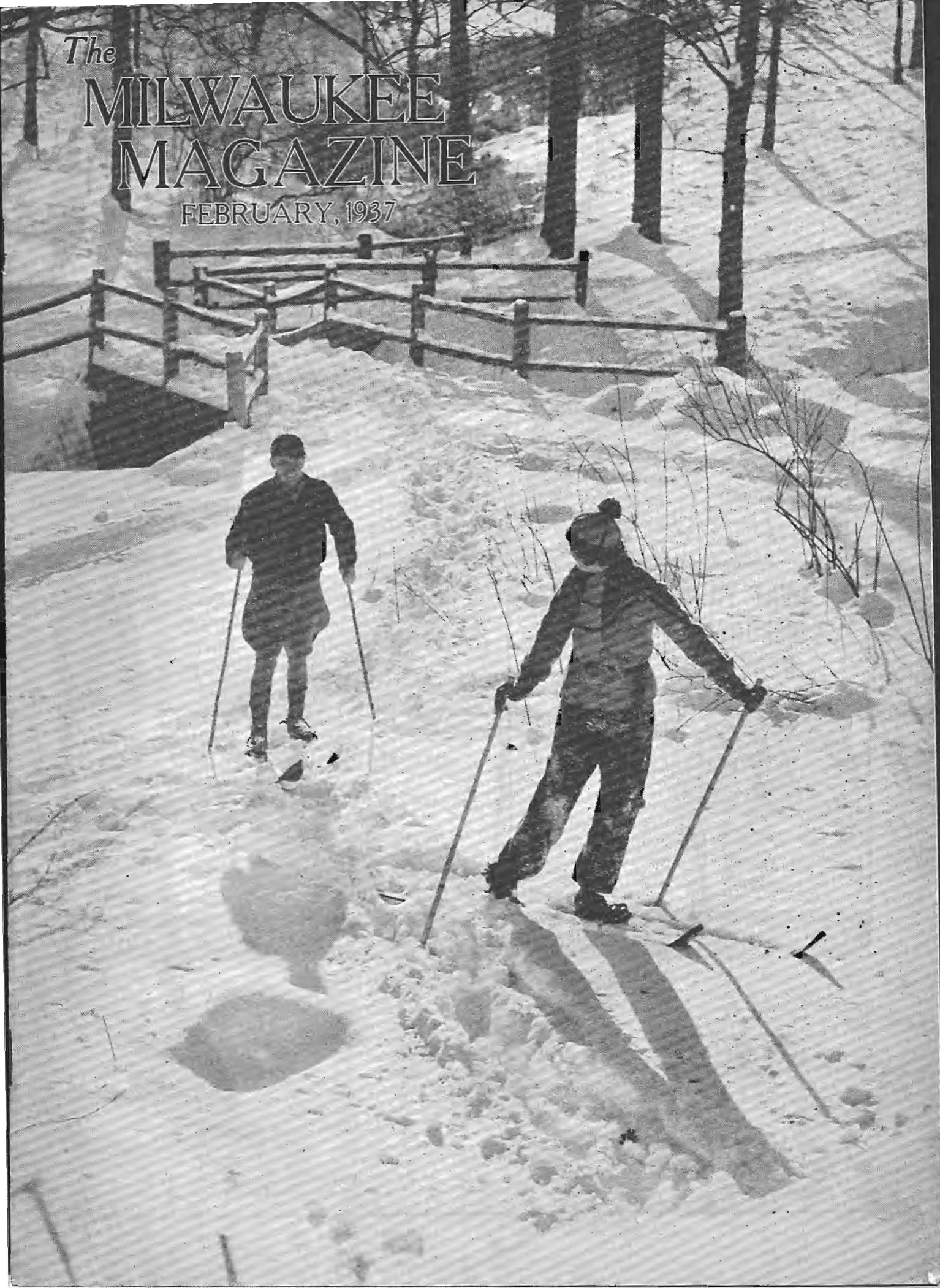


*The*

# MILWAUKEE MAGAZINE

FEBRUARY, 1937





# ALL ABOARD! FOR REAL SAVINGS ON WINTER DRIVING NEEDS

**Look! THIS BATTERY IS  
GUARANTEED AS LONG AS YOU  
OWN YOUR CAR!**

No matter how long you own your passenger car or how far you drive it, if the Goodrich Kathanode Electro-Pak you buy fails to give you satisfactory service, it will be replaced without charge. Built with exclusive Goodrich Power-Saving Top Cover.



## Get These "Winter Protection" Specials Now

● There's no need to risk the dangers and inconvenience of driving with worn-out or inferior tires, batteries, heaters this winter. Goodrich Products are spe-

cially built to cut your winter motoring costs—they'll "trouble-proof" your car and make winter driving easy. See these outstanding motoring values today.

## BEWARE OF SKIDS!

**Special Tire Tread "Dries"**  
The Road—Protects You  
Against Dangerous  
Skids, Spins, Swerves

The 3 big center ribs in the Goodrich Safety Silvertown tread sweep away water—giving the double outer rows of husky cleats a *drier* surface to grip. Thus you'll be safer on wet, slippery roads. And Silvertowns are the *only* tires that give you Golden Ply Blow-out Protection. *Yet they cost even less than other super-quality tires!*



**HEAT YOUR CAR AS  
COMFORTABLY AS YOU  
HEAT YOUR HOME**

with this new  
"Boiler-Type" Heater

No wonder this heater will really "shiver-proof" your car. It's built with an amazing "heat trap" and other features that mean MORE heat on the coldest days. And think of it! The Goodrich De Luxe Heater actually costs less than many old-type heaters! See it today. It's the greatest heater value in America.



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CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R.  
EMPLOYEES

As an employee of this company, your credit is established with the Goodrich stores listed below. Come in now and equip your car with genuine

Goodrich Tires—Tubes—Batteries—Heaters. Easy terms to suit you. No red tape. No delays. Immediate installation or delivery of your purchase.

**THESE GOODRICH STORES GIVE YOU "MORE FOR YOUR MONEY"**

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Call Wabash 6400 for  
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Council Bluffs, Iowa  
301 W. Broadway  
Davenport, Iowa  
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Des Moines, Iowa  
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Dubuque, Iowa  
7th and Iowa Sts.

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

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

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

# A Fourth Section Parallel

Z. G. HOPKINS, Special Representative  
Western Railways Committee on Public Relations

**T**WENTY or so years ago, a factory was established in a moderate sized town in the Middle West. The new plant was started with manufacturing capacity sufficient to supply all local requirements of an appliance generally necessary in the community. Operating full time, it would turn out 200 finished appliances each month.

Investment in plant, taxes, insurance, upkeep and other items of continuing expense involved an overhead production cost of about \$7.50 on each finished appliance, when the plant worked at capacity. This overhead was in addition to material and labor costs. It did not decrease materially, in the aggregate, as production declined.

Competing manufacturers were not located in the town. At the outset, other manufacturers did not compete keenly with the new factory for sales in its local market. So long as these competitive conditions continued, the factory found ready sale at home for its production capacity, and things went swimmingly.

Other manufacturers gradually increased effort in the local market, selling at prices competitive with the price at which the local factory sold its appliances. As these rivals made more sales in its local market, the sales of the local factory fell off. Finally it was selling only half the appliances used in its home community. Its production of course was cut correspondingly. Overhead production cost on each finished unit increased in consequence. Where it had been about \$7.50 when the plant produced at capacity, it advanced to \$15.00 when the output was 100 units a month, instead of 200 units as it had been. Local sales prices could not be increased without further reduction in sales volume. Competing manufacturers were delivering a satisfactory and like product in the local market at prices precluding such advances. Profits of the local factory fell off. It became uncertain whether it could continue manufacture and sale of its product in even the local market, at profits promising permanent success.

Reduction of unit production cost was plainly necessary to restoration of adequate profit margin. Material and labor costs were not within the control of the factory managers. Aggregate overhead cost could not be cut. The plant investment had been made. The plant must be maintained in efficient physical condition. Taxes and insurance rates were fixed.

Restoration of sales volume permitting increased factory output was the only way out. Aggregate overhead costs could be thus spread over a greater number of finished units, and average pro-

duction cost, on a unit basis, be thus decreased.

Markets further away from the factory had to be looked to, competition in the local field having already limited local sales prospects. Competition also must be met in outside markets, and limit the price at which the factory could sell its product—both abroad and at home. Costs in connection with deliveries in outside markets could not be escaped. Customers would not bear these costs. The factory therefore was compelled to accept a lower net price on its product when sold away from home, than it could secure on sales made to local customers.

Choice was presented between "drying up" through complete dependence on local sales, or seeking outside sales outlet wherever it might be developed, meeting price competition wherever it could be done without loss. The latter alternative of course was chosen.

The factory sought sales in other communities, absorbing the cost of delivering its product to customers, and selling there at prices meeting the competition of rivals. In a reasonably short time sales volume was regained warranting plant operation at production capacity. The factory again turned out 200 finished units monthly, instead of 100. Overhead cost of \$15.00 per unit, with half time production, was reduced to \$7.50 with full time operation.

Net prices realized from sales made in outside markets were less than on sales made in the home market. But in neither market were customers called on to pay either more or less than formerly. The factory's average net unit realization on sales made was reduced.

but decrease in average production cost more than compensated. Average profit on sales at home was greater than on sales made abroad, but actual prices to customers at home and abroad were unchanged. Both were in their former relative price situation.

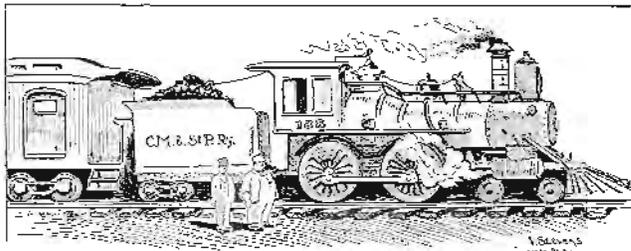
The price policies of the manufacturer created no changed conditions. The manufacturers were simply meeting competition as and where they found it, whenever and wherever they could do so successfully.

Through enlarged sales outlet, and spread of the overhead costs of doing business over a larger volume, average unit cost of production was reduced. No customer was penalized. No undue discrimination was practiced. Increased sales volume at lower average price realization, but with lower producing cost, resulted in greater profit than could be hoped for with higher unit prices, less sales volume, and higher average production cost.

What would have been the future of this factory had it been required to reduce its average net prices everywhere to the level of the lowest competitive price at which it made sales anywhere? Obviously, its profits would have been so reduced as to again threaten it with failure and bankruptcy, endangering employment for workmen and threatening the moderate sized town in the Middle West with probability that it would lose a useful industry. Accompanying advantage could not accrue to any general interest. Instead, customers would have one less source of supply, with less competition in supplying their needs. Only manufacturers to whom the same restriction had not been applied would be better off. The unsoundness and unfairness of applying such a policy to one manufacturer, and withholding it from his rivals, would have been at once apparent.

Yet precisely such an unfair requirement is imposed under present laws on one of the country's largest and most useful industries. Employment in that industry—and it normally employs thousands of men who are now out of work—is consequently reduced. Average unit costs of transportation, the only thing that industry manufactures and sells, are influenced upward by its restrictions, and the industry's ability to support itself is threatened. Therein lies the analogy of this comparison to the long-and-short-haul clause of the Fourth section of the Interstate Commerce Act.

Railroads are not permitted, under this section, to make rates on their own initiative for the purpose of meeting particular competition, unless they at the same time make like reductions in rates on traffic for which there is not like competition, and to which the service of the same competitive agencies is not available. Approval of regulatory authority is necessary before such competitive rail rates may be made effective.



## Looking Back Fifty Years

**T**HE ABOVE is a drawing of the first passenger train to enter Kansas City over the Ottumwa-Kansas City division of the Chicago, Milwaukee, St. Paul & Pacific Railway in the spring of 1887.

What a change 50 years have made in railroading. The "dinky type" locomotive here shown appears a midget compared with a modern giant of the rail.

Today more substantial road beds, heavier rails and steel bridges, make rail travel much safer than half century ago. The men appearing in the picture are Malachi Higgins, Conductor, and Steve J. Standart, engineer.

Such approval may be withheld, and frequently is finally denied, although it is admitted that the addition of the particular competitive traffic to the railroad's tonnage, at the rates proposed, would increase the railroad's net revenues. Even when approval is secured, it is at the end of extended proceedings during which rivals free from like restriction enjoy the competitive traffic, and the railroads lose it.

Reduction of all railroad rates to the level of the lowest competitive rates, as the Interstate Commission has pointed out, inevitably would result in railroad bankruptcy. Overhead costs of railroad operation, which cannot be reduced in proportion to decline in the traffic which measures railroad sales volume, are relatively greater than in perhaps any other business. Restrictions of railroad opportunity to compete with rivals consequently are at least as destructive as like restrictions of the competitive freedom of factories.

It is impractical to apply long-and-short-haul rate regulation to highway or water carriers. Statutory provision of such regulation would be ineffective, because highway and water carriers are not under the same obligation of general service as are the railroads. But these carriers do compete for a very large share of the country's tonnage, generally selecting that which will prove most profitable to them. Withdrawal of long-and-short-haul restrictions from the railroads therefore is manifestly necessary if equality of competitive opportunity, so far as that equality is affected by regulation, is ever to be established as between all commercial carriers.

Long-and-short-haul regulation has been applied to railroads with greatest rigor through the period in which there has been the greatest development of competition with the railroads. Privileges permitted the railroads in initiating and establishing competitive rates prior to 1920 have been withdrawn. The Interstate Commerce Commission has construed the law as an instruction from Congress to deal less liberally with the railroads in establishment of competitive rates than was the practice when they faced far less competition. Progressive inroads on railroad tonnage by competing carriers have been the natural result. Many millions of dollars in revenues are being thus arbitrarily diverted from the railroads. Thousands of railroad employes have lost employment. The regularity and stability of employment for thousands of others is influenced adversely.

The depression did not develop all the difficulties of the railroads. Arbitrary diversion of traffic, resulting from regulation that does not apply equally to all carriers, contributed to their growth. Railroad ability to make as rapid progress toward recovery as other business, given equality of opportunity, has been effectively demonstrated. It has been shown, too, that continued diversion of traffic from the railroads is a constant influence toward higher rates than are required with greater traffic volume. Instead of influencing trends toward lower transportation charges, which shippers uniformly seek, the long-and-short-haul clause is an influence in the opposite direction.

(Continued on page 12)

## Artificial Lakes

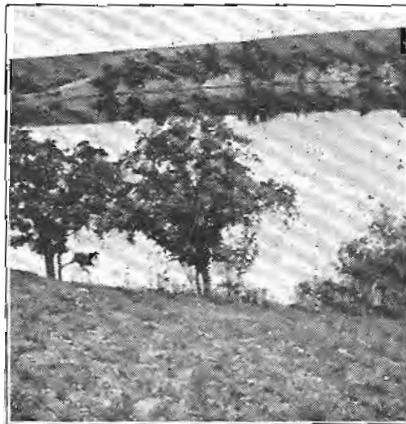
### Railroads Pioneers in Water Conservation Systems

EDNA ANN HALL

WITH the present interest in water conservation shown by state and national agencies, in an effort to store water for future drought periods, it is a real satisfaction to know that the railroads were the pioneer water conservators in some of the western states served by the Milwaukee Railroad.

Our company built dams to conserve water for live stock as early as 1899. Prior to the construction of the Coast Line, live stock in western South Dakota was trailed for shipment to Everts, located on the east bank of the Missouri River, 12 miles southeast of Mobridge. The Milwaukee Railroad secured authorization from the Indian Service of the Department of The Interior for stock men to use a trail, six miles wide, extending from the Missouri River, west across the Cheyenne Indian Reservation. According to Mr. G. E. Lemmon, one of the early stock men for whom the town of Lemmon, South Dakota, is named, eleven dams were built by the Milwaukee Road along this stock trail, to provide water for live stock.

The records of our engineering department show six dams for which blue prints were made and construction



Game and Fish Commission, Lake Henry, Scotland, S. D.

carried on under the supervision of that department. In a letter, dated August 27, 1901, J. B. Alexander, assistant engineer, wrote M. D. Rhame, division engineer, as follows:

"In accordance with your instructions I met Mr. Daniels on the afternoon of the 22nd and with Ben Arnold for driver, we proceeded westernly up the trail. The trail being understood to be a strip

of land 6 miles wide and embracing all land within township No. 17, running back from the river for 80 miles. This trip, however, extended only to the eastern fork of the White Horse Creek, about 30 miles west of the Missouri River. Its object relates to a supply of water holes along the trail and to locate the proposed dams.

