Your Carpets as Your Railroad Does ... for Beauty and Long Wear



Hiawatha

Newest of  De Luxe

Speedline Trains Selects

OLSON CARPETS

The more you know about carpets, the more you'll appreciate what extraordinary values Olson Carpets really are! Railroad men know carpets from experience. They know that carpets must be of the very highest quality to stand up under the pounding and scuffling of many feet—far greater usage than any floor covering receives in your home. In choosing Olson Carpet for The Hiawatha, newest de luxe speedline train, The Milwaukee Road put its stamp of approval on the long-wearing quality and luxurious beauty of Olson Carpet.

If you choose your carpets as the railroads do, for long wear and lasting beauty, you'll select Olson Carpet for your home. You'll find just what you are looking for in our vast display—lustrous thick carpets made entirely from resilient New Wool in many beautiful patterns and colors. And when you learn that Olson's factory-to-you prices will save you money, you'll decide that Olson Carpet is the best carpet for your home.

OLSON RUG Co.

Salesroom and Factory:
2800 N. Crawford at Diversey

Loop Store:
35 E. Madison at Wabash

CHICAGO

178. Tony Villata led the second half with 183.

White had high score for the season with 257; series to Villata, 631; team high to Engineers with 838; Yard Office, 2270. The league has four 4-men teams — Local Freight, Engineers, Law Dept., Yard Office.

	Won	Lost	Pins	Ave.
Engineers	24	18	27683	659
Yard Office	21	21	28804	686
Local Freight	21	21	26968	642
Law Dept.	18	24	28494	678

	Games	Pins	Ave.	1st Half	Ave.
1 Villata	42	7673	183	177	
2 Ward	42	7485	178	183	
3 Ellis	42	7475	178	185	
4 Chapman	42	7408	176	172	
5 White	42	6312	174	172	
6 MacLennan	28	4872	174	175	
7 Williams	39	6630	170	172	
8 Wittenberg	42	7124	170	169	
9 Prankard	21	3519	168	...	
10 Sievers	36	6013	167	169	
11 Wylie	36	5986	166	158	
12 Edwards	27	4463	165	171	
13 Smith	21	3461	165	168	
14 Garvey	39	6314	162	166	
15 H. Anderson	18	2784	155	...	
16 G. Anderson	42	6469	154	155	
17 Medley	39	5976	153	145	
18 McMahan	36	5415	150	...	
19 Strassman	27	3766	140	143	

	Substitutes	Pins	Ave.	1st Half	Ave.
Swanson	6	1160	193	171	
Sonnedecker	3	470	157	159	
Crow	3	432	144	...	
Mumford	5	715	143	147	

West I & D Division

Edna Bintliff

SPRING is really here again, conversation runs to golf, how much we won on our basketball tickets, and do we suppose we can grow a lawn this season. We even buy grass seed and start all over again. Mr. P. McMahon has proved that a lawn will grow in this country even in a dry season like 1934, so with the encouraging prospects of 1935 we take courage again and try once more. Of course the chain letters have taken some of our time which should have been devoted to planting, etc., but since our dimes are coming in so slowly, we have decided to stick to baseball tickets and the derby.

Mr. Frank Bloom has taken the position of relief dispatcher at Mitchell. Mr. Bloom comes from Mankato, and we hope that he may enjoy his new duties at Mitchell. George Livernash, who had been acting as relief dispatcher, has taken a job at Madison, South Dakota, and we wish him all success in his new position.

Mr. Phelan, claim adjuster, was a Mitchell visitor recently.

Several members of the Women's Club at Mitchell attended the district convention which was held at Aberdeen, May 9th. A very pleasant and successful convention is reported.

We are sorry to report the death of the small daughter of Mr. and Mrs. James Olinger, and extend our sincere sympathy to the family in their loss.

Mrs. Burke, agent's wife at Presho, is a patient at a Mitchell hospital.

Mrs. Paul Hasslinger is spending a week in Chicago, visiting friends and relatives.

We notice that Frank Livingston is driving a new car.

Mrs. Jack O'Neil spent Mother's Day with her mother in Chicago.

Mrs. Tom McCormish is spending some time at Scenic and Rapid City. Mr. McCormish is working in that vicinity at this time.

Walter Johnson is driving a new V-8 and we rather suspect that Art Enright is going to join the ranks soon.

Twin City Terminals

Leda Mars

MABEL (MOSSBERG) BAKER passed away very suddenly on April 24, 1935. She was born in Minneapolis and had

worked for the Milwaukee Railroad as a telephone operator since December 1, 1919. She is survived by a daughter, Dorothy, two brothers and three sisters. Sympathy is extended to her family by her many friends and co-workers.

Elizabeth Hessburg, of the Local Freight, is on the sick list. She has returned home after spending two weeks in the hospital. We all wish her a speedy recovery and that she will be back with us soon.

According to recent reports, we now have an "Uncle Fred" at the Local Freight Office.

John Daugherty, assistant to the General Supt. of Police, is now at home recovering from an injury received while at Hot Springs, Ark., and is getting along nicely.

Northern District Accounting Office

H. E. H.

CHARLIE ROGERS, enroute to the Union Convention at New Orleans, writes of different towns and locations that he has been passing through. I couldn't begin to put on paper the picture that "Charlie" paints in his letter, but possibly when he returns, we can persuade him to do it for you. We all hope that "Charlie" has a good time, and will be expecting many colorful stories of his trip when he returns. Mathilda Cully has taken a leave of absence on account of ill health.

Carl Ring had the honor of bagging the first "Birdie" of the season in the opening games of the Acct. Dept. Golf League last week. The scores were rather high, but everyone had fun.

Holmgren — the name doesn't sound Scotch, but one can never tell. Carl fell in the lake trying to retrieve a golf ball.

Nellie Sullivan is thinking of moving her bed to the office. Since the summer hours went into effect, she says she has to get up in the middle of the night to be on time.

Chain letters are like gossip, they travel fast, but affect only the few.

Russell Risberg has been redecorating his cottage at Minnetonka. Big times this summer, Russ?

I think Margaret Hicks has learned to drive her car. She's been asking directions to different places lately.

Quite a number of the office force attended the Woman's Club dance at the Curtis Hotel, May 3. Mr. Nickey won a door prize, and an enjoyable time was had by all.

Dub. Ill. Divn.—2d Dist.

E. L. S.

SWITCHMAN L. D. States, who has been laying off since latter part of January due to illness, expects to return to work soon.

Engr. Wm. Luther returned to work on the West Union Line April 29th after having been absent for the winter months.

Sincere sympathy is extended to agent J. J. Rellihan, Harpers Ferry, and dispr. W. J. Rellihan, on account of the death of mother and grandmother, Mrs. Katherine Rellihan, April 24th, at her home in Dubuque, after an extended illness. Burial at Lansing, April 26th.

Engr. Jos. Chaloupka, returned to work on the south end pool job on April 26th, after having been on leave of absence for about 4 months.

W. C. Givens, superintendent, Kansas City Divn., was a Dubuque visitor April 26th, and while here viewed the dismantling operations at Dubuque Shops.

Assistant supt. W. J. Whalen, Perry, was on the D. & I. Divn., on business middle part of April for one day.