"Mr. Daniels instructions were to have the dams at the following places:

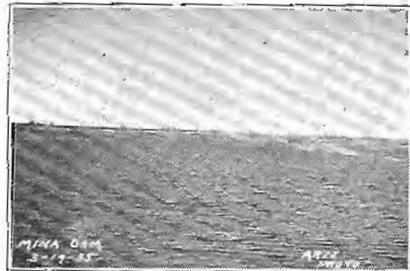
1. Five to eight miles from the landing on the Missouri River;
2. A dam on LeBeau Creek, sections 22-17-29, already built, but thought to be too small;
3. On Du Charme Creek;
4. Head waters of Basil Creek;
5. Near head waters on east White Horse Creek."

Mr. Alexander's letter continues with a description of the country and the type of dam necessary to collect water. The records show that these dams were constructed, and during the period cattle were trailed into Everts, gave good satisfaction to the live stock owners. While Mr. Lemmon states that there were eleven dams, our engineering department shows six dams constructed under its supervision. Apparently the other five were built through some arrangement of the stock men and our company. The construction was possibly handled by the stock men themselves with some financial assistance from the Milwaukee Road.

The dams along the stock trail west of Chamberlain were built prior to 1899, the dates of construction are not available in the records, but a letter from Mr. W. A. Daniels to M. D. Rhame, dated December 11, 1899, states:

"Herewith I hand you estimates to strengthen six reservoir dams on cattle trails, extending 90 miles west of Chamberlain." This communication definitely establishes the fact that our company had provided stock water in reservoirs west of Chamberlain some years prior to 1899, as Mr. Daniels states that "These dams are now in a weakened condition, the slopes are too steep and are badly worn by cattle." One of these dams was located two and one-half miles west of the present town of Kennebec, and during 1936 has been reconstructed and greatly enlarged by a CCC camp, under the direction of the Soil Conservation Service. It is officially known as "Railroad Dam" and will form "Railroad Lake," which will be a fine, permanent tribute to our engineering department and the work which they did in the early days.

During the past years of serious



Mina Lake Constructed, 1934, 9 Miles from Aberdeen

drought, our reservoirs have furnished water for engines and in some cases have furnished domestic water for the towns along our line. Murdo has used water for fire protection from our dam for some time.

Following the work of the railroads in conserving water supply, the State Game and Fish Commission began its splendid program of water conservation, by building its first artificial lake in Walworth County, South Dakota, in 1926. This dam forms "Lake Hiddenwood," which is located about four miles north of Selby and is a very beautiful lake, because of the natural timber which was growing along the river at the time the dam was built.

Twenty-six artificial lakes have been constructed in the state of South Dakota by the State Game and Fish Commission and they have set a high standard as to the method of construction which was followed by other agencies in building the dams of today.

The CWA, PWA, CCC and other governmental organizations have continued the program started by our railroad and

So the Milwaukee Railroad may well be proud of its work, which was started so many years ago along the line of water conservation. It is a credit to our railroad and to our engineering department that they were foresighted enough to see the value of projects which today have become so popular in conservation of natural resources. Such projects have not only been of great aid to the live stock industry in our territory, but have made for greater happiness for the people of that part of the country. Possibly it is from a recreational standpoint, that the artificial lake does so much



Lake Hiddenwood, Selby, S. D., Constructed 1926



Baker Lake Constructed by R. R. Company in 1908.

the State Game and Fish Commission. By October, 1936, 425 dams had been constructed in South Dakota, 350 were under construction and approximately 325 lakes are now holding water. In addition to our 270 natural lakes, this should give South Dakota an adequate water supply for future years, if an average rainfall occurs to fill these sources of supply. In spite of the recent drought, it is surprising how many of these lakes have been filled.

Among many of the artificial lakes made by Federal Agencies, Lake Hanson, located south of Alexandria, South Dakota, is rather outstanding. It was completed in 1935 and is a lake which covers 50 acres. It is fed by springs as well as by rains and is running over the spillway almost constantly. During the past summer as many as 500 cars were observed on its shores, while the people of the surrounding country enjoyed the pleasure of water sports.

Lake Mina, located nine miles west of Aberdeen, near our station of Minot, is another fine lake. Lake Henry of Scotland, South Dakota, is another attractive lake in South Dakota.

Lake Baker, near Baker, Montana, is another conservation project of the Milwaukee Railroad, and is a very fine and attractive body of water.

good. It invites the people of a prairie country to enjoy water sports. That our company was the pioneer in such projects should give all officers and employes a feeling of real satisfaction and pride, as they are of inestimable benefit to a widespread territory.



George W. Bryan

## GEO. W. BRYAN RETIRES After 58 Years of Service Without an Accident or Personal Injury

**SUPERINTENDENT W. F. INGRAHAM** presided at a luncheon Dec. 28th, 1936, at the Hotel Hanford at Mason City, Iowa, when railroad officials and associates of George W. Bryan, paid highest tributes to the 82-year-old veteran conductor in honor of his retirement from service and his unmarred service record during his 58 years with the Milwaukee Railroad.

Mr. Bryan made his last run as passenger conductor on the I&D Div'n on Christmas Day on train No. 3 from Marquette to Mason City and train No. 14 on his return trip to Marquette.

Mr. Bryan entered the service of the Milwaukee Railroad as a brakeman in 1878 at Milwaukee, where he was born on Nov. 11th, 1854. He entered service on the I&D Division March 18, 1880 as a brakeman, was promoted to conductor in freight service and in 1883 was promoted to passenger conductor and up to and including the day of his retirement, Dec. 25, 1936, has traveled better than two and one-half million miles without a train accident, a fatality of serious personal injury to a passenger or trainman and has a clear personal service record.

In his first years of service on the I&D, Mr. Bryan ran to Chamberlain, S. D., a frontier village, at that time, on the bleak, windswept Dakota prairies. All was Indian country beyond except for the mines in the Black Hills. Freight and express was unloaded from the trains at Chamberlain and put on boats and taken up the Missouri River to Pierre, then by bull teams to Deadwood. Across the river from Chamberlain was the Indian reservation and the day each week when rations were distributed, the Indians would crowd the bank of the river and more red men than white men could be seen.

Mr. Lester C. Dibble, Mason City attorney, who acts as legal counsel for the Milwaukee Railroad in this territory, was the principal speaker, introduced by Supt. Ingraham, who was in charge of the program following the luncheon. Reviewing Mr. Bryan's long

(Continued on page 12)

### Appointments

**EFFECTIVE January 15th, 1937:**

Mr. P. H. Nee is appointed General Superintendent of the Middle District, with headquarters at Milwaukee, vice D. W. Kelly, deceased.

Mr. A. C. Kohlhaase, superintendent T. M. Division, with headquarters at Miles City, Montana, vice P. H. Nee, promoted.

Mr. R. C. Dodds, superintendent I. & S. M. Division, vice G. A. VanDyke, retired, with headquarters at Austin, Minn.

**Effective January 1st, 1937:**

Mr. R. A. Woodworth, assistant superintendent Kansas City Terminals, with headquarters at Kansas City, vice R. C. Dodds, promoted.

Mr. J. M. Calligan, trainmaster, Chicago Terminal Division, with headquarters at Bensenville, Ill., vice R. A. Woodworth, promoted.

**Effective January 11th, 1937:**

Mr. E. G. Kiesele, trainmaster, Superior Division, with headquarters at Green Bay, Wis.

**Effective December 1st, 1936:**

Mr. H. E. Christianson, appointed division engineer LaCrosse and Rivier Division, with headquarters at LaCrosse, Wis.

Mr. W. F. McDonald, appointed division engineer Milwaukee Division, vice Mr. W. Lakoski, transferred.

Mr. W. Lakoski, appointed division engineer Terre Haute Division, with office at Terre Haute, Ind.

Mr. C. S. Jefferson, general solicitor of The Milwaukee Road, announced the appointment of Mr. Thomas H. Maguire to the position of assistant general attorney with headquarters at Seattle, vice Mr. O. G. Edwards, appointed tax commissioner with headquarters at Milwaukee.

# The Physical and Chemical Laboratory Milwaukee Shops

**U**NDER the above heading. The Magazine is privileged to publish five very interesting photographs showing workers in the laboratory at Milwaukee

ground is at work analyzing steel. The man at the second bench is making fuel analysis. The man standing just beyond the third bench is keeping an eye

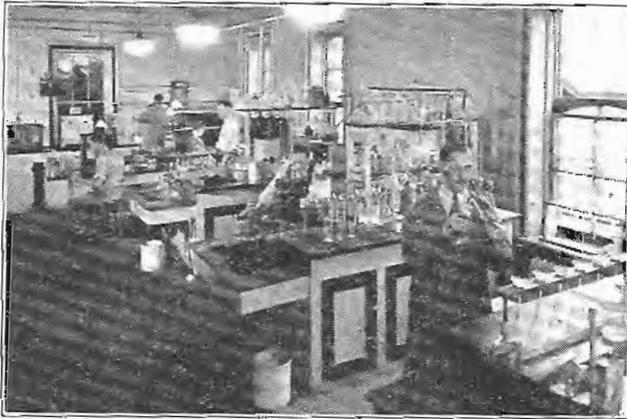
on some operation taking place under the fume hood. The man seated in front at the left of the picture is weighing out steel for analysis. The man in the extreme background is seated at a desk making out his report; also in the background, a man is obviously answering the telephone.

Picture No. 3 shows a view of the fume hood with sev-



No. 1

ness determined by the depth of penetration. This view also shows the same tensile machine with operator at work. The man partially hidden by the belt is marking test bars to be pulled in the tensile machine. The man at the desk in the foreground is recording data and calculating results.

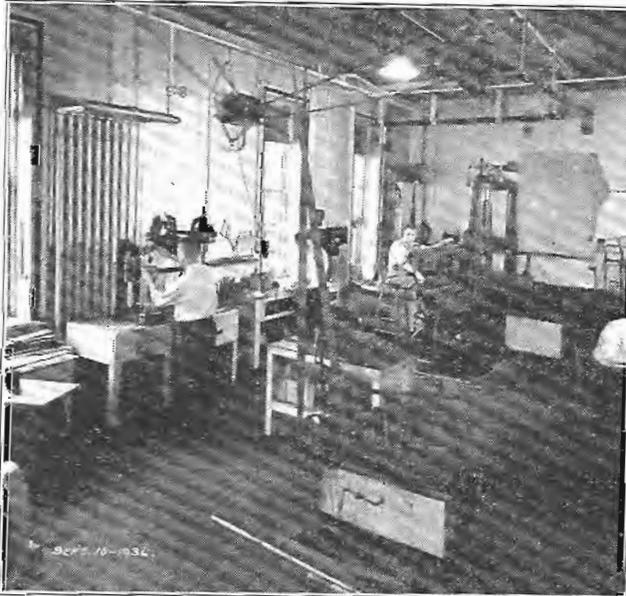


No. 2

Shops, which has among its purposes analysis of the new high strength steel used in the new passenger equipment constructed in the shops.

Picture No. 1 shows chemist analyzing some of the new high strength steel such as was used on our new passenger cars and will be used on our new automobile cars.

Picture No. 2 shows a general view of the Chemical Laboratory with a number of men at work. The man in the immediate fore-



No. 5

## Celebrated 62nd Anniversary

**O**N November 5th. Mr. and Mrs. George W. Erwin, Savanna, Ill., celebrated the 62nd anniversary of their marriage with all the immediate members of their family present. Mr. Erwin was employed as carman at Savanna for many years, retiring at the age of 84 years.

Of the large family, all of whom are living, three sons are Milwaukee Road employes, Charles, boilermaker helper, Savanna roundhouse; Elmer, employed in the Store Department at Savanna; and Merle, as chauffeur, Savanna Store Department.

## The Fourth Section

**S**PECIAL interest to railway employes attaches to the articles in this issue of The Magazine entitled "A Fourth Section Parallel" by Mr. Z. G. Hopkins, special representative of the Western Railways Committee on Public Relations. The article compares the initiative of manufacturers in making competitive prices with that of the railroads under the Fourth Section regulation in establishing competitive rates. Renewal of the employe campaign in support of the repeal of the long-and-short-haul clause it is expected will be most helpful now that the bill will again come before the Congress.

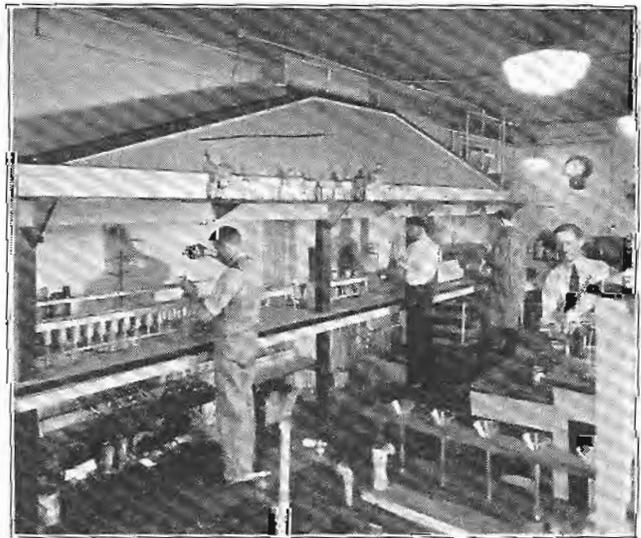
eral chemists at work.

Picture No. 4 shows close-up of one of our veteran employes operating the 100 ton Universal testing machine in which various materials are tested as to either tensile or crushing strength. The particular test underway in the picture is a tension test in which the sample of material is pulled apart.

Picture No. 5 shows a general view of the Physical Laboratory. The man at the left is making a hardness test on a device which employs a diamond point which is forced into material under high pressure and the hard-

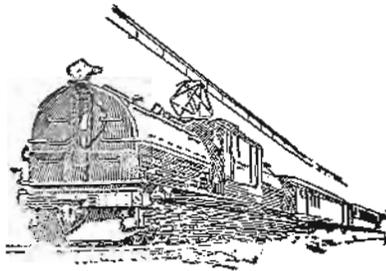


No. 4



No. 3

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



## *Extracts From a Patron's Letter*

"May I introduce myself as an old-time patron of your railroad?"

"I am familiar with the campaign being waged to impress employes with the importance of Courtesy and Service and I am taking the liberty of intruding to express my views.

"What do I expect when I give you my business, be it a box or a carload, or when I use your service for a journey?"

"Courtesy?--Of course, I am paying for it.  
Efficiency?--To be sure, I am paying for it.  
On Time Trains? Modern Equipment? Ultra-safe Handling? Perfect Meals? Undisturbed Rest? Why not--I am paying for them.

"What, then, is it that holds old patrons and attracts new ones to the Milwaukee Railroad? It is the things they DON'T EXPECT and that money CANNOT BUY-- little acts of courtesy, so easy to do, as contrasted with the formal acts of necessity; personalized service that is readily adaptable to all circumstances instead of machine-like performance, no matter how efficient, and the feeling that one is dealing with a FAMILY organization intent on ministering to the comfort and welfare of its patrons."

A handwritten signature in cursive script that reads "J. D. Smith". The signature is written in black ink and has a long, sweeping underline.

Chief Operating Officer

(Contributed by Mr. E. L. Cleveland, Trainmaster, Tacoma)



# THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

Vol. XXIV

FEBRUARY, 1937

No. 11

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

CARPENTER KENDALL, *Editor*

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

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U. S. Postage on This Magazine Is Three Cents

## Daniel W. Kelly

THE MANY friends of "Dan" Kelly, general superintendent of the Middle Division of The Milwaukee Road were inexpressibly grieved to learn of his death which occurred at Rochester, Minn. on January 1st, following an operation two weeks previous to his passing. Mr. Kelly, apparently, was improving after the operation, when he suddenly succumbed. His two daughters and one son were at his bedside when death came.

Daniel Webster Kelly was a veteran in Milwaukee Road service having started as a brakeman on the Superior Division. He was born at Rockland, Mich. and began his railroad career at the age of 18 years. In train service, he attained the position of freight conductor, when his outstanding abilities earned for him a promotion to yardmaster, in 1899, then to assistant trainmaster and successively trainmaster, division superintendent and general superintendent, to which last position he was appointed in 1927 and which he occupied at the time of his death. He served as superintendent on the La-Crosse Division, the I. & D. Division, the Chicago Division, and the Milwaukee Terminals Division.

Ability plus personality were the qualifications which brought Mr. Kelly to the high position he attained in railroad work. An indefatigable worker, he seemed to be tirelessly on the job. Enjoying the popularity and confidence of the patrons of the railroad to a marked degree, he was always ready to straighten out their difficulties and give them the service they wanted and expected. One characteristic story is told of him when a certain "time" shipment was expected to arrive in Milwaukee over our line, and continue on to a point further west. About 4:00 A. M. of the day it was to be delivered, Mr. Kelly, on the phone from his home, discovered the shipment had arrived in Milwaukee over a competing line. Notwithstanding the discrepancy and the early hour, the goods were recovered and went out to destination on schedule. "That was Dan Kelly," and was only one of the countless ways in which he made and held friends for this railroad, and always holding the loyal cooperation of his associates.

The funeral services were held in Milwaukee and were largely attended by officials, and co-workers. The active pallbearers were: E. H. Bannon, J. H. Valentine, Milwaukee, J. A. Macdonald, Madison, L. F. Donald, LaCrosse,

superintendents of the Middle Division; and E. A. Lalk, assistant general freight agent and C. R. Dummier, local agent, Milwaukee. The honorary pallbearers included the executive officers of the railroad and many patrons and friends of the railroad, in Milwaukee. Interment was in Green Bay, Wisconsin. Mr. Kelly's record with the railroad was without a blemish and his passing is mourned by the countless friends he made all along the way.

He is survived by two daughters and one son, to whom the sympathy of The Milwaukee Family is tendered in their bereavement.



General Superintendent P. H. Nee

## P. H. Nee, General Superintendent Middle District

The appointment of P. H. Nee as general superintendent of the Milwaukee Road with headquarters in Milwaukee (Wis.) was announced January 15th. He succeeds Daniel W. Kelly, who died Jan. 1.

For the past five years Mr. Nee has been superintendent of the Trans-Missouri division with headquarters at Miles City (Mont.). Previously he was superintendent at Ottumwa, Ia.; Spokane, Washington; Aberdeen, S. D., and at Wausau, Wis.

Entering the service of the Milwaukee Road as a telegraph operator and agent he spent several years on the H. & D. Division, holding successively the positions of train dispatcher, chief dispatcher and trainmaster.

Mr. Nee's jurisdiction embraces all of the railroad's mileage in Wisconsin and the Michigan Upper Peninsula.

A. C. Kohlhasse succeeds Mr. Nee at Miles City (Mont.). For the past 10 years he was trainmaster of the Rocky Mountain division with headquarters at Butte (Mont.). Previously he was chief dispatcher at Miles City.

Edwin C. Kieseles of Dubuque (Ia.) has been appointed as trainmaster of the Superior division, with headquarters in Green Bay (Wis.).

Mr. Kieseles entered the road's employ upon leaving school and has been in continuous service for 30 years, except for 22 months over-seas military service during the World War.

For the past several years he was general yardmaster at Dubuque.

## G. A. Van Dyke Retires Fifty-Five Years of Continuous Service.

AFTER more than half a century of loyal and faithful service with The Milwaukee Road George A. Van Dyke, superintendent of the Iowa & Southern Minnesota Division, retired on January 1st, at his own request.

In 1882, "Van," as he was familiarly known, began service with the railroad as a telegraph operator, and successively held positions of train dispatcher, chief dispatcher, trainmaster and superintendent of various divisions. Since 1926 he has been stationed at Austin, Minn.

For the fifteen preceding years, Mr. Van Dyke was superintendent of the Twin City Terminal Division, with headquarters at Minneapolis.

Mr. Van Dyke will take up his residence in California and the best wishes of The Milwaukee Family, together with regret at losing his presence and activity among us, go with him into his new home.

Mr. Van Dyke has been for a number of years a member of the executive board of the Veteran Employes' Association and his smiling face will be missed at the veterans' reunions, which he never failed to attend. Mrs. Van Dyke passed away suddenly in October, last, and this element of personal sadness attaches to Mr. Van Dyke's removal to California, for together they had planned upon living the evening of their days on the Pacific Coast, among friends and relatives residing there.

## J. J. Foley

On January 16th, at his home in Miles City, Montana, occurred the death of Mr. J. J. Foley, division freight and passenger agent of this company, after a lingering illness.

Mr. Foley was a native of Milwaukee, Wis., and entered Milwaukee Road service in 1904. He had been in the traffic department on Lines West, for many years, and was well known in railroad circles, enjoying also, a wide popularity among the patrons of the Milwaukee Road, all of whom join in expressing sympathy to the surviving members of his family.

## IN MEMORIAM

### Frederick Densmore Campbell

IN memory of Frederick Densmore Campbell, who passed away at his home in Tacoma, December 14th; in tribute to his fine qualities as a true gentleman, and in testimony of his long and faithful service with The Milwaukee Road, the following is offered by those who worked with Mr. Campbell, to have enjoyed his friendship and to have known intimately his long and faithful service:

Mr. Campbell had been on Lines West from its very beginning and has been successful in surmounting many difficulties, some of which were very trying, especially during and immediately following construction days. During all of his career on Lines West he organized the Car Department, including the shops and facilities at Miles City, Deer Lodge and Tacoma, for the handling of car work, which included some very heavy rebuilding of equipment and construction of new equipment. Mr. Campbell was active in his work, with his headquarters at Tacoma, up until September 9, 1936, when he was stricken with his recent illness which culminated in his death.

"F. D.," as he was known to all, was

loved and respected as few men are by all who came in contact with him. He had a personality that made many friends for him and the men and officers under him respected him as a man and as a supervisor. "F. D." never asked a man to do anything that he himself would not try and his passing will be mourned by hundreds of friends all over the entire railroad as well as by many friends not on the railroad, and will leave a vacancy that cannot be filled.

Mr. Campbell is survived by three sons, W. E. Campbell, general car dept. supervisor, Tacoma; F. H. Campbell, general inspector, Milwaukee; H. R. Campbell, car foreman, Racine, Wis., and two daughters, Mrs. Harriett Johnson of Minneapolis and Mrs. R. C. Veith of Tacoma. The sympathy of all friends is extended them in our mutual loss.

### Frank O. Chamberlain

THE sudden passing of Frank O. Chamberlain at a LaCrosse hospital on December 10th, came as a shock to his many friends in LaCrosse. Mr. Chamberlain was chief clerk in the local office in that city, for many years, and suffered a paralytic stroke while at his desk in the office. He was born in Foxcroft, Maine, in 1868, came to LaCrosse while still an infant and has resided there continuously to the time of his death.

Mr. Chamberlain is survived by his widow, two sons, three sisters, one brother and five grandchildren.

## The Tale of the Spike of Gold

Reprinted from The Milwaukee Journal, December 13, 1936

THE date is April 13, 1895. Hensler's juvenile band is playing "Ach, Du Lieber Augustin" or something else gemuetlich and German.

There is a big crowd out by Gettelman's brewery. The occasion is the formal entry of Milwaukee road tracks into the brewery yard that lies flat under the greening hills to the west.

Before that, Gettelman's beer was hauled by wagon to the rails over by the lake. That was a long haul.

The band stops. Clang, clang, clang—an iron mallet sings clear in the early spring air. It lands on the head of a spike of gold. Inside, the spike is iron. Outside, it is gold—18-carat gold plated it is. Bunde & Upmeyer put the gold on down by the jewelry shop.

The man with the mallet in his hands is Adam Gettelman. Not far away is his little boy, Fritz, aged 8. "Ach, papa," says the little boy, "how nice!"

There are 400 or 500 people. There are lots of speeches. Over in the brewhouse are big barrels. They are filled with a special golden beer. The sun put the gold in the barley; the men, the golden barley in the barrels. They are labeled "Golden Spike Brand."

Clang, clang, clang. The spike of gold sinks deeper into the railroad tie. "Adam," says a voice in the crowd, "Adam, wait, just a minute yet. Here, put a nickel between the tie and the head of the spike . . . a nickel for a good glass of beer."

The voice belongs to William A. Starke . . . clang, clang. Herr Starke's nickel lies snug and sound beneath the spike of gold. "Hurrah, poys!" shouts the crowd. "Wunderbar, wunderbar!"

Adam Gettelman stops; he strokes his long black mustaches. He makes a little speech. He invited the crowd over to the bottling house, where it gives *kalter aufschnitt* und wieners und kartoffel-salat. Herr Kuhn, ja, he used to run a saloon, and his *kalter aufschnitt*—ach, his *kalter aufschnitt* is wunderbar, too.

But just a minute. Here comes the

first car over the new track. It is a beer car. It is filled with the boys from Miller's brewery office two blocks away. The car is all decorated up and the boys are all sitting down on saloon chairs inside.

Wait another minute yet. Here comes *Billy Dodsworth*, general freight agent of the Milwaukee road. Billy Dodsworth and all the men that work in the railroad office in the fine big Mitchell building. Their special car has been switched off the 3:15 for Green Bay.

Und now for the *kalter aufschnitt* and the Golden Spike brand. Ach, is it herrlich! Only the kids stay behind. They pull and tug at the nickel but it doesn't budge a bit. Pretty soon "Ein Prosit, Ein Prosit" comes floating out of the bottling house.

George Dorr—they call him Scotty—Scotty is making fine speeches und singing fine songs. Is he ever ein witzbold. Not far away sits a tall young man. His name is John J. Gregory. He likes the *kalter aufschnitt*, too.

\* \* \*

Twenty years have passed. The tracks are relaid. More years pass. The spike lies in the Gettelman office. The gold plating from down by Bunde & Upmeyer is peeling off . . . more years and the spike disappears like all the memories of those dear dead days.

Adam Gettelman is gone; so is William Starke and his nickel. The little boy who said "Ach, papa, how nice!" he married William Starke's daughter. He makes the beer now.

"Well, Onkel Fritz, do you remember what Hensler's juvenile band played on April 13, 1895?"

"Ach, sure, what a geschnirkel that was! They played 'How Dry I Am.'"

### Said to Be Humor

Proud father: "So this is the little chap who is to carry on my name! Quite a responsibility, eh, nurse?"

Nurse: "It certainly is, Mr. Sczerypkotowski!"

Again, THANX!

—Casanova.

When the flood was over and Noah had freed all the animals, he returned to the ark to make sure that all had left. Finding two snakes crying in a corner, he asked them what their trouble was.

"You told us to go forth and multiply upon the earth," one of them sobbed, "and we are only adders!"

"Oh, Fred! The baby swallowed the matches. What shall we do?"

"Here, use my cigarette lighter."

Jack: I've a friend I'd like you girls to meet."

Athletic Girl: "What can he do?"

Chorus Girl: "Hom much has he?"

Literary Girl: "What does he read?"

Business Girl: "What has he accomplished?"

Religious Girl: "What church does he belong to?"

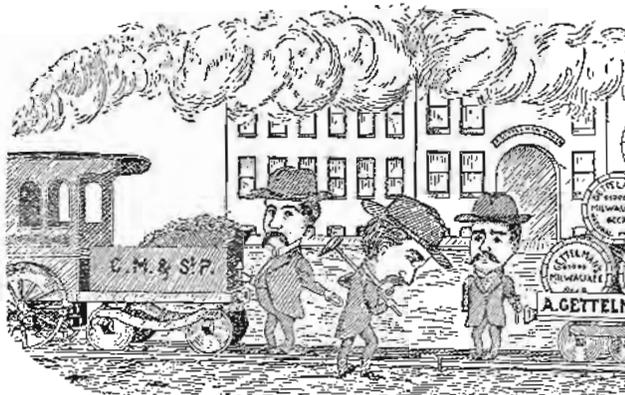
Old Maid: "Where is he?"

### Try Again

Dolly came home after her first day in school.

"Well, darling," asked her mother, "what did they teach you?"

"Not much," replied the child, "I've got to go again."



# ACCIDENT SAFETY FIRST PREVENTION

## All the Year—Every Year Safety Program

Circular No. S-509-A. A. R.

SOME time ago an installment entitled, "Dumb Stunts" was produced in which workmen were shown engaged in acts which are not only *not* required but in most cases positively prohibited, and which one would suppose would never be committed by men of intelligence.

The installment was so well received and favorably commented upon that your Committee has decided to again call the attention of supervisors and workmen to a number of very foolish acts which we have recently seen, all of which, at one time or another, have resulted in serious injuries.

Considerable has been said and written as to whether safety can best be taught by showing the wrong way or the right way of working.

The Nation-wide response to an article in a recent issue of the Readers Digest entitled, "And Sudden Death," which may now be seen in moving pictures, indicates that there is great educational value in advertising the wrong way, because men are thus reminded of their own similar acts and habits and encouraged by the stated results and advice to change their careless tendencies to those of safety.

For this reason and with the hope that many men will see in "Dumb Stunts," reflection of their own carelessness which are more or less in vogue on all railroads.

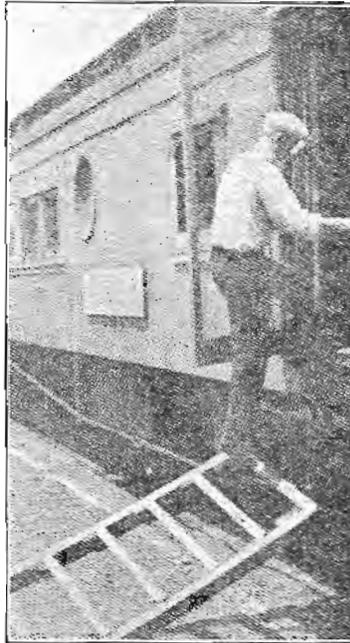
Study them and apply the lesson to your supervision of men if you are a Foreman, or to your own acts if you are a workman.

Our purpose is to keep you uninjured and *on the job*.

of the job, but this man thought he was better at "walking a tight rope," so he scorned the ladder and balanced himself on this trestle—but only for a few minutes, after which his Foreman picked him up from between the rails of the adjacent track and his helper telephoned for the ambulance. Fred Astaire may have brains in his feet, but this carpenter didn't, and he failed to use the brains in his head.

He threw the switch lever over on his own foot. Almost as dumb as the tree surgeon who sat on a limb and sawed it off between him and the tree.

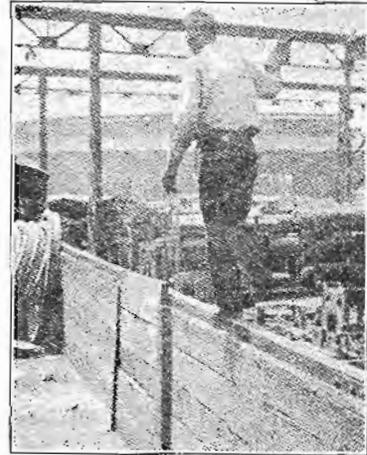
Such "Dumb Stunts" are inexcusable and will absolutely be stopped when supervision and workmen get together on a program developing Safe Methods and of intelligently carrying them out.



**Dumb Stunt No. 3**

He placed the steps himself, and then cussed them out because they didn't have sense enough to hold him up.

Anyway he broke his leg, and it cost \$50.00 for a doctor, \$30.80, hospital fees, \$3.00 ambulance hire, and 36 days lost time, to say nothing of the suffering and want of the family before he could get back on the job and realize that he had been guilty of "Just another Dumb Stunt."



**Dumb Stunt No. 5**

The Safety Inspector in company with three General Officers and five Division Officers, as well as about fifty workmen, was observing a work train engaged in demolishing an overhead highway bridge.

The Safety Inspector detected the Foreman walking the rail of a flat bottom Gondola in effort to reach a position where he might better give signals. Work was stopped and the Foreman moved to a place of safety. Obviously, this Foreman would not have dared violate so important a Safety Rule if there had been a wholesome "Official" recognition of its importance.



**Dumb Stunt No. 6**

The Track Laborer, thinking there was no weight on the jack, tried to "trip" it with his foot in this manner instead of using a jack handle. There was weight on the jack and the Laborer had a broken foot.

Question No. 1: How many men are doing this job in the "Dumb Stunt" way, without getting hurt?

Question No. 2: How long will they continue before the trap finally catches them?

Question No. 3: How much observation is being made by those in charge to stop such "Dumb Stunts" before the accident occurs.



**Dumb Stunt No. 2**

There was a good ladder within 10 feet



**Dumb Stunt No. 4**

On an especially busy Division of a busy railroad, only one train service employe was injured in a whole year.

# The Agricultural and Colonization Department

## SPRING WHEAT SEED NEEDED

### Citizens Suggest Program to Secure Supply

Probably no one thing would be felt more keenly than that of being deprived of all the bread we Americans want to fill our dinner buckets and make our breakfast toast. Surely it is the "Staff of life," and, no doubt, every effort will be made to assure all that there will be a sufficiency.

But time waits on no one, and there is little enough of that to do all that must be done between now and seeding. If every acre that economically should be sown to spring wheat for the 1937 harvest is sown, it will require much co-operation on the part of all who are bread consumers, wheat millers, seedsmen, or who may be able to furnish the necessary seed or the funds with which seed may be purchased.

The Northwestern Spring wheat belt has experienced several years of adversity, during the past few years, the like of which no Spring wheat producer can remember. There have been years of unprecedented drouth. Of them all, the last one in 1936 was the worst. Plant diseases and insects, too, took heavy toll; in some cases all that survived weeks of blistering heat.

The combination of these adversities has left most Spring wheat producers without seed and without funds or credits with which they may purchase their needed supplies if such were available. It has done more, it has deprived the United States of nearly all its home grown, best known, adaptable varieties of Spring wheat seed.

Because this condition does exist, there is a big job ahead for all. Supplies of seed must be found and distributed to all farmers in need. Credits must be provided that farmers may be able to purchase needed seed.