E. H. Pratt, switchman, Dubuque Yard, is on leave of absence due to illness.

We welcome Mr. Gavin at Dubuque shops as perishable freight inspector since middle part of May.

Condr. R. H. Kearney laid off for about 10 days during May and was relieved by condr. W. S. Hartley. Condr. J. M. Cassidy, who also laid off, was relieved by condr. O. E. Dana.

A Division Safety First and Claim Prevention meeting was held at Dubuque on April 30th, and was largely attended not only by train, enginemen, yardmen, agents, freight house men, etc., but by shopmen from the dismantling organization. It seemed like old times to have the shopmen with us again at this meeting. Guest speakers were Mr. W. L. Ennis, Manager of the Claim Prevention Bureau, Mr. E. A. Meyer, Manager of Safety and Fuel Depts., and Mr. L. F. Donald, Superintendent.

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

Nora B. Decco

SPRING rains, what do you know about that. Can anyone hardly remember when we had such a thing before? Well what with a wet spring, and Alaska Pioneer specials, and CCC specials, and chain letters and trying to get the Virginia creeper sprayed with black leaf forty and telling Tommy Fairhurst how much he doesn't look like a passenger conductor and wondering if I WILL get a dime after sending out 26 of those things and being almost sure I will never understand this LAST new ticket tariff cancelling the LAST one which I was just starting to understand, tell me what time have I for any news. There ain't no such thing anyway; ask any of the folks who try to remember what happened and tell it in the magazine.

There is a new opening in the Head waters fuel and navigation company (nothing that I can fill so I will stay with the advertising department). I am a little shy of some of these new departments anyway, they want to sell some stock I'll bet, that is the way when things get going slow instead of getting out and sawing wood, they stand around and worry about all of last year's sawdust going to waste. I could suggest a few things but—

First right off the top want to speak a good word while I am in the advertising business about the new breakfast food (and plenty good for all the other meals, too) that fireman Sam Haffner is putting out in Great Falls. He has a small factory there and his nephew and himself will put this puffed wheat out for the market this summer. We have it in the stores here and is grand to eat, too. Good luck to Sam and hope he gets rich with it.

Who should walk up to the ticket window but Anna Goldie the very day when I would be looking for almost anyone but said lady, and no wonder the men folks are always having a lot of trouble with their time slips and must have a personal interview, no letter writing will do, and come away well pleased with her explanation . . . well she is easy to look at and I should like to find some reason for looking at her some more myself. She is a most charming lady and also our most efficient timekeeper at Butte. Was on her way home from somewhere or other and her sister drove over here to get her. Come again, Anna.

Mrs. Lieb, wife of engr. Lieb, has returned from a short visit with friends and relatives in Minn. and Iowa.

Operator Harrington still laying off and Operator Kemberling working first Three Forks. Operator Jost has taken his assignment second Harlowton and James Campbell is relief agent Hilger.

Nels Rabben assigned Lombard and Agent Stephenson to Highwood. A new telegraph job put on at Butte not assigned yet, operator to handle 37 report and other reports in train dispatcher's office. A lot of folks will be pleased about this no doubt, including Dave at Butte Yard.

Mrs. Henry Richmond at Harlowton has been on the sick list the past week, being a patient in the hospital there.

Dan Young made a trip out this way to see if the snow was off the highway^s enough so the Dudes could get through. It was and they can, so he went back again. He will be back out this way soon now with his batching outfit, all ready to explain to the tenderfoot, what Box J

means, and what a Flying U is and why the best brand is one they can't change with a running iron and that the home-steaders hitch has nothing to do with a saddle girth. Oh yes, and lots more answers to questions of the same kind. Maybe we can think of some to help him out in case he gets in a corner.

Fireman Otto Helms has returned from the hospital at Bozeman and is getting along very well. We will be glad to see him out again, he has had a very serious illness the past six weeks.

Those who remember the late engr. Bert Everett will be glad to learn his son Ralph has been appointed a member of the state highway patrol of this state.

A. C. Kohlhase has returned from a flying trip to Minneapolis. From what I can understand he has worried considerably as to how they pay the light bills for that town, goodness, and here we have been bragging about how lit up Great Falls for instance, is. I heard him talking and went right in and turned off all the platform lights.

Condr. Vanderwalker is running on trains 7 and 8 between Butte and Spokane now. Suppose he will stay there until he gets lonesome for his small granddaughter.

We regret to write of the death of Chester D. Reeves of the Butte city ticket office the last of April. Mr. Reeves had been a Milwaukee employe for 19 years and was well known in Butte and on the division. He is survived by his widow, his mother in Illinois, two sisters and two brothers. We extend our deepest sympathy to this family.

Another death May 15th was that of August Bellech of near Three Forks, father of Mrs. August Kunze. He had been ill for some time and leaves besides Mrs. Kunze, two other daughters, Mrs. Dean Hankinson of Three Forks and Mrs. Myrtle Koehlor of Kendall, Wis., also a son, Edward, of Three Forks. Mr. Bellech was about 65 years of age. We offer our most sincere sympathy to this family.

Davenport News

DAVENPORT is sad to announce the death of P. L. Hinrichs, city freight agent, on May 6th. He was buried in Eagle, Wis. His jovial disposition will be missed for a long time to come.

We are glad to know Mr. Brenton is well and back on the job again.

Mr. Sheridan had a very bad accident in cracking his shoulder bone and has to wear a rather awkward brace but is managing nicely.

Conductor Kelly also had a bad accident and is still in the Mercy Hospital, but is reported doing fine.

Any of Charles Engelking's former friends that would like to drop him a line during his confinement will please address same to himself at Atkins, Iowa. I am sure they will be gratefully appreciated.

We've decided Spring is here to stay now as we see Mr. Buckingham has discarded his leather jacket.

Who was it, though, that took his windshield heater off sometime ago and wished it was back on again a few days later?

Guess the chain letter bug has struck everywhere, but it certainly is going strong here. There'll probably be some retirements coming in soon after the collections are made.

Mr. J. Bettendorf is also on the sick list and we're hoping he will be with us again soon.

I & D Items

eca

TRAINMASTER O. A. Beerman from Aberdeen, S. D., spent Easter with his family at Mason City and was also down to the office to say hello to everybody.

The I. & D. Division was grieved to learn of the death of Condr. Ben Oleson at Milford, Iowa, and sympathy is extended to Mrs. Oleson and family.

Sympathy is extended to switchman J. L. Delaney, Mason City, Iowa, who was

recently called to Denver, Colorado, on account of death of his sister.

Mr. H. J. McLaughlin, claim adjuster, Sioux City, spent May first in Mason City on business.

Supt. W. F. Ingraham, Mason City, conducted Claim Prevention Meeting at Calmar, Iowa, May 1st, which was also attended by Mr. W. L. Ennis, mgr. Refrg. Service and Claim Prevention, Chicago.

Mr. K. F. Nystrom, Supt. Car Dept., Milwaukee, and Mr. F. J. Swanson, Dist. Master Car Builder, Minneapolis, were in Mason City May 9th on business.

Mr. F. W. Covnick, traveling auditor, Minneapolis, spent May 10th at Mason City on business.

Mr. Vern P. Sohn, operator, Ossian, Iowa, is working second trick operator's position at Mason City, Iowa, during absence of J. M. Trayer who was called away on account of death of his sister.

Just learned that Wayne, son of Carl Dunovan, chief clerk to yardmaster at Mason City, all broken out, apparently with measles and a high fever. Wayne just recently got over a siege of scarlet fever and we are sorry to hear that he is again confined to his home, because he claims to be the best rock bass fisherman in the family.

Supt. W. F. Ingraham and divn. engr. H. W. Wuerth, returned to Mason City May 10th after a trip over the division west of Mason City.

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

R. R. T.

WE greatly regret having to chronicle the death of Ralph H. Salzer, only son of Traveling Auditor H. E. Salzer, who made his home with his parents at Dishman, the well known suburb of Spokane, and who died quite unexpectedly on April 25th at the age of 27. What had at first been supposed to be only a slight cold developed into cerebro-spinal meningitis; the patient was rushed to a Spokane hospital but the young man passed away so suddenly that his parents, though in the city, could not reach his bedside in time. The funeral rites were held at Spokane Sunday, April 28th, and the body was taken to Sioux Falls, South Dakota, for interment. Besides his grief-stricken parents who lost their only child, the deceased left a number of relatives and many friends whose heartfelt sympathy goes out to Mr. and Mrs. Salzer in their bereavement.

We grieve at having to record another death in Milwaukee circles at Spokane in the passing away of Mrs. Lena Rosenberger, mother of "Thad" Rosenberger of the Spokane roundhouse force; she departed on April 20th, at the age of 56, having been a resident of Spokane for the past 35 years; the funeral took place on April 22nd. She is survived by her sons Bruce and Thaddeus, both of Spokane, and one daughter, her father and brothers and sisters. We join with the friends of the family in expressing our deep sympathy to the sorrowing relatives.

Car Clerk Harry Hill and Mrs. Hill were deeply grieved by the death of Mrs. Hill's brother, Arthur Carufel, who recently died at the age of only 38, April 18th. Mr. and Mrs. Hill's many friends cordially sympathize with them and the others of the family.

Engineer Ford Keller, of Nos. 293 and 294, between Metaline Falls and Spirit Lake, was quite ill in the latter part of April, being at Deaconess Hospital, Spokane, for some time; fortunately he is recovering and is now at home, though still very weak. We trust that he may soon be restored to perfect health and back at work before this appears in print.

The mother of Engineer Richard Eseký, also of the Pend d' Oreille line is very sick in a Spokane Hospital. We offer our best wishes for his mother's early recovery.

Mr. B. W. Colligan, second trick operator



"This tobacco saves me money"

IT IS EDGEWORTH—the pipe tobacco that comes in the friendly blue tin. It's a great smoke and saves money for me. I find that Edgeworth burns very slowly. A pipeful gives me a long smoke. I tried some of those cheap 'fast burners,' but I found that they were expensive because I was forever filling my pipe. Besides, I didn't like the flavor. Edgeworth, at 15¢ a tin, saves me money because it is long burning. Its flavor is wonderful. It's the best tobacco I have ever smoked.

"I am told that in the passenger car department of one railroad, 76% of the pipe smokers there smoke Edgeworth. I guess that is proof enough that railroad men like it.

"Get a tin and give it a try in your pipe."

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



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CHICAGO, ILLINOIS

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While the train stops at Three
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Our Speciality

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W. M. WALKER

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Pilsen Station

Cor. Racine Ave. and 14th Place

CHICAGO

at St. Marie's, Idaho, is off duty at this writing because of illness; we hope that he may soon be back on the job again. He is being relieved by Operator A. R. Hull.

Another present victim of illness is Mr. J. F. Perry, Operator at Coeur d' Alene, Idaho, let us hope not for long. Operator H. C. LaMarche is relieving him.

To vary all this gloomy news by something more cheerful, we are glad to note the return home, much improved in health, of Mrs. G. H. Hill, wife of assistant superintendent G. H. Hill, and herself president of the Milwaukee Women's Club at Spokane. She visited at Palm Springs, California, at Phoenix and Tucson, Arizona, and at Nogales, Mexico, and derived much benefit from the southern sunshine. She was able to attend the sunrise service in Hollywood Bowl Easter Sunday. We learn that a Mexican doll which she brought home has increased her daughter Roxie's international doll collection to thirty-five.

Another pleasing piece of news is that the station at Elk River has been reopened on April 27th, with Mr. C. H. Burt in charge as agent, and that the station at Clarkia has also been temporarily reopened, with Mr. E. M. Young in charge. This is due to the resumption of logging activities on the Elk River line and to the location of a number of C. C. C. camps in the forested mountains of that vicinity.

Conductor Ralph Duell again went up on the Elk River log run, having taken a great liking to life up in the hills when he was there last summer. Conductor Vandercook has taken Duell's place on the passenger runs east of Spokane.

Conductor George Louisell, who was bumped off the Spirit Lake run, has taken the Spokane-Coeur d' Alene run; it gives

us great pleasure now to see his smiling countenance in daylight occasionally.

Conductor McAuley, being displaced on the Coeur d' Alene run, has taken the Spokane-Marengo run on Nos. 463 and 464; if he gets home in time he will have all forenoon to attend to his lawn in which he takes great pride and on which he wages unceasing war on the pesky dandelions.

Speaking of the Elk River log run reminds us that Engineer Moffett and Fireman Williams have been assigned to that run. Engineer Moffett's place on the Spokane second shift switch engine is open for bulletin; at this writing Engineer Harrington is taking the "easy" and "wash-out" signals on it.

Conductors Meeks and Schurch are now the regulars on the Metaline Falls-Spirit Lake runs, while Conductor Bell is on the Spokane-Spirit Lake run. Business has improved so much on the P. O. R. line that this latter run between Spirit Lake and East Spokane has now been made a daily affair. It is anticipated that there will be a very heavy cement business on that line all summer; there is a great deal of it moving even now.

Mr. J. H. Vassey, agent at Malden, is at present away on a six weeks' vacation trip to California; it must be nice to be rich and able to enjoy that sort of thing. He is being relieved by operator J. H. Maddox.

Engineer W. G. Sisson gave up the Metaline Falls passenger run to take up the more leisurely assignment on one of the Spirit Lake-Metaline Falls freight runs; his place on the passenger run was taken by engineer A. R. Gustafson—let us wish him all good luck with the blooming gas-car.

Mrs. James, wife of Joe James, switch foreman on the second shift at Spokane, recently made a trip to Wenatchee to visit two of her brothers living there, arranging to return to Spokane the following Sunday. On Sunday, her dutiful hubby was just arraying himself in his best bib and tucker to drive to town from Greenacres in order to meet the fair lady when he received a long-distance call from her, informing him very indignantly that those inveterate jokers, her brothers, had deliberately and maliciously set every clock and watch in the house back an hour and had thus caused her to miss her train. It is no doubt nice to have such affectionate brothers, but we feel quite sure that on their next visit to the James home those two gentlemen and their families will have to be on the lookout for some retributory trick played on them.