Many suggestions have been made by men and groups of men who have had a lifetime experience in the Spring wheat belt. Generally these suggestions are: That an immediate survey should be made to locate every local and terminal bushel of Spring wheat and when located, each lot should be at once examined by qualified analysts to determine its fitness for seed use; that lots suitable for seed should be purchased and reserved for farmer needs; that supplies in excess of American quantities might be purchased from our Canadian neighbors. To do this some agency must be created that can be properly manned and financed to act quickly.

If the necessary seed can be found and reserved, then these advisors feel that an agency must be set up at once to furnish credit to all farmers in need, that they may be able to purchase necessary needed quantities of seed. Several thousand farmers are known to be in need of such credit if the Northwest is to grow a normal Spring wheat crop in 1937.

To bring this program to fulfillment will require united and early action on the part of all in the Spring wheat belt. It will require every interested person unitedly supporting this program or one similar to it. It is a job that cannot be left to George.

## 4H LAMB CLUB MEMBERS

### Hold First Annual Iowa Show

During the past few years farmers in Northwestern Iowa have become nationally prominent as lamb feeders. Less than a decade ago, a few carloads of western range lambs were fattened for market in the ten northwestern counties of the state. Since 1932, the numbers of carloads fattened has increased annually until they may be counted in the hundreds.

With this growth in the business has also come increased interest in doing the job in the most approved manner. Great progress has been made in the quality of "finish" these relatively new feeders now are able to put on their fattened lambs when they go to market, but evidence of that was exhibited at the first annual Fat Lamb Show held at Spencer, January 15th and 16th, 1937. At that show, 54 pens of 16 lambs each were entered. Of the 880 fat lambs, 90 per cent were graded "choice" by market experts—the highest grade that is awarded lambs ready for the packer. The lamb judges decided was best, or grand champion, sold in the auction sale of all the lambs for sixty cents per pound, live weight. The next best 16 fat lambs sold for 19½ cents per pound.

Even though the show and sale of fat lambs was all the success anyone could expect it to be, the most important feature was the fact that the 54 pens of lambs were fed by 54 4H Club boys on 54 different farms. Each was a demonstration in the community illustrating

how one may succeed by soliciting good lambs, feeding and caring for them properly.

This show and the demonstrations convinced many that lamb feeding is an adaptable, paying business for Northwestern Iowa farmers. It set a standard by which future 4H Club members and farmers may measure their progress.

## SOUTH DAKOTA FARMS

### For Sale at Bargain Prices

THE State of South Dakota, through its Rural Credit Board, owns hundreds of thousands of acres of farm and ranch lands. Most of these lands are improved, having all the necessary buildings, fence, water supply and are near schools and trading centers. They are ready to produce for and accommodate families who by experience and training want to make farming their mode of life.

The Rural Credit Board desires to have each one of its farms operated by an owner. It, therefore, offers its farms for sale on extremely liberal terms, and at prices which are fixed by a system of bidding that in fact amounts to appraisal by prospects who believe they can use them to advantage.

Many of these farms are in areas served by our road. To aid the State in putting them into owner usage, this department has published a booklet describing a representative number. It also explains the system of sale and terms.

## RATHDRUM PRAIRIE

### May Be New Irrigated Project

Northerly from Couer d'Alene, Idaho, is an expanse known as Rathdrum Prairie. During the past summer, the United States Bureau of Reclamation has made engineering, topographical, soil and economic surveys of the Prairie totaling about 60,000 acres. Of this acreage, about 40,000 acres were found to be irrigable.

Recent published reports of the surveys suggest three different methods which may be used to irrigate the district. Local advocates have organized and are actively seeking to bring about financing and construction of the project.

The irrigable land lies adjacent to and on both sides of the Milwaukee branch line from Spokane to Metaline Falls. It is reported to be suitable for the production of general crops, including the grains, potatoes, alfalfa and, to a lesser extent, fruits and garden truck.



One of the Northwest's Real Wheat Fields. A Common Sight in Any Normal Crop Year.

## A Fourth Section Parallel

(Continued from page 3)

Shippers therefore generally support proposals to relax long-and-short-haul regulation of the railroads. They realize the advantage that will result to business generally from railroad ability to promptly adjust rates to fit changing competitive conditions.

The stake of railroad employes, along with railroad management, in legislation that will restore to the industry, on which they are dependent for work and wages, opportunity to enjoy as large a share of the country's traffic as can be secured in fair competition with its rivals, is plain. Such action will stabilize and increase railroad employment, because it will increase railroad ability to provide employment and pay wages. It will add to the security of everyone affected by successful conduct of the country's system of rail transportation.

These are the considerations behind the Pettengill bill, proposing repeal of the long-and-short-haul clause, which is again before Congress. Its passage by the new Congress is assured with continuation of the shipper and railroad

employes support that has heretofore urged its enactment.

The Pettengill bill is simply a measure to secure to railroads equality of opportunity with the rivals with which they must compete. Its passage will simply permit railroad management, in its price making, the same freedom of competitive initiative and resource that is everywhere permitted to other business, except that railroad price making will still be subject to restrictions from which other business is free.

Independent of the long-and-short-haul clause, the Interstate Commerce Commission is clothed with power to fix the highest rate a railroad may charge in any instance, as it is with power to fix the lowest rate a railroad may charge. Factories are not yet subject to establishment of their maximum and minimum prices by public authority. Were they subject to such restrictions, plus regulation based on the long-and-short-haul rate theory, the factory in the moderate sized town in the Middle West, with which this comparison has dealt, would have shut down several years ago.

until July 4, 1900, when I was promoted to regular passenger conductor, and am still running the Arrow, Nos. 7 and 8, from Chicago to Marion, Ia., 228 miles each way.

"Freight brakemen got \$45 a month, freight conductors \$65 a month and passenger conductors \$83.33 a month, without regard to hours of service. We used the link and pin couplers and had to draw links and pins and keep the cabooses well supplied. I have worked under 16 superintendents and almost as many trainmasters, and have certainly seen a lot of changes, to automatic couplers, from hand brakes to air brakes, from wooden coaches to steel coaches, and now streamlined trains, all air-conditioned.

"From an hour and 50 minutes from Elgin to Chicago to 45 and 50 minutes for the same distance, from the small 16 by 24 engines to the large 6400-type passenger engines. Eighteen cars was a good haul for those old engines—now the big ones haul 80, 90 and even 100 cars. And still more changes are being made."

Mr. Moran also started work with this railroad when it was still known as the Chicago & Pacific, in 1877. In 1880, at the time the Milwaukee acquired possession of that road, Mr. Moran was promoted to the position of section foreman at a salary of \$45.00 per month and he worked under all of the roadmasters on the Illinois Division from that time to the date of his retirement in 1929.

## Conductor Bryan Retires

(Continued from page 5)

and unblemished record, Mr. Dibble told of his own sorrow at the realization that he had seen the cheery face of the veteran conductor for the last time on trains in this territory.

After citing the marvels of modern streamlined trains such as The Milwaukee's crack Hiawatha, Mr. Dibble pointed out the fact that it is only through the devoted service of such pioneers as Mr. Bryan that the 1936 brand of railroading has been made possible.

Letters and messages of good wishes and congratulations from Mr. J. T. Gillick, chief operating officer, Mr. O. N. Harstad, general manager and Mr. N. A. Ryan, assistant general manager, to Mr. Bryan in respect to his enviable record, were read to the group. Also, letters from Mr. W. C. G. Bagley, president of the First National Bank, and Mr. W. E. Brice, prominent business man of Mason City, Iowa. Among the railroad officials and associates of Mr. Bryan present at the luncheon, were George Huffman, Iowa Railroad Commissioner; Frank E. Wenig, Iowa Labor Commissioner; and F. A. Bogue, superintendent of the CRI&P RR, all of Des Moines, Iowa; M. J. Boyle, superintendent of the C&NW of Mason City; John Kramer of the Interstate Federal Savings & Loan Ass'n of McGregor, Iowa; and former Mayor John J. Burns of Mason City.

Mr. Bryan left Dec. 30th for a long holiday in California with relatives and friends.

## The Days of "Way Back When"

THE recognition of the annual Railroad Week last summer brought out many stories of olden times and old outmoded methods of "railroading," not the least interesting of which is the following story of "way back when" told by veteran Illinois Division Conductor Fred B. Wheeler to a representative of the Elgin (Illinois) News, and sent to The Magazine by another veteran of the Illinois Division, retired section foreman P. J. Moran.

Both Mr. Wheeler and Mr. Moran are residents of Elgin, Mr. Wheeler having undisputed claim to being Elgin's oldest railroad resident, as well as oldest railroad man in present service. His service dates back to May 1st, 1877, when he began work for the old Chicago & Pacific Railroad, which became later, that part of the Illinois Division between Elgin and Chicago, which was extended to Byron, Ill., before it was taken over by The (then) C. M. & St. P. Ry.

Mr. Wheeler's story, that follows, is reprinted from the Elgin News:

"I was a freight brakeman for the first three years, and then was promoted to be freight conductor in 1880. A. J. Earling, who later became president and then chairman of the board of the St. Paul road, was the superintendent of this division when I started. George H. Daniels of Elgin was general passenger and ticket agent.

"The line was being graded and laid when I first went to work, and after being promoted I ran the Byron freight. There was one freight train and one passenger train each way between Chicago and Byron every day. There was additional service between Chicago and Elgin. Charlie Pratt was the first con-

ductor here, and made two round trips a day between Elgin and Chicago.

"The road was in the hands of a receiver when I started, and pay-days were whenever we could get it. More than once they handed us a dollar apiece. The Milwaukee road took over the Chicago and Pacific in 1880, and I eventually got all my back pay.

### Once Called the "Cowpath"

"The road was nicknamed the 'cow-path,' and at Gifford's crossing, just west of Spaulding, we took down bars to let the train through and put them up again after it had passed. The fare between Elgin and Chicago was \$3.75 one way—a lot of difference from the present one-way fare of 75 cents.

"On the Byron freight we really had to work, loading 10 and 12 cars with butter, eggs, calves and chickens. On the Elgin freight we have stood at Roselle and Itasca and loaded a carload of freight and unloaded about the same on our return trip. We did switching around Elgin from 7 until 10 in the morning and at 10:30 we left for Chicago, arriving at Goose Island at 2 p. m. At 2:30 we left on our return trip, arriving at Elgin at 7:30 p. m. and unloaded as much as we had loaded going in.

"We did this stunt every day in the week except Sunday, and on Sunday we worked the milk train, loading three or four cars of milk and on the return trip we unloaded about the same amount of freight.

"After being promoted to freight conductor I ran between Chicago and Kirtledge, which was then called Lanark Junction, and we ran up to Freeport to turn our engine. I ran the Elgin yards for about seven years, from 1886 to 1892, and then ran freight and extra passenger

# THE MILWAUKEE RAILROAD WOMEN'S CLUB

## Mason City Chapter

*Mrs. W. L. Gaffney, Historian*

MASON CITY chapter met Nov. 24 at the club rooms. Our president, Mrs. W. F. Ingraham, opened the meeting with the members singing lustily, "Boost, Milwaukee, Boost" which was followed by our club motto. At this meeting we arranged for a luncheon on December 10. We also appointed Mrs. Sylvester German to arrange for our annual kiddies' Christmas Party December 20.

Mrs. Eddie Adams, chairman of the nominating committee, submitted the following officers for 1937:

President, Mrs. Roy Sizer; 1st vice-president, Mrs. John Balfanz; 2nd vice-president, Mrs. F. J. McDonald; corresponding secretary, Mrs. R. McGregor; recording secretary, Mrs. Louis Walters; treasurer, Mrs. C. S. Paack; historian, Mrs. W. L. Gaffney. Chairman of ways and means, Mrs. S. V. German; program, Mrs. M. A. Bost; membership, Mrs. C. H. Kirsch; welfare, Mrs. R. Goltz. On the sunshine committee are Mrs. C. Tutler, Mrs. Oscar Larson, and Mrs. C. H. Butler. Mrs. P. A. Gallagher is house and purchasing chairman; Mrs. Oscar Anderson, social; Mrs. L. R. Meuwissen, hospitality; Mrs. W. F. Ingraham, music; Mrs. Roy Harman, Miss Ruby Potter and Mrs. Irving Patton, auditing. It was moved and seconded that the names submitted by the nominating committee be accepted. The members voted unanimously for these officers.

Mrs. Reese Vaughn, safety first chairman, introduced Peace Officer John C. Hrupetz who gave a wonderful talk on safety first. He said he hoped the automobile accidents in the near future might compare with the railroad accidents which were now at a minimum.

Mrs. German then introduced five little girls who gave a one-act play.

Mrs. Ingraham, whose birthday is in the near future, was presented with a lovely two-tier birthday cake. The club, on presentation, sang "Happy Birthday." She responded as only Mrs. Ingraham can respond. She then cut the cake as she wished to share it with us. Our social chairman had our table becomingly decorated with a centerpiece of yellow and bronze mums and yellow tapers. It all made a very pretty birthday scene. Even some of our male contributing members were enticed to share some with us.

We all wish Mrs. Ingraham many happy birthdays and thanks for the years of service she has so graciously given us.

## Madison (Wis.) Chapter

AN ENTHUSIASTIC group of members met for the first meeting of the new year in their club rooms, Thursday, Jan. 14. A one o'clock "pot luck" preceded the meeting in which we honored our outgoing president, Mrs. John Lynne, and our new president, Mrs. J. Speckner. A beautiful corsage was presented to each, and a gift to our past president in gratitude for her untiring work the past year. The meeting was then opened at 2:30, the past officers taking charge to complete the old year's business and receive the reports. Among the reports read was the successful Christmas party held at the club room, Monday evening, Dec. 21, with excellent entertainment by some of our own Milwaukee Road children and by the Kehl's School of Dancing. A large crowd attended. The report was also made of fewer Thanksgiving and Christmas baskets sent out to needy families, which proves that "happy days are here again" for Milwaukee Road families. A rising vote of thanks was then extended our outgoing officers and the new ones took their places. Following are the new officers, president,

Mrs. J. Speckner; 1st vice president, Mrs. McKeown; 2nd vice president, Mrs. Carl Knope; recording secretary, Mrs. Mabel Davy; corresponding secretary, Mrs. Rae Scherneck; treasurer, Mrs. J. Lietz; historian, Mrs. Cash Allemang.

An interesting program is in store for us for the coming year, and we sincerely hope we will grow in both membership and fellowship.

We will again have charge of the service shop in the month of April. We are allowed the use of the service shop twice a year. Mrs. Mabel Davy is chairman, and she hopes your donations will be liberal.

We are eagerly looking forward to the one o'clock luncheon to which we are invited by the Chicago & Northwestern Women's Club, to be held at the Beaver building, January 28th. We enjoy visiting with these ladies and hope to be able to exchange suggestions and ideas to work in with the year's program.

Mrs. Chauncy McHaffey, our new membership chairman, reports 1937 dues are coming in fast. This is very encouraging. Let us help our chairman and pay our dues just as soon as possible.

## Beloit Chapter

*Mrs. J. E. Yohn, Historian*

AT the Dec. 9th meeting, after the regular routine of committee reports and all old business had been taken care of, plans were made to have several "Bingo" parties in the near future.

At this time plans were also made for a Christmas Party to be held on Dec. 18th at our club rooms at the Savings Bank, for all members and their families, beginning with a pot-luck supper at 6:30. Various committees were appointed, after which the meeting was adjourned and members spent the rest of the evening helping fill candy boxes, etc., for the Christmas Party, after which a delicious lunch was served.

The Christmas Party turned out to be a huge success. After the pot-luck supper, at which nearly 100 were present, the tables were cleared away and a very fine program was presented. Among those on the program were Miss Marjorie Stewart and Miss Barbara Stuffer in a tap dance which was very well done. Mrs. Lela Lombard, without whom our Christmas Party would not be complete, entertained with several songs and whistling numbers, playing her own accompaniment. Mr. Wade entertained with several selections on a saw, Mrs. Wade being the accompanist. Mr. Wade also being a magician followed up with a number of clever sleight of hand tricks for the amusement of the youngsters—and elders too.

With Mrs. Lombard at the piano and Mr. Wade with his saw several more selections were given, after which a number of Christmas Carols were sung by the children, led by Mrs. Lombard. Then the children formed a line and marched past the prettily decorated tree, where candy and apples were given them. It was a nice party and enjoyed by all present.

Members took this opportunity to bring canned goods, fruits, jellies and jams, cookies and other foods and delicacies to help with Christmas and good cheer baskets.

Our first meeting of the new year was held on Jan. 18th at 8 P. M. with the outgoing president, Mrs. H. E. Raasch opening the meeting and taking care of all old business. Monthly and annual reports were read. The three "Bingo" parties and turkey party held in December netted a tidy sum for our treasury. The annual reports showed that much good work had been done by our chapter during the past year. Our welfare chairman, Mrs. Thomas Flanigan, reported \$236.39 had been spent for welfare during the year, with 28 families

reached. Six Christmas baskets as well as shoes and clothing were given at Christmas time, amounting to \$32.88.

Mrs. Robt. B. Smith, our Sunshine Chairman's yearly report showed that \$40.53 had been spent for sunshine and good cheer, this included six good cheer baskets at Christmas time. Many telephone and personal calls were made by both chairmen. Our chapter ended the year with 73 voting and 99 contributing members.

Reading of these reports finished up the old business and Mrs. Raasch then turned the gavel over to our new president, Mrs. Robt. B. Smith. At this time a recess was called and members presented the outgoing president, Mrs. Raasch, with a lovely gift, a silver set, consisting of sugar, creamer and tray, and a beautiful bouquet of American Beauty roses.

After the recess the new officers were escorted to their places by the outgoing officers and new business was then taken care of. One "Bingo" party has already been held in January and others are planned for the near future.

The newly elected officers who begun their duties at this meeting are as follows: president, Mrs. Robt. B. Smith; 1st vice-president, Mrs. W. G. McIntyre; 2nd vice-president, Mrs. Alice Connors; recording secretary, Mrs. D. S. Moncrief; corresponding secretary, Mrs. Hazel Campbell; treasurer, Mrs. E. W. Ruck; historian, Mrs. J. E. Yohn.

Committee chairmen for the year are: constitution and by-laws, Mrs. L. M. Litell; welfare, Mrs. Thomas Flanigan; good cheer, Mrs. E. W. Stewart; ways and means, Mrs. Joe Helms; membership, Mrs. James Ferrero; social, Mrs. J. J. Callahan; program, Mrs. Wm. Stucke; publicity, Mrs. Roy Hollenbeck; telephone, Mrs. Edw. McCann; auditing, Miss Mary Howard; house and purchasing, Mrs. Frank Novey.

After the reading of these names the meeting was adjourned; a social time followed and dainty refreshments were served.

## Savanna Chapter

*Marie J. Clifford, Historian*

THE January meeting of this chapter was held at the club rooms on the 4th, the operating department being in charge of the pot-luck supper and program, which were followed by a dance; about 150 were present.

Mrs. A. J. Reinehr was chairman for the supper; Mrs. J. J. Van Bockern, dining room chairman.

The program was as follows: A talk on Dubq. Ill. Divn. Credit Union, by A. J. Reinehr; reading, Miss Janet Elder; vocal selections, Claytus Nelson, accompanied by Miss Mildred Nutt; readings, Mrs. Virgil Marth.

The retiring president, Mrs. O. S. Kline, was presented with a circular mirror as a tribute from the club.

The business meeting was presided over by the new president, Mrs. H. P. Buswell; other new officers were: vice-president, Mrs. D. H. Phebus; treasurer, Mrs. Albert Lahey; recording secretary, Mrs. Milburn Lynn; corresponding secretary, Miss Mildred Eaton; Historian, Marie Clifford.

Committee chairmen for the year were named as follows: ways and means, Mrs. L. L. McGovern; sunshine, Mrs. Wm. Waymack; welfare, Mrs. Ted Nielsen; membership, Mrs. Nettie Lynn; auditing, Mrs. Geo. Humphrey; song leader, Mrs. Wm. Sheetz.

Miss Doris Calehan received the attendance gift. The Merry Makers furnished the music for the dance.

## Wausau Chapter

*Mrs. A. I. Lathrop, Historian*

VERY interesting and complete reports constituting a resume of the year's work, were given at the January meeting of Wausau chapter Tuesday afternoon, January 12. Mrs. Felix Slomski entered upon her new duties as president of the chapter, succeeding Mrs. J. E. Whaley, resigned. Mrs. Whaley was elected first vice president and Mrs. Arthur Yates, second vice. Mrs. Slomski named the following standing committees for the year:

Welfare, Mrs. Wm. McCarthy, Mrs. J. E. Dexter; good cheer, Mrs. John Brown; ways and means, Mrs. Ed Gongaware, Mrs. Charles Conklin; membership, Mrs. Warren Essels, Mrs. August Krueger, Mrs. Walter Freeburn; publicity, Mrs. A. J. Lathrop; auditing, Mrs. J. E. Dexter, Mrs. M. M. Harrington. Mrs. A. W. Warner; house and purchasing, Mrs. Lawrence Nowitzke. Mrs. M. J. LeSage; social, Miss Lou Wagner; constitution and by-laws, Mrs. B. F. Hoehn; Librarian, Mrs. D. O. Daniels; safety, Mrs. Elgin Fowler. It was reported that \$9.69 was expended for welfare work in December, and that canned goods, etc., to the value of \$16.00 were donated. The good cheer committee reported that \$10.68 was expended for baskets and contents at Christmas time. The treasurer's report for the year showed that \$110 was received from voting members, \$13.32 from contributing members, \$113.81 from ways and means activities, \$132 from other donations, and \$20 for membership prize, making the total receipts, \$432.30. During the year, \$258.00 was expended for relief work, \$25.67 for good cheer, \$38.40 for ways and means activities, with a total of \$330.59 expenditures, leaving a balance on hand of \$37.16. Among the very fine and worthwhile things the chapter has done, have been inducing the county to give hospital care to five people, providing hospital care for ninety-nine days in addition to X-rays and medicine for a boy, providing milk for the boy's family over a long period, securing hospital care and milk for a woman, providing insulin for a man, securing state hospitalization for two families, inducing the Elks lodge to play Santa Claus to two families. All these cases were sponsored by the chapter, through the efficient efforts of Mrs. Wm. McCarthy, who has given most unselfishly of her time and energy in this welfare work for the past seven years. Her work is much appreciated.

It was decided that a public card party will be held at the clubhouse Feb. 9, the date of the next regular meeting.

Favors in bridge were won by Mrs. Warren Essels and Mrs. A. J. Lathrop, and in five hundred by Mrs. Wm. McEwen and Mrs. R. P. Rawson. A delicious two-course lunch was served by the hostess committee, with Mrs. Sam Loomis, chairman, assisted by Mrs. Hugo Von Gnechten, Mrs. R. P. Rawson and Mrs. A. W. Warner. Out-of-town members were Mrs. E. P. Little of Irma and Mrs. Frank Fredericks of Harshaw. The retiring president was presented with a gift.

Members of the Wausau Chapter held the December meeting at the clubhouse Tuesday afternoon, Dec. 8. Mrs. Arthur Yates, Mrs. R. R. Sternitzky, Mrs. Nellie McCarthy and Mrs. C. H. Conklin being hostesses. Announcement was made of the showing of the first sound film production, to be presented at the clubhouse three times Dec. 21. A liberal donation of groceries and jellies was brought by the women to be given in the form of Christmas good cheer to the sick people among the railroad fraternity. Three tables of bridge and two of five hundred were played during the remainder of the afternoon, favors in bridge going to Mrs. Emelie Randow and Mrs. Elgin Fowler, and in five hundred to Mrs. D. O. Daniels and Mrs. C. H. Conklin.

### Marquette Chapter

*Mrs. Thomas Barr, Jr., Historian*

ELECTION of officers was held in Marquette Chapter at the November meeting, the president, Mrs. Sayre, presiding. The following were elected: President, Mrs. Charles Trask, 1st vice president, Mrs. Frank Souli; 2nd vice president, Mrs. Roswell Sayre; treasurer, Mrs. John Stuckey; secretary, Mrs. Ray Ferris; historian, Mrs. Thomas Barr, Jr.

A Christmas party was held in the clubhouse on December 15th, a 1 o'clock luncheon being served to sixty members. We were happy to have nine of our members from Prairie du Chien and an equal number from McGregor to enjoy the party with us.

A committee composed of Mmes. Russell Sayre, Joe Dempsey, John Stuckey, Wm. Deyo and Thos. Barr, Jr., took charge of the luncheon and decoration of the club-rooms. Gifts were distributed to all at the party.

The afternoon was spent playing cards, prizes being awarded, at five hundred, to Mrs. John Peely and Mrs. Frank Sauvell. At bridge, to Mrs. Truan Prouty and Mrs. Thos. Barr, Jr.

### Spokane Chapter

*Mrs. W. H. Hunter, Historian*

ON October 27th our chapter enjoyed a 1 o'clock luncheon served in our club-rooms with a nice attendance. During the meal we were entertained by Miss Elsie Quinn, who gave several numbers on the accordion.

Miss Helen McCrea, librarian at Lewis and Clark high school of this city, and a world traveler, gave a talk on travel in foreign lands, including her impressions of Russia and Norway. Altogether, the program was much enjoyed.

The regular business session was called, with the president, Mrs. G. H. Hill, presiding. In the nickel contest, Mrs. W. H. Hunter won the prize. This contest is primarily to create interest and a good attendance.

A card party with Mmes. Laurence, Gist and Snure, committee in charge, was planned.

On November 20th a bridge and pinochle party was held in the clubrooms. Over one hundred attended, and the affair was a success socially and financially. The very able committee consisted of Mmes. Laurence, Gist, Snure, Frank Wilson, Chas. Schlausner and Walter Hancock. The door prize, which was one-half ton of fuel, was won by Mrs. G. R. McNab. Many other prizes were awarded.

This effort netted a substantial sum to our treasury. All were sorry our president's illness prevented her from being present.

Our regular November meeting was held on the 24th, with the vice president, Mrs. C. Lillwitz, presiding in the absence of Mrs. Hill. Election of officers for 1937 was the principal business of the session, after which a talk was given on "Better Light." Mrs. Beyers gave a book review.

The following officers were elected: President, Mrs. Chas. Lillwitz; 1st vice president, Mrs. Frank Watkins; 2nd vice president, Mrs. M. Hays, of Coeur d'Alene; recording secretary, Mrs. H. Collingwood; corresponding secretary, Mrs. Walter Harnack; treasurer, Mrs. W. H. Ashton of Coeur d'Alene; historian, Mrs. W. H. Hunter.

### Marion Chapter

*Mrs. Fred C. Newlin, Historian*  
Celebrate Anniversary

THE Marion Chapter celebrated the eleventh anniversary of the organization of the club at its meeting in Memorial hall. A large birthday cake with eleven candles was a feature of the affair. Mrs. J. F. Coakley was re-elected president. Other officers elected were: First vice president, Mrs. W. C. Givens, second vice president, Mrs. E. D. Jefferson; secretary, Mrs. E. C. Ainley; treasurer, Mrs. Margaret Leming; historian, Mrs. F. C. Newlin. Plans were made for the annual Christmas tree and party for the children of Milwaukee employes December 20th at the Milwaukee depot. The club voted to give \$5 to the Christmas Seals fund. Mrs. Robert Cessford read a paper on the history of the club. Gaylord Ward of the Christmas Seals speakers' bureau read an essay, "The Winning Fight Against Tuberculosis." He also played a piano solo. Louise Smith gave a reading and Catherine Ann Duster of Cedar Rapids gave the butterfly dance. Cards were enjoyed during the social hour and refreshments were served by a committee which included Mrs. Fred Holsinger, chairman; Mrs. S. A. Fontaine and Mrs. Charles Wescott.

A large crowd assembled at the Mil-

waukee passenger depot Sunday afternoon to greet Santa Claus when he arrived for the Annual Christmas party of the Milwaukee Railroad Women's clubs. The Ohitya Camp Fire group sang carols around the lighted Christmas tree on the depot platform. Treats were given to 400 children by the club.

### Austin Chapter

*Inez McCarthy, Historian*

A MOST enjoyable meeting with every member of the board present was held in the clubrooms December 3rd. With Mrs. Mary Taylor, chairman, assisted by Mmes. C. C. Hartsack, Carl Voelker, J. D. Williams and Inez McCarthy, a turkey dinner was served at 1 o'clock. The long table was attractively decorated with miniature Christmas trees and lighted red tapers. Mrs. S. Seigitz, a sister of the late Mrs. Van Dyke, was a guest of the club. The president, Mrs. George Haseltine, presented Mrs. B. H. Brown with a bouquet of flowers as the day happened to be the 46th wedding anniversary of Mr. and Mrs. Brown. Christmas gifts were exchanged. Mrs. Thomas Damon received the drawing prize. A lengthy business meeting followed at which plans were completed for the carnival held December 18th. Cards were enjoyed later in the afternoon.

On December 8th the regular pot luck supper was held. The rooms were prettily decorated with a large lighted Christmas tree in one corner of the room and three long tables adorned with small trees and lighted tapers. A large number were out to enjoy the bountiful meal. Christmas carols were sung by those present, accompanied on the piano by Mrs. Vern King. Christmas gifts were exchanged. Cards were played the remainder of the evening, prizes being awarded to Mrs. O. C. Peed, Mrs. Dan Dovenberg and B. H. Brown in contract, auction and 500 respectively.

Much credit is due Mmes. George Haseltine, E. J. Blomley, Thomas Damm, Frank Doering and all of the women who worked so faithfully to make the carnival a success. August Damm was the winner of the \$5; Guy B. Williams, \$3, and Kenneth Frasier, \$2. The sum of \$51.36 was cleared on the carnival.

As there have been many reports that the 1936 buying was better than in any year since 1929, so the Milwaukee boasts of a bigger and better crowd of youngsters out to meet Santa on December 19th than ever before. The children were seated and anxiously waiting for Santa long before 2:30. Under the leadership of Betty Brown, accompanied on the piano by Mrs. Vern King, the children sang carols. Mrs. Charles Hoffstader put on an impromptu program, the children volunteering a song or a recitation. When Santa Claus arrived he was greeted by several who presented him with the letters they'd written. He distributed apples, sacks of candy and nuts to one hundred twenty children. Mrs. Haseltine, Mrs. Taylor and Mrs. Blomley served the mothers coffee and doughnuts. Later in the afternoon all of the men who had worked to make the carnival a success were served hot roast beef sandwiches which had been prepared by Mrs. Brown.

The 1937 officers are as follows: President, Mrs. George Haseltine; vice president, Mrs. W. J. Lieb; second vice president, Mrs. Leon Comeau; secretary, Mrs. E. J. Blomley; treasurer, Mrs. W. R. Smith; historian, Mrs. Frank Doering; corresponding secretary, Inez McCarthy.

The committee chairmen are: House, Mrs. B. H. Brown; ways and means, Mrs. W. H. Deere and Mrs. William Massino; program, Mrs. H. J. Keck; auditing, Mrs. H. B. Hinckley; safety first, Mrs. H. J. Igau; membership, Mrs. F. F. Luslow, Mrs. Ralph McCoy and Mrs. W. J. Cambarn; sewing, Mrs. J. D. Williams; telephone, Mrs. Charles Hoffstader; welfare, Mrs. O. C. Peed; social, Mrs. Walter Whiteside and Mrs. F. Litz; by-laws, Mrs. F. J. Holmes; coffee, Mrs. Mary Taylor; publicity, Mrs. Wm. Massino; good cheer, Mrs. Carl Voelker.

## Marmarth Chapter

Mrs. Shirley Riekey, Historian

**A** HAPPY and Prosperous New Year to all our chapters and friends.

At the election of officers held in November the following were elected: President, Mrs. Harry Wood; 1st vice president, Mrs. Ada Herdert; 2nd vice president, Mrs. Jim Fagan; treasurer, Mrs. Theo. Rusford; secretary, Mrs. Shirley Riekey; historian, Mrs. Shirley Riekey.

The appointed committee chairmen are: Constitution and by-laws, Mrs. P. Gust; welfare, Mrs. Geo. Williams; good cheer, Mrs. H. Dernback; ways and means, Mrs. Ed Stribble; membership, Mrs. Harry Shields; social and program, Mrs. Jim Fagan; refreshments, Mrs. Loran Kelly; publicity, Mrs. Shirley Riekey; auditing, Mrs. Harry Morse; safety, Mrs. Adah Herdert; librarian, Mrs. Theo. Rusford; house and purchasing, Mrs. Phil Carroll.

We are looking forward to a very prosperous year as every one seems to enter the new year with a determination to fill their offices with the best of their ability and help our new president in every way possible.

At our December meeting our ways and means chairman, Mrs. L. Rusford, reported \$2.00 from club house rental. Good cheer chairman, Mrs. H. Dernback reported 14 telephone calls, 20 personal and of messages of good cheer. She and her committee at Xmas time filled and delivered 3 good cheer baskets to our sick and "shut-in" members at an expense of \$5.04 and the club filled 250 boxes of candy and nuts and gave out on December 23rd to all children of the community. Also had a short program given by some of our school children. The singing of Xmas carols closed the evening. The expense of our Xmas boxes was \$18.25 and \$23.00 worth of good cheer was given out by members without any expense to the club. Our treasurer, Mrs. Theo. Rusford, reported a balance of \$116.60 in bank. Our retiring president is convalescing at the home of her daughter, Mrs. Dahl at Moberge, but we are in hopes to have her with us for our next meeting. After our regular business meeting we were served with a lovely lunch by Mesdames Geo. Williams, Adah Herdert and Harry Wood to the 5 ladies present, after which the Xmas boxes were filled ready to be given out the evening of December 23rd.