Due to a trainload of forest service trucks arriving over our line last week which required constant switching for spotting cars to be unloaded, another switch crew was put on at Spokane for two days, with George Weseman as foreman and engineers John Berg and Jimmie Marré both working a day. It was a very nice piece of revenue for the station.

Roundhouse laborers John C. Paris and Earl Miller of Spokane, both fired for several trips recently to hold their rights as firemen. They had good opportunities for it as Malden has had to call on Spokane for extra men every day for some weeks past, the ring crews out of Malden being increased by one crew each way.

The New Hub of the I. & D.

Wm. Lagan

CONDUCTOR W. B. Anderson, of Sioux City has returned from a visit in California.

Mr. and Mrs. W. C. Givens have returned to Ottumwa after a visit in Sioux City at the home of conductor E. A. Murphy. Mr. Givens, a former chief dispatcher at Sioux City, is now superintendent of the Kansas City division.

Brakeman George Robinson of Sioux City is reported to be somewhat under the weather, but is expected to be back to work soon.

A copy of the minutes of the Platte-Stickney Agents Traffic Club received from chairman W. E. Beck, agent at Geddes,

S. D., makes very interesting reading for any railroad man who is interested in the problems of the railroads. It contains many good ideas on getting business, ideas on the taxes paid by the railroads, the unfairness of truck lines, safety first, and many other interesting and instructive thoughts.

Sioux City train and engine crews commenced running through to Perry, Ia., in a new assignment April 4th. It is now general moving day for most of the crews on the division as a result of this. Some of the boys don't seem to care for the long lay-over at the other end of the line and the east end crews are going to the north end and the north end men are going to the west end.

I. & D. employes were sorry to hear of the transfer to Aberdeen, S. D., of Trainmaster O. A. Beerman, which took effect April 1st. Our good wishes go with Mr. Beerman and his many friends wish him every success in his new field.

The division officers presented him with a traveling bag, and a beautiful pen set, while the train and engine men presented him with a white-gold Elgin watch and chain.

Henry Nichols, engine watchman at Scotland, S. D., attended the wedding of his daughter at Wagner, S. D., April 15th.

Agent Charles Whitham says that the Great Northern inspection car which is equipped with rubber tires and which passed through Scotland, S. D., on April 3rd, didn't make near as much racket as the old tin lizzie that Tom Shanahan used to own.

E. J. Erickson and Wm. Lagan are recovering from one bad ankle apiece, and Nick Kelly is reported much better after a little stomach trouble. It is rumored that all their troubles started on St. Patrick's day, but all three say they went to church on that day (?).

Conductors Lou Windsor and Burt Small have been coming into Sioux Falls so long that they have become one of the "family" around the Sioux Falls Freight office, and they will certainly be missed when the train starts going through to Madison, S. D., April 22nd. However we hope business picks up so that they will be back with us before long.

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

D. H. A.

CHAIN letters and more chain letters! To date the writer has received 24 of them and, being unable to write them all, will be very glad to pass them on to someone. Now don't all speak at once ????????

It is with sadness that we write of the passing of Peter J. Burns, first trick car clerk at Moberge, whose death occurred at Providence Hospital, Seattle, on April 14th. Mr. Burns had been in poor health for some time, having just recently returned to work from an extended leave of absence, the immediate cause of his death being a ruptured appendix. He was born at Anamosa, Iowa, on September 26th, 1885, was connected with the railroad for many years, having worked in the track dept. on lines East, and coming out here with the extension in 1908. Was roadmaster at Marmarth and Miles City for several years and finally chief timekeeper in the superintendent's office in Miles City, until the cuts came. He leaves to mourn his loss a father, mother and four sons, Robert, Bernard, Dexter and Parke. His wife preceded him in death about a year ago. Sincere sympathy is extended to the bereaved family.

Mrs. Frank Schneider was called to Detroit, Mich., by the serious illness of her sister. At this writing her sister is very much improved.

A crew of men have been busy working on our house track straightening out a sharp curve, to allow the use of larger engines in handling freight cars on this track.

Mr. and Mrs. Geo. Thornton were called

to Waubay, S. D., on account of the death of Mr. Thornton's mother.

Mr. John Clinker has been transferred to Chicago, his new duties taking him there several weeks ago. Mr. and Mrs. Clinker will be missed by their many friends here, but we wish them good luck in their new home.

Wedding bells are ringing again and this time it is our popular car clerk Theodore S. Johnson, who was united in marriage to Miss Marie Larson on Thursday, April 18th, at Kidder, S. D. The bride was attended by her neice, Miss Frances Williams and Helmer Larson, a brother of the bride was the best man. Mrs. Frank C. Williams, a sister of the bride, also attended the wedding. After a sumptuous wedding dinner the happy couple left on a motor trip to Rapid City for a visit at the home of the bride's brother and wife, Mr. and Mrs. John Larson. From there they toured the Black Hills and drove on to Miles City, leaving their car there and taking the Olympian to Seattle and Tacoma where they spent a week. This estimable couple have a host of friends who extend congratulations and wish them a long and happy married life. They are now comfortably settled in the Larson apartments.

Mrs. A. F. Manley, president of Moberge Chapter of the Milwaukee Women's Club and Mrs. A. N. Reis attended the annual spring conference of the clubs of this district, held at Aberdeen on May 9.

Miss Frances Williams and Miss Helen Currah, who are attending college at Northfield, Minn., spent their Easter vacation at the homes of their parents here.

Two of our popular railroad boys were opponents in the race for alderman in the second ward, Jakie winning out by 19 votes.

Mr. and Mrs. Milt enjoyed a visit from their daughter, Mrs. Wm. Robertson and young grandson of Baltimore, Md.

The Rifflies are moving to Marmarth where he will work on the helper job. Their home at Moberge is being rented to Mr. and Mrs. J. D. Leshar.

Mr. Leonard Clark, delegate to the B. of R. T. Convention at Cleveland, Ohio, left this week accompanied by his wife and daughter, Nancy Gay. Mrs. E. E. Tennyhill, delegate for the auxiliary of the B. R. T. is also attending this convention.

D. B. Noble, of Lewiston, Mont., agricultural agent for the Milwaukee Railway, transacted business at Moberge on April 23d. Mr. Noble has taken over part of the territory formerly served by Evan Hall, of Aberdeen.

Everybody is wearing a big smile these days account of the splendid rainfall we have enjoyed this past week. Surely seems good to see the grass getting green once more and here is hoping we have a bumper crop.

Miss Rose Hegne of New York City visited her sister, Mrs. Dora Anderson. She was enroute home from California.

Mr. Hiram J. Kail was the successful bidder as agent of Havelock, N. D.

Mrs. Emma Cornell has returned to her duties as station agent at Selfridge, N. D., after an absence of several months.

Twin City Terminals—Mechanical and Stores Dept.

N. A. H.

THE South Minneapolis Shops bowling team has just completed a very successful season. Top honors went to J. C. Hart, chief clerk to the District Storekeeper.