## La Crosse Chapter

Frances Sainsbury, Historian

**A**FTER six months of very successful work Mrs. Harry S. Peed moved to Minneapolis to place her sons in the University of Minnesota. We are all very sorry to lose Mrs. Peed and hope she is very happy in her new home.

First vice president, Mrs. Kidd, succeeded Mrs. Peed, conducted one meeting and then she left to make her home in Milwaukee. We wish her happiness in her new home. Mrs. Kidd was succeeded by Mrs. Joseph Burns. Under Mrs. Burns' direction the Thanksgiving party was planned and set for November 17th. This was a pound party which is given every year to get provisions for the Thanksgiving baskets. One pound of food or canned goods admitted one to the party. Cards were played on 22 tables. Seven baskets were sent for Thanksgiving. The door prize was won by Mrs. Harry S. Munson. Prizes were donated by Mesdames Burns, Munson, Devine, Cronin and Morelli.

We wish to thank Mr. Donald and Mr. Hanson for their assistance in getting the club room painted.

The December meeting was a Christmas party. Mrs. H. S. Munson, chairman, her assistants were Mesdames Ellis, Schmitz, Hanson, Cronin, Ross, McDonald and Twomey. Decorations were handled by Mrs. McDonald and Mrs. Twomey. Fifty-four reservations were made for the luncheon. Each member brought a ten cent gift and these were distributed by a Santa Claus. Mrs. Higgins acting as Santa. Then a very delightful musical program was given

under direction of Mrs. Nick McGaughey. Those taking part in the program were Mrs. McGaughey's two little daughters and Mrs. Clark's two little daughters. At the business meeting election of officers took place, the following being elected: President, Mrs. Joseph Burns; 1st vice president, Mrs. Hiram Wells; 2nd vice president, Mrs. A. G. Betz; recording secretary, Mrs. J. V. Twomey; treasurer, Mrs. Nick McGaughey; corresponding secretary, Mrs. Harry Munson; historian, Mrs. E. J. Sainsbury; chairman ways and means, Mrs. Morelli; welfare, Mrs. Wood; good cheer, Mrs. Goggin; constitution and by-laws, Mrs. Merrill; house and purchasing, Mrs. Moloney.

The January meeting opened with a covered dish lunch and regular business meeting after which cards were played. Although weather was very bad, we had a very good attendance. We are very grateful to Mrs. Devine for all the donations during the year.

## Malden Chapter

Mrs. Gladys House, Historian

**A**NOON day pot luck luncheon opened our November meeting, with about thirty hungry youngsters there to enjoy the good things to eat. It is needless to say that the children had a wonderful time and after they were served the members were served.

At the business meeting, which followed, election of officers took place, the nominating committee reporting the following: President, Mrs. John D. House; 1st vice president, Mrs. Lee Woods; 2nd vice president, Mrs. Guy Poole; secretary, Mrs. James Donlon; treasurer, Mrs. Chas. Hankins. All of the foregoing were unanimously elected.

Our treasurer announced our chapter in good financial condition, having a balance of \$131.41 in the treasury.

It was voted to hold the annual Christmas party for the children of the community. This party is given in co-operation with the town, each bearing its part of the expense.

At our December meeting, a five dollar note was raffled, helping to pay for the Christmas party. Christmas gifts were exchanged. Plants were purchased for all of our aged and shut-in members as a gift from the chapter.

Mr. and Mrs. Lincoln took a leave of absence and visited relatives in Wisconsin during the holidays.

Mr. and Mrs. Chet Miller and daughter, Ruth, visited in California during the holidays.

Mr. and Mrs. Pierson and son visited in Ohio at Christmas time. Mrs. C. D. Nicolls was called to Spokane where her mother, Mrs. Champagne, passed away. Malden Chapter expresses its heartfelt sympathy to Mrs. Nicolls and family in their sorrow.

## Miles City Chapter

Mrs. N. A. Hehn, Historian

**M**ILES CITY Chapter met in clubhouse at 8 o'clock Dec 7 with president Mrs. Moss presiding and with an attendance of 50 members.

The meeting was called to order and reports from the various officers and chairmen were heard.

Treasurer Mrs. Anne Davis reported a balance on hand of \$174.56, and disbursements for the month were \$25.97.

Sunshine chairman, Mrs. Wm. James, reported 278 personal calls, 48 telephone calls, making a total of 321 calls for the month. 25 families reached and 18 messages of good cheer sent.

Ways and means chairman Mrs. M. Gilmore reported \$11 rental taken in.

Mrs. Earl Farr gave a very interesting talk on "Safety First."

The Christmas party for the "Milwaukee Kiddies" was held in the evening of Dec. 22 at 8 p. m. at clubhouse. Mrs. Tom Brown, music chairman, arranged a very nice program, after which "Santa Claus" remembered everyone in his usual way.

Mrs. Laura Mason's name was drawn to receive the \$4, but as she wasn't there, \$5 will go to the lucky person in January.

After the meeting a very delicious lunch was served and cards were indulged in for the balance of the evening, all reporting a very nice time.

The Chapter met January 4th with President Mrs. Moss presiding, with an attendance of 24 members.

Treasurer Mrs. Anne Davis reported a balance on hand of \$186.52.

Welfare Chairman Mrs. Nimbar reported spending \$77.18 for clothing and Xmas cheer, 12 personal calls, 15 telephone calls and 10 families reached.

Housing Chairman reports the year's rent as \$219.

Our president, Mrs. Moss, named the various chairmen for the coming year: Membership, Mrs. Walters; Good Cheer, Mrs. Wm. James; Welfare, Mrs. Nimbar; Program, Mrs. Brown; Refreshment, Mrs. Wm. Anderson; Housing, Mrs. F. Spear; Ways and Means, Mrs. Robert Johnson; Auditing, Mrs. Pearl Huff; Telephone, Mrs. H. Zuelke; Constitution and By-Laws, Mrs. Herven.

A program of three readings by Richard Marsh, Vernilda Hamre, and Minnie Phillips was very much enjoyed.

For the fifth straight time no one has been lucky enough to win at "bank night." This means there will be \$6.00 in the "pot" on next meeting night, but only those who are paid up for the year 1937 will be eligible.

After the meeting refreshments were served by Mesdames Spear, Wickersham and Nelson.

## Des Moines Chapter

T. Newell, Historian

**I**N REVIEWING the activities of our chapter for 1936, we look back with much satisfaction upon our accomplishments, and the fine spirit of fellowship and splendid cooperation among our members. During the months of January and February our regular meetings were held at the homes of members, thus eliminating the necessity of heating our club rooms. After we had taken care of the business at these meetings the afternoon would be enjoyed playing bridge or visiting. Our hostesses served a nice luncheon.

In March we held our first family dinner at the club rooms. The club furnished a large ham and had it prepared by a local bakery, and the members furnished the other food, potluck. This dinner was so successful we repeated this menu at a dinner in May, and again in September.

Friday, Dec. 18th, we had our annual Christmas dinner party. Dinner was served at six o'clock, club furnishing the turkeys. A gayly dressed Christmas tree delighted the children, as did the red stockings around the tree which were well filled with Christmas goodies. A lovely gift was presented to our president, Cora Hamilton, during the evening by the members present in appreciation of her splendid leadership during the past year.

Our ways and means committee has given several bridge benefits during the year, and supervised the selling of a turkey before Christmas. The profit from these activities together with the \$20.00 bonus awarded us in the membership drive, added considerable to our bank balance.

We are glad to state, we have had little, if any, relief work this year, which would indicate that there is more work than a year ago. Our sunshine and good cheer chairman has been busy at times during the year, as we have had some serious illnesses, and several deaths among our members and their families.

Staff of officers for 1937 remains nearly the same as in 1936, namely: president, Cora Hamilton; 1st vice president, Eve Frazier; 2nd vice president, Nina Eggleston; secretary, Thelma Newell; treasurer, Edith Hartshorn. Under the very competent guidance of our president, Cora Hamilton, we expect to do bigger and better things during this new year.

## Mobridge Chapter

*Jeanette Hopper, Historian*

ON Monday, December 21st, the chapter held its annual Christmas party at the clubrooms. A beautifully decorated Christmas tree and colorful decorations around the room made a pretty setting for this party.

After a short business meeting Miss Nadine Beaver presented a group of young people in a musical program, which included a saxophone solo by Charles Beusch; a piano solo by Gale Davidson and a vocal solo by Billy Brown. Later several contests were participated in by those present and Mrs. J. O. Beaver and Mrs. G. B. Gallagher received awards.

The Mobridge Chapter will soon begin its new year under the leadership of its newly elected president, Mrs. Leo Swanton. Other officers elected for 1937 are Mrs. H. V. Wyman, first vice president; Mrs. B. K. Doud, second vice president; Mrs. James Hopper, treasurer; Miss Nadine Beaver, recording secretary; Mrs. G. B. Gallagher, corresponding secretary, and Mrs. Roy Keating, historian.

## Great Falls Chapter

*Mrs. J. J. Toy, Historian*

THE Christmas spirit reigned supreme the evening of December 12th for the members and families of Great Falls Chapter. The beautifully decorated tree in one corner of the large room, complemented the two long tables spread with white cloth and graced by two smaller evergreens. From the ceilings and doorways the holiday attire was attractively arranged. A pot luck dinner preceded the evening's fun.

Santa Claus appeared at 9 o'clock with a huge pack on his back and distributed gifts and candy to all the youngsters, starting with three-year-old Nancy Dee Washburn, and on up the list with the older children. At the bottom of the pack Santa found one little package left, and decided the gift must be left with the Milwaukee family. He called our popular traveling freight and passenger agent, H. C. Brisbane, to the front, and upon his earnest declaration of being a good boy the past year, presented him with a sack of candy and a toy, much to the amusement of the crowd.

Games and cards were played, and a happy time had by all. Mrs. H. H. Heath, chairman of the party, and her committee, left nothing undone for a pleasant evening.

The next meeting of the club is to be held January 12th in the clubrooms, at which time the officers for the new year will be installed. The officers are: Mrs. L. E. Wilson, president; Mrs. H. H. Heath, 1st vice president; Mrs. Theodore Ascher, 2nd vice president; Mrs. C. N. Browne, recording secretary; Mrs. A. D. Washburn, assistant recording secretary; Mrs. L. C. Soper, corresponding secretary, and Mrs. J. J. Toy, historian.

The chairmen for the year are: Mrs. H. H. Heath, purchasing; Mrs. A. E. Kaeding, good cheer; Mrs. Joseph Steiner, social; Mrs. H. C. Brisbane, membership; Mrs. A. D. Washburn, auditing, and Mrs. J. J. Toy, ways and means.

The club extends sympathy to Mrs. D. V. Phare, who has had the sad misfortune of losing both her parents within a period of six weeks.

In closing the old year, I wish to say the club has accomplished a great deal in the past year, and are looking forward to a bright and happy new year, and extend our sincere greetings to all the Milwaukee Railroad women's clubs and their families.

## Council Bluffs Chapter

*Mrs. H. McLean, Historian*

COUNCIL BLUFFS Chapter held its October meeting on the 7th day of the month, with a 1 o'clock luncheon. Miss Etta Lindskog, secretary general, was our guest. While still at the table Miss Lindskog was asked to give us a little talk, as some of the ladies had to leave early. She told us some very interesting things that had been accomplished in club work.

Our Hallowe'en party was held at the home of Mrs. Ed Lee, with Mrs. Roy Wicheal co-hostess.

The annual "kid party" was held at the home of our president, Mrs. Frank Brugenhemke. A card party was held on December 14th at the Railroad Y. A door prize and a turkey were given away.

The Christmas party was held in the main hall at the Railroad Y on December 18th, about one hundred being in attendance. Santa Claus was there with a treat for all. A nice program was given, Mrs. Harold De Vol in charge.

At the January meeting on the 6th, the newly elected officers were installed. They are: President, Mrs. E. Smith; 1st vice president, Mrs. F. Brugenhemke; 2nd vice president, Mrs. H. Evans; recording secretary, Mrs. Nels Jensen; corresponding secretary, Mrs. H. DeVol; treasurer, Mrs. R. Wicheal; historian, Mrs. R. Wicheal.

Christmas baskets were sent out, Mmes. N. Jensen, F. Colburn and H. McLean in charge.

We now have 138 members.

## Bensenville Chapter

*Mrs. William Wolf, Historian*

THE monthly meeting of Bensenville Chapter was held on November 4th, conducted by our president, Mrs. Brossard.

Plans for the fall and winter programs were discussed, and a card party on November 23rd arranged. The date for the annual bazaar and dinner was set for December 3rd at the clubhouse, at 6 p. m.

After the meeting light refreshments were served.

The December meeting was held on the 2nd, Mrs. Brossard presiding. About thirty members were present. Reports of the secretary, treasurer and the various committee chairmen were read and approved.

At this time we would like to thank all the club members and friends who helped make the supper a success.

Our annual Christmas party was held on the 21st for all the children, and was very well attended, there being 137 present. Mrs. Herman Beyers was the chairman of the Christmas party and deserved a great deal of credit; as also does her son, Floyd, who took the part of Santa Claus, distributing gifts, candy and refreshments.

Bensenville Chapter wishes its many friends and members a very Happy New Year.

## Seattle Chapter

*Mabelle McDougal, Historian*

EXEMPLIFYING the Christmas Spirit the regular December noonday luncheon was unique in its manner of entertainment. Under the capable management of the hostess, Mrs. Clyde Medley, and her committee, Mrs. Martin Axelsson, Mrs. Fred Rasmussen and Mrs. A. H. Barkley, the tables and rooms were decorated in festive array. Silver table trees and red candles were used in keeping with the Christmas motif. Red ribbons extended from the trees to each plate directing the guests to a droll souvenir gift. Carols and songs were sung to add to the merriment. Later, all club members and guests gathered around a large tree in the center of the room and exchanged small gifts. The afternoon was spent in playing bridge and all pronounced it a very delightful party.

During the bridge Mrs. Axelsson gave a short talk in behalf of the club in which she expressed a deep feeling of appreciation and gratitude for the courage and ceaseless efforts of our president, Mrs. F. W. Rasmussen, who, after two years of faithful service is retiring from the president's chair. However, we are happy to know that Mrs. Rasmussen will still be in our midst and in her capable manner assist in making the year 1937 an outstanding one.

In this Christmas season many members of Milwaukee families and all Milwaukee employes, who were shut-ins or confined in the hospital during Christmas week, were presented with a poinsetta plant from the Chapter and other expressions of

good will found their way to lighten many hearts.

## A New Year's Greeting from the Seattle Chapter

Dear Milwaukee Friends, upon this glorious day  
May Happiness abide to walk with you  
always;  
May tides of Time bring peaceful days  
And dreams go winging past—  
Gay, golden dreams like Sunbeams on an  
hour glass;  
We'd ask the horn of Plenty ever to be  
yours  
And loyal friends with loving hearts  
The Friendship that endures;  
So would we pray until the Year doth end  
These joyous Blessings ever you attend!  
by Mabelle McDougal

## Madison Division

WILLIAM HICKEY, superannuated roadmaster, passed away at his home in Prairie du Chien, January 8th. Bill, as he was commonly known, began service with this railroad in April, 1871, in the track department and after running section and extra gangs at Northfield and Owatonna and on Cannon Falls Line was promoted to position of Roadmaster at Austin after which he was transferred to the Valley Division and in 1900 was transferred to the old Prairie du Chien Division, retiring from active service in October, 1926. Bill had many friends on the railroad.

Wm. Downie and wife are spending the winter with their daughter in Eugene, Oregon. Bill promised to call on Tom McMahon, former baggageman who resides in Oakland, Calif.

Henry ("Ski") Johnson celebrated his 86th birthday recently, and declares he has 14 more years coming.

Frank Lynn and Thomas George, engineers have made application for retirement and we understand T. J. Kelly is next in line.

Norbert Barry is taking in the wonders of Boulder Dam and California. We wonder if he isn't going to try out on the Major Bowes amateur program.

J. F. McConahay called recently. Mc is taking on Raleigh cigarettes—3,000 coupons net one silver spoon. A lot of blows for one spoon.

Ed Fenner of the Hiawatha dropped in for a little political gossip, en route to the inaugural ceremonies at the Capitol.

It's a boy at the Kenneth Thompsons.

## Iowa Division

Henry Corcoran, for twenty-four years an engine man on the Des Moines division, died at his home in Des Moines, December 19th. Mr. Corcoran died following a several weeks' illness from a kidney infection. Funeral services and burial took place in Des Moines. Engineer Corcoran is survived by his wife and one daughter.