Following are the averages for the season:

J. C. Hart.....184	H. F. Belitz.....141
J. R. Powers.....165	H. C. Mayer.....134
G. Blyberg.....149	L. A. Hindert...133
W. C. Fawcett...147	W. Henderson...128
C. M. Klink.....146	J. Goodrich.....126
H. V. Allen.....145	R. Cadden.....123

The final game was rolled on Friday, April 26th. Two capable referees were on hand to see that all was fair. These were D. B. Rivers and J. T. Nicholson. The team composed of Hart, Fawcett, Goodrich, Allen and Hindert defeated the team com-

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posed of Powers, Blyberg, Klink, Henderson, Belitz and Cadden. A fine steak dinner completed a very enjoyable evening and a successful season.

Talk about having a "large following"—this one is an exception. A squirrel followed "John Doe" to work, entered the office and was hard to chase out. Even the squirrels are picking their party these days.

Machinist helper Gehert Anderson's mother passed away May 6th. We extend our sympathy to the family.

Another good hand shake from Mr. Luebke of Milwaukee who was a business caller at South Minneapolis.

Foreman Robert Cadden is wearing a new Stetson hat—a long, well earned present and now "Bob" believes in miracles.

"Watch the Dodges go by"—two new Dodges are added to the parade which were taken over by foreman H. M. Hauser on the roundhouse and foreman C. M. Klink of the Back Shops.

At this writing Engineer George Sleh is confined to his bed and under the care of a physician.

Too Much Headlight

By Si Stoddard, Anaconda, Mont.

SHORTLY before the operating department of the Milwaukee took over the operation of its Pacific Coast extension, one of the top-notch construction engineers decided to make a final inspection trip over the apex of the Bitter Root range on the Montana-Idaho border. This necessitated a trip through Taft tunnel, longest bore on the line.

The staff system had not been inaugurated at the time so the official was forced to "travel on his own." He made the journey in an ordinary motor car, and was about half way through the tunnel when an approaching headlight sent the shivers rippling up and down his vertebra. To all appearances an

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CHICAGO

engine was bearing down upon him. To reverse his motor car and start back was out of the question. The only thing to do was to shut off his power, unload and attempt to clear the line before the locomotive reached him.

It was a herculean task and one sufficient to tax the strength of two men under ordinary circumstances. But in some manner he managed to get his car clear of the tracks and into the stream of ice cold water paralleling the line. He was completely exhausted and soaked to the hide from his fall into the creek, but there was satisfaction in the thought he had averted a serious accident, and probably saved lives.

Imagine his chagrin and indignation a moment later when a Jap section hand pumped his way up on an "Armstrong" motor and asked if there had been an accident. In the interests of safety first, the Jap had decorated the front end of his velocipede with a "hay-burner" lantern, and it was the glow of that contraption the engineer had mistaken for a headlight.

DROUGHT AND HARVEST Dedicated to the Dakotas

AS I left my home this morning
Amidst my wife's and son's good-
byes

Snowflakes as big as quarters

Came batting at my eyes.

I soliloquized—keep coming,

You are needed very badly.

You will make our people joyous

Whilst before they've murmured
sadly,

'Cause many, many meadows,

Long ago, which had been green,

Were stripped of natural beauty

By the sun's o'er-zealous beam,

And also wheat fields, many,

Which we'd hoped would turn to gold

Were crushed by weeds and thistles

'Fore their harvest could unfold.

Our cattle had to migrate

From their homes to other places

Where the sun had acted kindly,

Abundant meadows felt their paces.

As the snows and rains keep coming

Optimism's coming too,

For we feel that soon the meadows

Will have a spring, green hue.

The bunnies as they scurry

And frolic in the field

Seem to be foretelling us

There'll be a normal yield.

The cattle are returning,

With their owners' faith restored,

To their native lanes and pastures

On which moisture heavens poured.

The chirping of the birdies

In the fields pervades the air.

They seem to tell us they, too,

Look for a season fair.

So why not all be happy,

Letting optimism shine,

And look forward to abundance

In the coming harvest time.

—Anonymous from the H. & D. Div-
sion-West.

Milwaukee R. R. Women's Club

(Continued from page 15)

Tomah Chapter

Mrs. Fred Kohl

THE Tomah Chapter met at the community room of the Public Library for their April meeting. Dr. Hyslop, who has just opened a Hospital in Tomah, gave a very interesting talk.

Thirty-one members attended the luncheon at Milwaukee, and received many new ideas for carrying on the good work of the Club. Tomah reached its quota, so will receive the prize for its membership drive.

For the month of May the members having birthdays in May, June, July and August gave a lunch at the American Legion Hall for about one hundred and fifty. A talk on frigidaires was given. There was a nice program of music; the club song, composed by Mrs. Bernie, was sung.

The Sparta members sold a pair of pillow cases for \$6.00, the proceeds being given the Chapter. The County gave approximately \$40.00 worth of seeds to part time workers.

The Tunnel City members have invited the Sparta and Tomah members to Tunnel City for a picnic for the June meeting.

Kansas City Chapter

Mrs. Roy Larson, Historian.

THE April meeting was held on the 4th preceded by a pot luck luncheon. Meeting called to order at 2:00. Regular reports

were made and current business disposed of. Plans were then made for a benefit card and dancing party to be given April 24th. All present then worked on the quilt top but were unable to complete it, and Mrs. Dodds invited any who cared to to come to her home and finish the quilt. Several responded and at last the quilt was completed, and is now waiting for the lucky number to be drawn at the June meeting. It is a beauty and someone will indeed be "lucky" to win it. The club should realize quite a sum from its sale.

The May meeting was held on the 2nd at 2:00 p. m. Mrs. Affelt reported on the district meeting at Milwaukee. Several of K. C. members attended the meeting.

The chairman of the dance committee reported a nice profit from the party given April 24th.

The June meeting will be called for 12:30 June 6th at Bud Park, to be followed by a picnic lunch.

Meeting adjourned. The hostesses served tea in the dining room.

Terre Haute Chapter

Mrs. Harold Patton, Historian

IN March a supper was held which was open to the public, from which an amount of \$50.15 was cleared. This supper was in charge of trainmaster G. E. Passage and we wish to thank him for the excellent supper served and the nice profit.

The regular March business meeting was held in the club house. Mrs. C. E. Elliott was chairman of this meeting and refreshments consisting of ice cream and cake were served, after which there was an enjoyable social evening and cards.

In April members and friends enjoyed an evening of Bingo, of which Mrs. George Huffman and Mrs. J. H. Powell were in charge. A drawing was held and many nice prizes were distributed during the evening. Owing to inclement weather and other entertainment our attendance was not as large as anticipated and only a small amount of money was cleared.

The following members attended and enjoyed the District Meeting and banquet in Chicago: Mmes. A. W. Brown, A. L. Burt, R. S. Bentley, R. M. Blackwell, T. I. Colwell, F. B. Curtis, Wm. T. Clarke, Wm. T. Dalton, C. E. Elliott and daughter, Bette, C. W. Pearce, H. A. Smith, Ora Sheetz, Harley Taylor, C. A. Wilson.

Mrs. C. E. Elliott has resigned as historian of the Chapter and Mrs. Harold Patton has been appointed to act in that capacity.

Green Bay Chapter

C. Browning, Historian

OUR regular meeting was held on April 4th at which time many important subjects were taken up and acted upon.