December 20th, brakeman Thurlon Taylor, youngest son of conductor O. R. Taylor, was married in Perry to Miss Mary Luther, the relatives of the young couple and a few close friends being in attendance. Yard clerk Kenneth Taylor of Cedar Rapids attended his brother. Clifford Taylor, stenographer in the Council Bluffs freight office, and Merwin, a stenographer from the Ottumwa offices, were home for the ceremony. Thurlon and his wife took a wedding trip by motor through the south and west.

The birth of a seven and one-quarter pound daughter to Mr. and Mrs. Frederick S. Bauder, Jr., in Des Moines, January 13th, makes train dispatcher F. S. Bauder of the Perry dispatcher's office force a Grandpa. She is the first grandchild.

Assistant superintendent Newman Fuller and wife of Lewiston, Mont., stopped in Perry for a visit with old friends, on their trip to the south, where they will spend the winter months.

Conductor H. A. Boisen and family were in Vinton, Iowa, the latter part of December to attend the funeral services of John Boisen, a brother of the conductor, who died after a long illness.

# SPECIAL COMMENDATION

Name and Division	Citation and Date	Cited by
Roland Radke, switchman, Milwaukee Terminal	Reported signal out of order caused by broken rail November 18th	E. H. Bannou, superintendent
Charles Niemiller, brakeman, T. M. Division	Discovered defective equipment in train, November 24th	P. H. Nee, superintendent
J. M. Cassidy, conductor, and V. J. Welsh, engineer, Ill. Division	Reported rough spot in track west of Wilkins. Broken rail found, December 6th.	A. J. Elder, superintendent
A. T. Bishop, brakeman, Duluth Division	Discovered broken wheel in train December 22nd.	D. T. Bagnell, superintendent
A. H. Olson, roadmaster, Horton, Wisc.	Discovered defective equipment in train January 8th.	J. H. Valentine, superintendent
R. G. Jubin, conductor, T. M. Division	Discovered broken rail west of Shawmut, Mont., Janu- ary 6th	P. H. Nee, superintendent
S. A. Dominick, brakeman, Illinois Division	Discovered broken arch bar in train No. 69, January 14th	A. J. Elder, superintendent

The following named have interested themselves in securing revenue business for our railroad:

G. F. Glander	Treasurer's Office	Chicago
Ben Waskow	Engineer, Ill. Divn.	Chicago
F. W. Runk	Switchman	Chicago
H. C. Snow	Freight Agent	Sioux City
Mr. Biddle	Signal Maintainer	Butte
Nick Garloff	Section Foreman	Butte
Mrs. H. C. Johnson	Wife, Chief Clerk, Local Agent	Butte
Rose Cummings	Police Department	Aberdeen
Jerry Telfson	Warehouse Foreman	Madison, S. D.
Edw. L. Johnson	Agent	Pewaukee, Wis.
Mr. Earl Jones	Switchman	Green Bay
L. R. Lynch	Interline Percent Clerk	Chicago
Corbett Ott	Fireman, Milwaukee Divn. No. 2	La Crosse
Earl I. King	Chauffeur, Store Dept.	Chicago
R. A. Umseht	Storekeeper	Dubuque, Iowa
John Freiwald		Milwaukee
Mr. Alvard	Traveling Freight Claim Agent	Chicago
Ben Dousman	Accounting Department	Chicago

Wm. F. Grant, machinist, Ottumwa, and wife are always alert to secure business for our road, and through their efforts in December, influenced the sale of one round trip ticket, Ottumwa to Tuscon, Ariz., our line between Ottumwa and Kansas City.

J. E. Riley, conductor, T. M. Division, one ticket, Miles City to Seattle and return.

S. W. Nelson, yardmaster, Miles City, two tickets, Miles City to Seattle and return.

Mal Spruling, steno, Miles City, one ticket to Washington, D. C.

Howard Roberts, Miles City Shops, one way ticket to Tacoma.

D. E. Braden, T. M. Division, one ticket, Pittsburgh, Pa., to Miles City and return.

Ray Rusj, fireman, T. M. Division, one way ticket, Miles City to Tacoma.

A. E. Moxness, roadmaster, T. M. Division, one way ticket, Miles City to Chicago.

Custer Greer, captain police Miles City, one ticket to Seattle and return.

Pearl Huff, stenographer, Miles City, one ticket to Chicago and return.

Ann Anderson, stenographer, two tickets to Princeton, N. J., and return, our line to Chicago and return.

James Kerwin, brakeman, T. M. Division, three tickets Missoula to Miles City and return.

Felix Wagner, clerk, one round trip ticket, Seattle to Miles City.

F. E. Tolson, brakeman, T. M. Division, one way ticket, Miles City to Seattle.

Roy Alexander, brakeman, T. M. Division, ten cars of hay, Appleton, Minn., to Miles City.

S. E. Moss, conductor, T. M. Division, two cars pelts, Miles City to Boston, Mass., our line to Chicago.

J. B. Franklin, baggageman, Miles City,

one ticket to Los Angeles.

James A. Washburn, engineer, Coast Division, one ticket, Tacoma to Spokane and return.

W. E. Cummins, conductor, Coast Division, one round trip ticket, Spokane to Chicago, our line in both directions.

C. R. Cornelius, conductor, Iowa Division, one round trip ticket, Omaha to Seattle.

George Anderson, claim clerk, Mason City, three round trip tickets, Sioux City to Chicago.

T. G. Novotney, switch tender, Spokane, two round trip tickets, Spokane to Davenport, Iowa. Wade Coe, electrical inspector, Tacoma, two tickets to New York City.

#### Always Active in Securing Business

Mrs. W. S. Burroughs, wife of cashier at Tacoma, is always active in the interest of our line and has influenced the sale of many tickets via The Milwaukee. One instance in particular seems especially worthy of mention; a lady came to Tacoma via The Milwaukee, from the east, and when about to return her friends thought she might prefer another route for change of scenery, etc. But she said she had had so much enjoyment on her trip out, she traveled in such comfort (it was during the very hot weather) and received such courteous treatment from all employes, she would just go back as she had come, which she did.

Agent Hackett, Calmar, Iowa, submits the following: A lady who came to Calmar from Medford, Ore., via Northern Pacific to St. Paul, called for a ticket to return the same route, saying she wished to return that route so she could ride in the nice air-conditioned coaches she had enjoyed coming down. Agent Hackett explained she would find as good or better on The Olympian, together with the advantage of

electrically operated train through the mountains, etc. The lady said she had no particular reason other than the one given for wanting to use a competing line, so she bought her return ticket via our line to Spokane.

P. L. Hays, dispatcher, Spokane, one-way ticket, Spokane to Chicago.

W. L. Cummings, conductor, Spokane, three round trip tickets, Spokane to Seattle and return.

E. C. Kieseles, yardmaster Dubuque Shops, two round trip tickets, Dubuque to Los Angeles and return.

E. J. Vaught, extra operator, two passengers, Ottumwa to Dallas, Texas and return.

C. A. Johnson, engineer, Tacoma, round trip ticket, Tacoma to Knoxville, Tenn., and return.

E. S. Moran, engineer, T. M. Division, ticket, Seattle to Flint, Mich.

W. F. Wand, engineer, Coast Division, one round trip ticket, Everett, Wash., to Sioux City and return.

V. J. Macha, section foreman, New Hampton, Iowa, one round trip ticket, New Hampton to a California point and return.

## Des Moines Division News

T. N.

SAMUEL S. POUND, was taken ill at his daughter's home in Des Moines, and died the latter part of December. Mr. Pound was buried in Des Moines, Dec. 28th. He was the father of engineer C. L. Pound.

After an illness of several months, Henry P. Corcoran passed away at his home in Des Moines, Dec. 19th. Mr. Corcoran had been in engine service for the past twenty-five years, his last regular run was on passenger between Des Moines and Spirit Lake. He is survived by his wife, Josephine, and a daughter, Dorothy Rose, age 18.

Thurston Hakes, agent at Waukee for the past several years, has moved his family to Sac City where he will fill the vacancy left by Joe Pope. Joe has taken the agency at Boone.

Conductor Frank Price and Mrs. Price enjoyed the holidays visiting their daughter, Mrs. Vera Carter, and her family, at Shelbyville, Indiana. The Prices returned to Des Moines the first of the year.

Engineer George Finnicum has returned to Des Moines after a visit of several months in California, with his son.

Mrs. H. M. Bellman, wife of conductor, was in Chicago the week between Christmas and New Year's Day, visiting her daughter, Mae, who is now Mrs. Edward Biehl. Mrs. Biehl returned to Des Moines with her mother.

Gladys Ryer, formerly Gladys Bellman, is suffering from a broken arm. In hurrying to the phone to receive a New Year's greeting, she slipped on a small rug. The caller meant well, but the event was most disastrous to Gladys.

# ON THE STEEL TRAIL

## THE DIVISION NEWS-GATHERERS

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

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

### Seattle Terminals

*Kenneth Allenan*

THE monthly safety first and claim prevention meeting was held at the local freight office Tuesday, January 5th. Each department was well represented at this meeting. All safety first bulletins as well as claim prevention circulars were read at the meeting by Mr. W. H. Campbell. Each one was individually discussed so that all might get the benefit of the bulletins and circulars. Besides these, other items were taken up such as proper marks, correct blocking and checking of freight. At the close of the meeting Mr. Campbell again reminded us to read all bulletins and circulars put out by Mr. E. E. Meyer, Mr. W. L. Ennis, Mr. F. E. Devlin and others. He also cautioned us again on safety first and said he expected us to keep our safety first record through this coming year.

Guy Anderson, chief clerk, wishes to remind us not to forget the use of tip cards. He said if we hear of any new business to be sure and fill out one of these cards. Be it passenger or freight he will see to it that these cards are turned over to the proper department. Remember a little shipment very often means larger shipments in the future. Also one passenger may mean many more later.

On January 1st Miles Storey of our yard office passed away. Both the yard and office force as well as the freight office wish to extend sympathy to his family.

Stanley Holtun and family are now living in their new home. We understand that the Holtuns are very good host and hostess.

If anyone wants to find out how the Washington Huskies came out in the Rose Bowl, for your information inquire of Herb Carpenter or Mr. Jones in the cashier's office. The general opinion is that the Huskies took a good sound trimming, if you want to call it that. But for further particulars we refer you to the two above mentioned. By the way, there were a few others in this office that had the wrong idea on that game. Better luck next time.

Martha Prentice, Madeline Givens, Mildred Fetters and Daisy Heester were being commended for the beautiful Christmas tree that they decorated in the bill room. Every one who had a chance to see it said that it was a very attractive tree. Bill Brundage, Bruce Kibble and Julian Pession also come in on these commendations.

Lorenzo Fox, assistant warehouse foreman, had to take a half day off the other afternoon. We do not know at the present time whether it was too much turkey for Christmas or just overwork. Anyhow, Mr. Fox is back again looking better than ever.

Leonard Maclean is again working at the Seattle yards. Leonard was assigned to one of the interchange jobs.

Charlie Hyett visited the local freight office the other day. From the way he was shaking hands with everybody we all thought at first he was running for some political job. Later on, though, we found out that he just wanted to wish everybody a Happy New Year.

### Milwaukee Bowling League-Seattle

Louis Weigand, our Oriental rate clerk, who is also official scorer for the Milwaukee Bowling League, has a special invitation to make. He invites us all up to watch the different teams bowl. Remember a little rooting may bring that strike at the right time for your favorite team.

Here is the official standing of Milwaukee Bowling League at Seattle at the end of the first half, December 21, 1936. This finds General Freight champions for the first half

Team	Won	Lost	Pins	Avg.
General Freight.....	27	18	38,039	845
Local Freight.....	26	19	35,733	794
Yard Office.....	19	26	34,747	772
Engineers.....	18	27	34,260	750

#### Five Leading Scorers

Name	Games	Pins	Avg.
Villata.....	15	8,057	179
Ward.....	39	6,757	173
MacLennan.....	39	6,685	171
Sievers.....	45	7,543	168
Ellis.....	33	5,538	165

#### High Scorers

High Score, 10 Frames—Chapman, 246; Engineers, 558.  
 Second High Score, 10 Frames—Villata, 245; Yard, 548.  
 High Score, 30 Frames—Villata, 644; Local, 2,693.  
 Second High Score, 30 Frames—Ward, 609; General Freight, 2,682.  
 (BOOST MILWAUKEE—THERE'S NOT A BETTER RAILROAD.)

### Dub.-Ill. Division, 2d Dist.

*E. L. S.*

ON January 11th, E. G. Kiesele, yardmaster, Dub. Shops, departed for the Superior Div'n on which date he was appointed as trainmaster on that Div'n. H. M. Wilkinson is now day yardmaster, and H. L. Schwartz, night yardmaster at Dub. Shops. "Ed" has a long period of service on this Division, and although his many friends among the employes dislike to see him go, nevertheless they are genuinely pleased account his promotion, and hope he will like his new work.

Division employes extend sincere sympathy to Paul B. Baeker, engr., and family on account the loss of their daughter Dorothy Ann Werner and infant son on January 5th. Funeral services and interment at Dubuque.

Harry Dohlin, operator, at Bellevue, returned to his work as 2nd trick opr. at Bellevue, fore part of January, after an illness of over a month.

There has been considerable sickness on our division as well as almost everywhere else this winter, due to flu and pneumonia, and some of the employes who have just returned to work from a siege of this are J. M. Cassidy, Sam Hess, J. A. Sealey, F. Hill, and there are still quite a number laid up, and hope they recover soon.

Work train Duggan and crew busy rapping track between Heytman's and Harper's Ferry, and are unloading about 40 cars per day.

C. H. Bothmer, extra opr. was loaned to the I. & D. Div'n for a few days' work January 10th.

Agent G. R. Crotty, Harmony, off for a few days middle of month acc't sickness, was relieved by opr. A. R. Wilson.

H. C. Care, relief agent, at Littleport, was relieved by extra agent C. W. Lowe for a few days fore part of January.

With the very slippery conditions existing for several weeks, making railroading more hazardous than usual, it behooves all of us to "watch our step" in line with Safety First.

### Drafts from the Drafting Room

*H. G. M.*

HAPPY New Year to you all! Congratulations are extended to Mr. L. L. Lentz, former car department draftsman. Mr. Lentz (our Len) is now assistant to L. R. Jensen. Leonard has gone a long way in his short time with the road and we know he will make good in his new position. Vernon L. Green (Iggie) now is taking over Mr. Lentz's duties and we know he will do well, too. Einar Nelsen takes over Mr. Green's duties and Howard Melzer relieves Mr. Nelsen. Best wishes to all you boys on your new positions.

H. W. Chandler is getting to be quite a bowler. He beat Jack Armstrong two weeks in a row. The first week, after being spotted 30 pins, he just won out by a few pins. This last week his opponent was taken to the alleys in a wheel chair and again H. W. C. had to work hard to win. Now he says he wants 50 pins handicap so he doesn't have to work so hard and worry too much over his quarter.

Odegaard is a very good bowler. He is what is termed a scientific bowler. He holds his average down so low during the season his handicap wins money for him. When Thanksgiving comes around and turkeys are bowled for, then Ode comes up out of the weeds and, zowie, he takes home the turkey. He is again lying in the weeds until the next poultry tournament.

Jack Armstrong showed his real bowling strength by taking home a big goose. Just a natural bowler.

Did you ever see such a change in office in such a short time. Lights—the latest addition, make the office a thing of beauty and are they ever swell for working. You should come up and see us and them sometime. Mr. Hoppe, Mr. Brophy, Adegard and Moco Wellnitz should get a hand for their part.

Have you seen the new 1937 Ford? If not, see Einar Nelsen. It's a beauty. They say there is a young lady connected with it. How about it, feller?

Mr. Elmer Reinke has just returned from his vacation and reports a splendid time and good rest. Got some new ideas.

Art (Fat) Schultz and his reverse screw ball are going places as his average is climbing. One would think two fellows were bowling. No, not by looking at him (as he's greatly reduced) but by his

scores; they're enormous, gigantic, terrific—well, just mediocre.

Royce Juell tells us of having a real chef prepare his meals while he's at work. Must just be his roommate.

349—That bowling score is too big for 1 game. Pretty good for 2 games, or 175 average. Rather not so good for 3 games—116 average.

We won't mention any names, but he bowls with Geo. Luebke's team on Monday nights in the R. R. league. He signs his mail AGH. He says he doesn't do it often (They'll do it every time).

Harvey Uecker, Carl Jaeger and Art Schultx bowled in the poultry tourney and they received 2 lbs. of cranberries and a can of pumpkin. Good bowlers, but when they should bowl, they flop.

Newcomers—Glad to have you with us—Welcome. Frank Schief, a special apprentice from Mr. Snell's office will be here for 3 or 4 months. Frank brings regards to all from our old German friend—Magnus Lagried. Glad to hear you're again up and at 'em, Mag. after your past illness.

Roy Magouson relieves Jones as an apprentice, finishing his course with a few months as a draftsman.