Reports were made by the various chairmen. Our welfare and sunshine chairmen gave good reports and it is evident that they have been very busy.

It was decided to hold a dance at the American Legion Hall on May 4th. Tickets were sold for the dance and it was a huge success, both financially and socially. Mrs. W. H. Hart, welfare chairman, was in charge of the dance and she certainly is to be congratulated on its success. We cleared about \$55.00 which we consider is very good. Everyone is anxiously waiting for another one and we hope to be able to put on another in Fall.

On April 30th about 30 ladies from Green Bay attended the District meeting at Milwaukee. Everyone enjoyed the meeting and the luncheon. Reports read by the different presidents were certainly educational as I know that we got a lot of ideas about what other Chapters were doing along the lines of making money, etc.

Retaliation

Wife: "That butcher is giving us short weight for our money."

Husband: "Well, give him a long wait for his."

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

Railroad Week

(Continued from Page 9)

in their efforts toward making the public again railroad-minded, with an increased patronage.

Exactly at 8 o'clock local time, in the morning of June 10th, every locomotive whistle, passenger and freight, that is normally in operation, will be blown simultaneously whether train be in transit, in depot or in yards; and this dramatic transcontinental chorus of blasts may well be hailed as the signal to railroad personnel, to travelers, to residents of every city and town, that Railroad Week has started.

Involved in this plan are, naturally all the states traversed by the Milwaukee Road, viz.: Illinois, Wisconsin, Michigan, Indiana, Missouri, Minnesota, South Dakota, North Dakota, Montana, Idaho and Washington, as well as all other states west of the Mississippi River, and some southern states.

Such coordination of signals from the eastern border of the western territory (that imaginary line along the Great Lakes through Chicago and St. Louis down to the Gulf of Mexico) all the way to the Pacific Coast, and from the Canadian border to the Rio Grande, would serve as a notice extraordinary that Railroad Week is under way.

Nothing like this has ever been undertaken before, and should be a big news maker, appealing to the news camera men, the rotogravure creators and surely to all local newspapers.

The suggestion is made by the general committee that wherever practicable, it would be spectacular to have one of these locomotive whistles pulled by the *belle* of the town, the daughter of a governor or mayor.

Enlisting the interest of the Legion, the idea is suggested that at the noon hour of the first day, or some other convenient time, the "trick trains" or "Locomotives of the '40 and 8'" in operation in some prominent thoroughfare, like Michigan Avenue in Chicago, Second or Fourth Avenue in Seattle; Nicollet in Minneapolis; Robert Street in St. Paul, etc. It is the understanding that such engines or trains are owned by practically all of the "40 and 8" groups in the principal cities. In case this plan is adopted, each engine is to carry a sign or banner advertising "Railroad Week."

An idea proposed for the newspapers in Railroad Week is offered by Mr. Robert Grant, formerly city editor of the Associated Press, and is: "Get the railroads to line up a 'round robin' single wire circuit for perhaps five to fifteen minutes on Tuesday of Railroad Week. Points on the circuit should be Chicago, St. Louis, Kansas City, New Orleans, Dallas, San Antonio, Omaha, Denver, Los Angeles, San Francisco, Portland, Seattle, St. Paul, Minneapolis and Milwaukee and back to Chicago.

"At each point arrange to have an old timer man the wire. What they say to each other should be pre-arranged, mingling reminiscence of pioneer railroad days in the west with

greetings to each other and remarks about the modernity, speed, etc., of the western railroads of today. The telegraphers at each point should take down the entire 5 or 15 minute conversation and hand it to listening reporters. The whole stunt should appear spontaneous and no script should be given out in advance to the newspapers.

"If such a circuit can be set up, practically, over railroad wires, it could be copied all along the line even where the local operator is not participating in sending, and local newspapers could get their own story."

Special stories and picture releases on veteran train men who are winding up long periods of service.

Contact to be made at all historical societies and local museums such as the Chicago Historical Society and the Rosenwald Museum to insure special railroad exhibits that week.

A dining car feature for the week June 10-15, would be an ice cream novelty, something connoting travel by train, as an "iron horse" in size suitable for one portion service.

In towns where schools will be active during that week, the school children might make a tour of every point of interest in western United States, conducted of course in the classrooms with the aid of maps and colorful travel literature supplied to the teachers by the railroads.

Included in these tours should be trips to Yellowstone Park, Black Hills, Rainier National Park, Grand Canyon,

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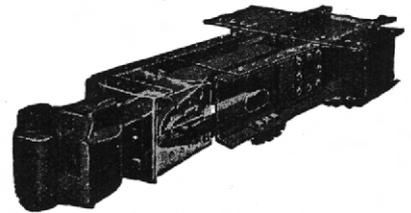
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Glacier Park, Boulder Dam, the San Diego Fair and countless other points of interest to children and grownups, as well.

The historical background involving the "winning of the west," largely through the help of the "iron horse" and the epic drama of the west's elevation from the wilderness to the highest civilized plane in the world within a few decades, will be an important feature of the week.

Another important feature to be brought out prominently in all programs is the matter of the increased speed which western lines have recently made for transportation history. Streamline trains, steam and Diesel operated, have cut down the running time between important points to a stage where the problem now is one of accommodating would-be eager passengers, instead of attracting patronage. These newer lightning-run trains, beneficial especially to hurried business men, are fore-runners of other fast schedules to be inaugurated eventually throughout the western railroad network. Along with the speedier transit, it will be shown that the western railroads are maintaining their unequaled record for safety, plus superior dependability. The safety "odds" in favor of the railroad passenger on western routes are so high that, statistically speaking, he is safer on the train than he is while encountering the hazards which exist in his own home. Installation of automatic block signals, heavy steel rails, solid, heavily ballasted roadbed and steel cars insure maximum safety.

Another forward step accomplished by western railroads which has improved riding comfort 100 per cent, is the introduction of air-conditioning equipment throughout all principal passenger trains.

Thus the cars are cool in summer and warm in winter. The air admitted is filtered air, odorless, clean and free from dust.

Millions of dollars have been spent, thousands of men and women given employment by these improvements; and in line with this progress, new equipment has been installed on many trains, marking long strides since the earlier types of railroad accommodations offered to the forefathers.

The meal service, too, is unequaled by any other form of transportation. All of the foregoing and many more important features of modern western

railroad operation are to be brought out for the benefit and enlightenment of prospective travelers, with the idea and expectation of again winning the public into a state of railroad-mind.

Railroad Week is distinctly something new in railroad advertising, and by the coordination of all western railroads, and the cooperation of all railroad employes, it should "go over big."

Talking Points

WHEAT, corn, rye and mill products from foreign countries are being sold in Chicago for June delivery at a lower price than our Central Western farmers can supply them, all because they enjoy low water rates named by unregulated competitors of the railroads, the loss from which operations is paid by the people through taxation. At the same time the consumers are paying process taxes on grain in order that our farmers may be paid for producing less wheat, corn and hogs. It is a case where the consumer gets it coming and going. If this be the road to a more "abundant life," the consumer has not yet been able to discover it.

"The railroad industry ranks near the top of the key industries of the country. Most people are users of the railroads, the railroads buy the products of many other industries, and a very large part of the population is financially interested, in one way or another, in their securities. Railroad welfare is, therefore, a matter of vital and general concern."—Co-Ordinator Eastman.

Speaking at the luncheon session which closed the Tenth Annual meeting of the New England Shippers' Advisory Board, Mr. M. J. Gormley, Executive Assistant to the President of the Association of American Railroads, made a plea for fair competition of all forms of transportation through equity in their regulation. He branded certain railroad legislation now pending as "unnecessary, visionary and fantastic," adding that if such measures as are now pending were to be enacted into law that the added costs so incurred would be greater than the net operating revenue of all of the carriers and set a naught the economies which are now effected through larger power, longer trains, reduced gradients and other features which have enabled the carriers in the past to reduce their operating

LUMBER PILING—TIES

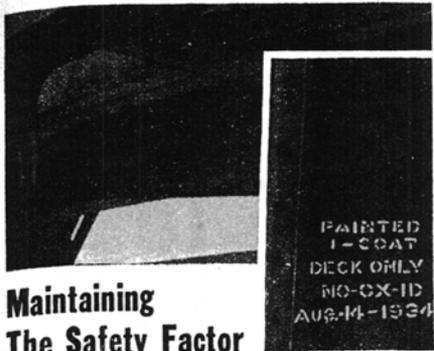
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MINE TIMBERS

Egyptian Tie & Timber
Company

St. Louis

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Maintaining The Safety Factor

In addition to the actual money saved on labor and material, NO-OX-ID stops loss of metal. All corrosion is killed. It will pay you to investigate the NO-OX-ID method of bridge maintenance.

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310 South Michigan
Avenue, CHICAGO

205 East 42nd Street,
NEW YORK

NO-OX-ID
IRON-TRADE MARK-RUST
The Original Rust Preventive



HEADQUARTERS

for
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CHICAGO

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

ATTENTION!—NOW—More than ever Advertisers are seeking concentrated markets. The Milwaukee Magazine opens the door to a great railroad market. It's good business to talk to the railroad people through their own publication. If you know of a prospective advertiser who wants more business from Milwaukee Road employes tell him about this magazine and write to the Assistant Editor of the Milwaukee Magazine at 252 Union Station Bldg., Chicago, giving the name and address of the prospect. You will be doing both the advertiser and the Magazine a favor.

REVOLVER—Police Postive Cal. .32, special 4 in. barrel with holster. Almost new, \$18.00. Wm. Bahr, 1115 S. 35th St., Milwaukee, Wis.

FURNISHED HOME for rent for summer months WILMETTE on Lake Michigan, wonderful bathing beach, 8 room house with two bed rooms and sleeping porch, 2 car garage, large lot with large forest trees \$100.00 per month. Electric Refrigeration. C. L. Keith, City Ticket Agent, Chicago, or 222 Ninth Street, Wilmette, Ill.

FOR SALE—Improved Model Vibroplex "Bug" (large size), carries well on any circuit. Will sell for \$12.00, acct. of having two. Also, Crosman 22 Cal. Pneumatic Rifle, excellent condition, \$7.50. R. W. Safley, Box 331, Springville, Iowa.

FOR RENT—Furnished cabins at Hazelhurst, Northern Wisconsin, 2, 3, or 4 bed room cabins with sleeping porch by week, month or season. Address Keith's Cliff, Hazelhurst, Wis.

A HOME—A BUSINESS—A SUMMER VACATION

FOR SALE OR RENT—In Wisconsin's north woods. A beautiful summer home completely furnished with a 32 foot screened front porch, facing Lake Owen on five acres. This includes a guest or servant's cottage, all in fine condition. Will accommodate fourteen to eighteen people. Excellent drinking water, good fishing. Fine location fifty feet above the lake and surrounded by many pine trees.—J. Leon Helm, 950 Hill Ave., Elgin, Ill.

FOR SALE—Lantern Handles of finest selected second growth hickory. Make the newly adopted electric lantern a winner in looks. All handles guaranteed. \$.50 for handle and \$.25 for attaching to lantern. Mail orders to Ben R. Weber, 2136 N. 27th St., Milwaukee, Wis.

FOR SALE AT A SACRIFICE—Residence lot in Edgebrook Manor, Illinois. 50x125, one-half block from Forest Preserve. Will take \$1,200 cash or sell on contract if desired. Address B. F. Hoehn, Wausau, Wisconsin.

FOR SALE—Five-room, modern brick bungalow, 2-car garage on lot 32x125 on Austin Ave., vicinity Elston and Milwaukee Ave., Edgebrook, Ill. Street paved, all improvements in and paid for. Will sell reasonably if interested. Write to Mrs. J. Rapp, 1978 South 76th St., West Allis, Wisconsin.

FOR SALE—Saxophone, "C" Melody "Conn" with case—good shape—used but very little. Cost \$165 new. Make offer. Cash offer will receive first consideration. A. A. Woolman, 1114 4th St., Deer Lodge, Mont.

FOR SALE OR RENT—Eight-room residence with one-half acre on Irving Park Boulevard, in Itasca, Ill. Garage, sewer, water and electricity. Two blocks to C. M. St. P. & P. R. R. station. Owner A. H. Pieper, 3320 Beach Ave., Chicago, Ill.

FOR SALE—Cozy 3-room, modern frame bungalow with 1-car garage equal to a 5-room house on corner lots, 179x156. All improvements in and paid for. House is clear. Owner will take first mortgage, make payment to suit, beautiful place to raise vegetables and keep chickens. Located on Naperville Road, corner Lincoln St., Westmont, Ill. Owners, Mrs. J. Rapp, 1978 South 76th St., West Allis, Wisconsin.

FOR SALE—Lyon & Healy Melophone, silver plated with gold bell, built in F and E flat crook. This horn is made left handed same as a French horn. Leather case included.

This instrument cost me \$90, will sell for \$20. Marlow Stolts, Perry, Iowa.

FOR RENT—5 rooms—furnace heat, 2 acres land plowed and partly seeded, barn, garage, chicken house, tool shed, gas, electric, berry bushes, trees, 1 block to R. R. Station, suitable for chicken farm or truck gardening, very reasonable. Inquire Mrs. F. Maluck, Irving Park Boulevard, Itasca, Ill.

For a restful vacation rent a cottage at West Okoboji Lake, Miller's Bay, plenty of natural shade, finest fishing, boating, bathing; close to golf course, country club and state park. Reasonable rent. Directly opposite boat house, The Cove, Miller's Bay, C. E. Smith, Lock Box 102, Sanborn, Iowa.

expense in proper relationship to their reduced income.

He Gives His "Comment"

En route.

Mr. L. M. Jones,
Supt. Dining Cars.

Your printed circulars ask for our comment. No one ever takes time to write you, I know, but it seems reasonable to suppose that your customers will appreciate the effort that you are making in their behalf. I enjoyed my luncheon very much. It is so long since I had a moderate "helping" of old-fashioned roast beef that I can't recall when it was. For the most part, train meals are the most god-awful concoction of frightfulness but I may repeat that the simple but wholesome repast of today was O. K.

(Signed) Geoffrey O'Hara.

"How did you make your neighbor keep his hens in his own yard?"

"One night I hid a half-dozen eggs under a bush in my garden, and next day I let him see me gather them. I wasn't bothered after that."

"Does this village boast of a choral society?" inquired the new resident.

"Well," said the postmaster, "I can't just say that we boast of it. We just suffer in silence like."

HAYFEVER

ASTHMA and SUMMER COLDS are unnecessary. Complete relief only \$1.00 Postpaid. Nothing else to buy. Over 40,000 HOLFORD'S WONDER INHALERS sold last year alone. Mail \$1.00 today for full season's relief to THE DANDEY CO., 252 HENNEPIN AV., MINNEAPOLIS, or write for Free Booklet.

CONTENTS

	Page
The Hiawatha—Fastest Steam Speedliner.....	3
The Birth of the New Speedliner.....	5
Lining Up for the New Speedliners.....	6
Hiawatha Exhibitions.....	6
The Hiawatha.....	7
Charles Frederick Loweth.....	8
P. L. Hinrichs.....	8
W. A. Hinsey.....	8
Melvin Harder.....	8
Railroad Week.....	9
The Trial Trip.....	A. G. D. 10
Milwaukee Road Booster Club.....	11
Annual Convention Veterans of Thirteenth Engineers.....	11
Speed.....	12
Milwaukee Railroad Women's Club.....	13
Said to Be Humorous.....	13
On the Steel Trail.....	18
The Patterns—Favorite Recipes.....	29

Save in BANKS WHICH SERVE YOUR RAILROAD

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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*We Solicit the Patronage of
MILWAUKEE EMPLOYEES*

*Open a Savings Account Here and
Add a Little Each Pay Day*

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**MERCANTILE TRUST &
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is a good time
TO SAVE**

• With fuel and other winter expenses out of the way, many people find that summer is a good time to save . . . a good time to lay some money aside for future needs and plans. Open an account now at the First Wisconsin office in your neighborhood.

**FIRST WISCONSIN
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One of the 116 affiliated Northwest Bank Corporation Banks serving the Northwest . . . Watch for the Covered Wagon emblem.

**First National Bank
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Established more than forty years ago.
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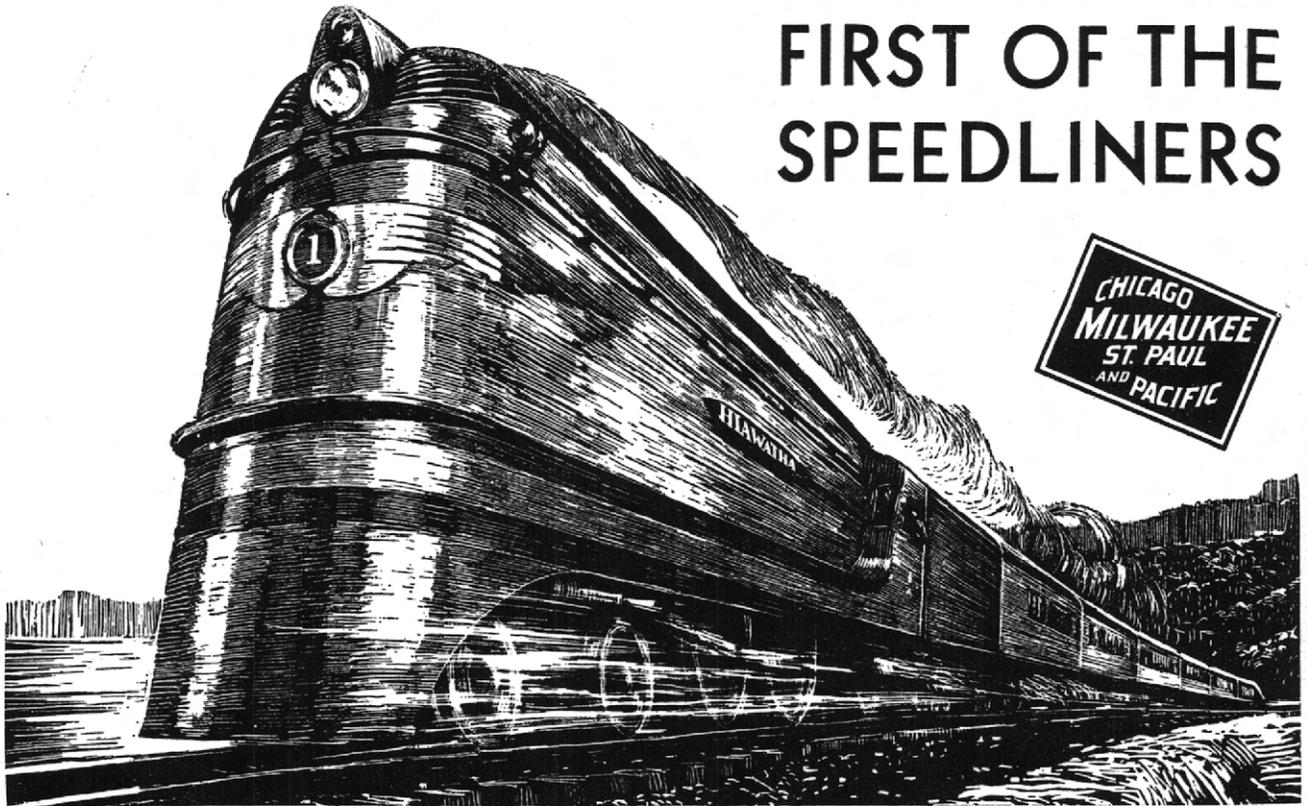
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FIRST OF THE SPEEDLINERS



A silver and orange flash . . . America's first completely streamlined super-speed steam locomotive. Designed and built especially for the Hiawatha. Nothing faster on rails!



Now in Service!

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Ar. New Lisbon . . . 4:18 pm	Ar. New Lisbon . . . 4:11 pm
Ar. La Crosse 5:11 pm	Ar. Portage 4:46 pm
Ar. Winona 5:45 pm	Ar. Milwaukee 6:10 pm
Ar. St. Paul 7:30 pm	Lv. Milwaukee 6:15 pm
Ar. Minneapolis . . . 8:00 pm	Ar. Chicago 7:30 pm

No Extra Fare

THE powerful oil-burning locomotive of the HIAWATHA is completely streamlined . . . fitted with giant seven-foot driving wheels . . . develops boiler pressures of 300 pounds per square inch, about 50% higher than standard . . . cruises easily at 100 miles per hour and is capable of a top speed of 2 miles a minute. Roller bearings on each wheel of locomotive and tender.

The sturdy steel parlor cars, coaches and restaurant-buffet are one-third lighter in weight than conventional cars. They are all air-conditioned; quiet and smooth-riding. HIAWATHA type coaches are in themselves a great advance in railroad design, providing one-third more room per passenger.

On the HIAWATHA you'll enjoy famous Milwaukee Road meals in a new and novel dining car. Adjoining is the unique Tip Top Tap Room with its club-like atmosphere and appointments.

Fleeter than the mighty hero of Indian legend, The Milwaukee Road's HIAWATHA speeds through Wisconsin's lakelands and along the scenic Mississippi, creating a new ideal of fast, luxurious travel.

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