Want a good razor blade sharpener, cheap? See Royce Juell.

An Xmas candy contest (7 boxes) was held December 24th and S. C. D. office got 4 and the Accounting Office got 2. The Drafting Room also ran. Big hearted Juddie.

The past month has been rather a bad month from the health standpoint. Flu, grippe, colds and whatnot have kept the boys home here and there. Now with the coming of dryer and colder weather let's hope it will bring a change for the better.

Ernie North took his vacation over the Xmas holidays and went home to cowboy land—Montana. Spent a very joyous trip and is now raring to go till next year's vacation.

Latest in car land—Monty's battery fell through to the street the other day. What next?

How about a big bowling blowout some night—everybody to be welcome—get to know each other the right way.

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

Nora B. Becco

PLENTY of trains and plenty of work and plenty of snow and a little 42 below zero weather and before we know it Spring will be here and then what? Plenty of trains and plenty of work and so on over and over; that is the kind of story we like to tell and hope it keeps up for ever and ever.

If any one should have told us a few years ago that Jack Hamilton's boy would be packing a brakeman's lantern and swinging them down right out in front of the deepo . . . well, not only his boy but all the rest of the boys in town, and more to follow. Some of them hired last summer are old hands now.

And Donald Tavener married, goodness, how long has it been since he was well, say about . . . ten? Maybe I better stop looking backward.

Mr. and Mrs. George Brentnall made a trip to Portland and San Francisco and visited with their two sons and their families during the holidays. Reported a fine trip, and Mrs. Brentnall is recovering from a spell of the flu since returning.

Mrs. Fairhurst and the boys spent a couple of weeks early in January with her sister in Spokane, while Tommy stayed home and shoveled snow and washed the new gold dinner set; well, not a whole set yet, but you just wait.

Miss Madia Rector has returned to Seattle where she is attending the University of Washington again this year, after spending the holidays with home folks here.

Fireman Sam Haffner, who stepped on a slick and icy back step at home and fell and broke his arm some time ago, has returned to work. While he was off he

went down to California and saw old friends and relatives a week.

Mr. and Mrs. H. B. Choller and Ida May went to California for about 10 days' visit with relatives. Their daughter Helen is attending school in Los Angeles.

Charles Hoff, son of substation operator Hoff, at Josephine, has been called for the United States Navy, leaving January 12th.

A wedding of interest to Rocky Mountain Division folks was that of Donald Tavener and Miss Mary Ellen Bielenberg of Deer Lodge, at Missoula, Christmas time. Mrs. Tavener is a very popular and talented young lady who has lived in Deer Lodge all her life! Mr. Tavener is the son of F. L. Tavener of this division and grandson of C. H. Williams of the Deer Lodge Ranch company of that town. We extend our very best wishes to them for a long and happy life.

We extend our deepest sympathy to Mrs. Chester Markel, wife of fireman Markel of this division, in the sudden illness and death of her father, Mr. Elmer, of near Piedmont, early in January. Both her mother and father were taken ill very suddenly and her mother is still very seriously ill.

A death at St. Charles, Ill., November 22nd, was that of Mrs. Charles Grube after an illness of only a few days. Mrs. Grube is well known here, having lived for many years in Three Forks, and was the daughter of B. H. Everett, old time engineer of this division. Her mother and three brothers, one of whom is Ralph Everett of Helena, survive her. We extend our sympathy to this family.

Mr. A. C. Kohlhase, who has been trainmaster on the Rocky Mountain Division since 1927, has been promoted to Superintendent at Miles City, and Mr. A. W. Herwin, who has been trainmaster on that division for a number of years has been transferred to the position of trainmaster on the Rocky Mountain Division.

We are all glad to learn of the promotion of Mr. Kohlhase and every employe on this division, including the Missoula and Northern Montana, wish him the very best of luck, but we hate to see him leave here, too. He is returning to a division however where he knows the lay of the land and we know he is welcomed there as Miles City is his old home.

We extend a hearty welcome to our new trainmaster and wish him good luck in his new duties. Mr. Herwin is not a stranger to us here, however, having been a resident of Three Forks for some months when he was roadmaster of this division.

Second trick operator Harrington is on the sick list, relieved by operator Ralph Kemberling.

Agent Jost from Highwood spent the Christmas holidays with the Mrs. and the boys here for a week, relieved by agent Kemberling. These two Kemberlings are one and the same; think of that, knowing a little of everything is wonderful, isn't it, you can work anywhere.

Boardman Voss and Mrs. Voss are riding around on the slick roads with a swell new Ford; he dresses up every day now to look good with the new car. It's a dandy, I don't blame him.

Conductor and Mrs. Bates have a new one too, Packard, can you match that one? Mrs. Bates was quite badly hurt recently, falling down some steps at her home, but is improving at this writing.

## La Crosse River Division, Second District

Ira G. Wallace

ROADMASTER C. Carlson and Mrs. Carlson are now vacationing with friends at Los Angeles, California. They will remain on the coast until April 1. Louis Wohlert is acting as roadmaster during his absence.

The contract for the dam at Lock 3 has been let and construction will start in the near future. A large appropriation was allotted for the building of a new set of locks at the Hastings dam which will be started this summer.

L. C. Tackaberry's son Wilbur is recovering from an appendix operation at a local hospital and will soon be able to return to school.

George Loer and Charles Bystrom have left on an extensive trip via the southern route to the west coast. They will be gone about three weeks.

Mrs. Edward Riley has returned to her home after undergoing a minor operation at a local hospital.

Mr. and Mrs. George Snure have returned from Morris Minnesota where they spent the holidays with their daughter. George is now recovering from the flu and will soon be back to work. Operator Mansfield is relieving him during his absence.

Mr. and Mrs. Rueben Bartels spent New Year's eve with friends in Minneapolis.

Operator Jerry Wilder of Hastings will soon leave for a visit with relatives on the west coast. Charley Lemmon will also make the trip west, first visiting with friends in Kansas City.

The ice harvest has now begun at Bayport and ice trains are running daily between Bayport and Hastings. A Bumper Crop is anticipated this year.

Yard foreman William Shea of Hastings had the misfortune of breaking his hip the day before Christmas. He is now progressing in good shape but will be confined at the hospital for six weeks.

## Iowa (East) Division

J. T. Raymond

THE writer was called to Warm Springs, Mont., December 17, by the illness and death of a brother who passed away December 21st. After a brief funeral service at Deer Lodge December 22nd we accompanied the remains to Chicago where they were interred in the family lot at Oakwood cemetery December 24th.

Herbert P. Price and Wm. Dippel of Marion riding west with Elmer Johnson of Des Moines in which all three were injured in an auto collision the afternoon of Jan. 3rd near Galena. Johnson suffered concussion of the brain and Price suffered two broken legs, a broken nose and lacerations on his face and has been taken to Legion Hospital at Des Moines. Dippel suffered from a broken knee cap. They all work in the shops at Milwaukee.

S. Finarson has resumed work as traveling engineer with headquarters at Perry after a long period. Many friends on the division will be pleased to know this.

Engineer G. W. McRae of Marion left Jan. 12th to spend a couple of months in the south, the most of the time visiting with his son located at New Orleans.

Chief operator J. T. Galliven of Marion, Milwaukee employe for 33 years, 45 years of that time as chief operator and Western Union manager at Marion, died at his home Thursday, December 15th, after an illness of nearly two years, retiring in March, 1935, account ill health. Mr. Galliven served the company as agent at Preston, Iowa, moving from there to Marion. Surviving are his widow, one daughter, one granddaughter, four nephews and four nieces. The sympathy of the Milwaukee employes are extended to Mrs. Galliven and surviving relatives in their great loss. Mr. Galliven was a member of the O. R. T.

Miss Janet Miller, a teacher of Milwaukee, and Miss Janet Lothian who attends art school in Chicago spent the holidays with their parents at Marion.

Lieut. Jennings Hotchkiss of Ft. Snelling spent Christmas at Marion with his parents.

Mr. and Mrs. Fred Holsinger of Marion spent Christmas at Denver with their daughter and her husband.

Mr. and Mrs. Geo. E. Engstrom and daughter Helen and son John spent Christmas with Mr. Engstrom's father and sister Ruth of Marion. Helen and John are attending the University of Illinois.

The increase in membership of the Veteran Employees Ass'n has been very gratifying to those who have been actually soliciting. Up to January 1st Mrs. Williams in-

forms us that there have been 558 new memberships. There have been some disturbing factors in this connection, letters addressed to Mrs. Williams have been pilfered and more than one hundred dollars in currency stolen and letters destroyed. The writer had a letter of December 10th containing a check for nine dollars stolen. Don't send currency, send checks or money orders when you remit.

Lineman James Tobin of Marion continues on the sick list and is at home receiving treatment. O. J. Fohey of Marion has pretty well recovered and is on duty again.

Chief dispatcher Chas. Galliven of La Crosse attended the funeral of his uncle, J. T. Galliven at Marion December 19th.

Ass't supt. and Mrs. N. H. Fuller of Lewistown, Mont., spent a few days around Christmas at Marion with Mr. and Mrs. Ed C. Ainley, leaving December 26th for San Antonio, Texas, to spend the balance of the winter.

William Achey of Marion, who formerly worked as a machinist at Atkins, was the first Marion resident to receive a pension from the U. S. Government Retirement Board.

On the Olympian proceeding to Chicago we were conversing with a passenger going from Great Falls to St. Louis. Wishing to give expression to the satisfaction he felt for the service being rendered him he said "I like the Milwaukee Road; they are speedy, clean and accommodating." A fine compliment for the far west Milwaukee representatives.

The Milwaukee Employes Magazine extends sincere sympathy to agent Gerald House of Eldridge, Iowa, who lost his mother December 25th and one week and one day later lost his father by death. Burial was made near Springville where they lived.

Conductor Thos. Costello and wife of Marion left early in January for an extended stay in Florida.

Born December 14th to Mr. and Mrs. L. J. Pazour of Marion a little girl, Mary Lou, Congratulations.

Mr. and Mrs. Fred Blakeslee of Marion left December 19th for New York where they spent the holidays with Mr. and Mrs. Bryant Kenney.

Mr. and Mrs. Guy Miller of Marion made a brief trip to Ohio in December visiting relatives.

Two CCC special trains going west over the division from Savanna Saturday afternoon, January 9th, going to points west of Omaha.

Mrs. W. K. Lothian and her mother, Mrs. C. E. Mitchell of Marion left early in January for California for an extended stay.

Mr. and Mrs. A. DeGarmo of Seattle visited briefly with Marion friends while en route from Seattle to Kansas City on a visit.

Agent J. A. Kelly of Delhi, Iowa, laid off January 5th, for several days, F. E. Song relieved him.

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

THE holiday season of 1936 is now history and we hope it has been a joyous

one for all. With conditions not the best this past year, nevertheless our railroad enjoyed a good business in both passenger and freight traffic and with prosperity coming back we hope for bigger and better things for 1937. This is also the time for good resolutions and if we could all make kindness the keynote of our lives how much happier this old world would be, so that is one of my resolutions and another is that I will aim to put forth my very best efforts to give satisfactory service to all our patrons.

Due to the holiday rush we were unable to find time to send any notes last month, consequently some of these items will be old, but if you will bear with us we will try to be more prompt in the future.

The whole community was shocked to hear of the sudden passing of Mrs. John J. Clinker on November 27th. Mr. and Mrs. Clinker, former residents of Moberge, now living in Chicago, came to Moberge to spend Thanksgiving with their son, Charles and family, and although she seemed to be in the best of health, she suffered a stroke at noon and passed away that night. Funeral services were held at the Congregational Church here, and the remains were taken to Tama, Iowa, for burial. She leaves to mourn her loss her husband and two sons, Charles of Moberge, and Cletus of Vermillion, S. D. Deepest sympathy is extended to the bereaved family.

The many friends of Mrs. C. H. Cartmell are glad to know that she is recovering nicely from a major operation performed at the Moberge Hospital some time ago, and is now convalescing at her home.

We enjoyed regular California weather before Christmas and as a result we now have an epidemic of flu. Agent Williams has had four of his force down with it so far—Ted Johnson, Ludy Johnson, Leo Swanton, and George Morris, but all are recovering nicely.

We extend sympathy to Mr. and Mrs. Wm. F. Hogan on the loss of an eight pound son, born December 16th, who passed away at birth.

Many homes were made happy during the yuletide by the return of students from the various colleges and universities for the holiday vacation, among them being Frances Williams, St. Olaf's College, Northfield, Minn.; Jean Sarchet of St. Marys, Faribault, Minn.; Helen and Frances Manley, Helen Currah, Vernetta Arvidson, Sherwood Clark, Robert Jamieson, and James Schneider, from Minnesota University; Dick Johnson and Lucille Lentz from Yankton College, Yankton, S. D.; Robert Catey from Rush Medical School, Chicago; Bob Clark and Clara Byington from Washington University; Jack Johnson and Bob Byington from South Dakota University. Judging from all the social activities among the younger crowd at this time, we feel they all thoroughly enjoyed their two weeks stay at home.

Mrs. H. A. Mosher spent a few days at Missoula, Montana, visiting her daughter, Mrs. Donald Keating and family.

Ole Haanes, who has been Roadmaster at Moberge for the past eight years has been transferred to Lewistown, Montana, leaving here Saturday, Jan. 2nd. His friends presented him with a Hamilton wrist watch as a parting gift in token of the high esteem in which he is held by

his co-workers here. Mr. and Mrs. Haanes have both been faithful workers in our Milwaukee Woman's Club, and always ready to lend a helping hand in any worthy cause and will both be greatly missed. We wish them every success in their new home.

Wm. F. Hogan is sick with the flu and is being relieved by Agent Roy Van Dyne of Brisbane. Warren J. Childers, extra operator from Marmarth, who by the way is papa to a new boy, is now relieving Van Dyne at Brisbane.

H. Hilyard, formerly section foreman at Groton, has been promoted to roadmaster on the South Lines, effective January 4th. We welcome him and hope he will like it here with us.

Miss Henrietta Hourigan, youngest daughter of Larry Hourigan, was taken ill on Sunday, December 27th, was operated on Monday morning for appendicitis. Peritonitis set in and she passed away on New Year's Eve. Henrietta was eighteen years old and made her home with her father here, being pianist in his orchestra. She was a happy, good natured girl, with a host of friends who will miss her cheery smile. This seems doubly sad as it was just five years ago January 2nd since her mother, Grace Hourigan, passed away. Words fail us at a time like this. The sympathy of the railroad family is extended to her father, and her only sister, Delsia. Funeral service were held on Monday morning, January 4th, and she was laid to rest beside her mother in Greenwood cemetery.

Mr. and Mrs. W. P. O'Hern of Wakpala spent Christmas with Mr. O'Hern's mother at Graceville, Minn., going from there to Chicago for a visit with Mrs. O'Hern's mother and other relatives. During his absence his position as agent was filled by C. S. Phelps.

Miss Muriel James is now messenger at the Western Union office, the position formerly being held by Mrs. Ray Lease.

Louis Leuder of Mahto, father of Mrs. Ole Haanes, is critically ill at the Moberge Hospital.

Mrs. E. A. Cornell, agent at Selfridge, N. D., is off for the winter. She is being relieved by George Dimick.

Agent F. E. Frankenburg of McLaughlin is ill at the present time with the flu. Ardelle and Charles Baker spent their Christmas vacation visiting their grandmother, Mrs. C. H. Baker at Tacoma, Wash.

Miss Delsia Hourigan departed Wednesday for Aberdeen to continue her school work at the Aberdeen Normal.

Operator A. Ommodt of Bowman is off duty on account of an infection in his hand. His position is being filled by J. R. Rearden.

Miss Ida Fritz of Hackensack, Minn., spent her Christmas vacation at the home of her parents, Mr. and Mrs. H. S. Fritz.

Mrs. Bess Bunker has resigned her position as City Treasurer and is leaving this week for Los Angeles, California. She will be accompanied by her mother, Mrs. W. H. Payne.

Mrs. Henry Wymann attended the inaugural Ball at Pierre, S. D., on Tuesday, January 5th, leaving here on 16 and connecting with the special train out of Aberdeen. She spent the balance of the week there with friends and reports an enjoyable time.

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Miss Eleanor Schneider, who has been employed at Redfield, S. D., was called to Washington, D. C., to fill a civil service position.

Mr. and Mrs. Theo. Johnson had as their guests during the holidays two of Mr. Johnson's aunts, Misses Hannah and Christine Hanson, of Menominee, Wis.

Jack Bailey, who has a government position at Washington, D. C., and Miss Madeline Bailey, who is a nurse at the Mayo Clinic at Rochester, Minn., spent the Christmas vacation with their parents here.

It seems like such an effort to get at writing these news notes but after I get started I don't seem to know enough to stop—so must close now or Mrs. Kendall will write and ask me not to fill the whole magazine with Trans-Missouri notes. Here is wishing all our readers the best of everything in the new year ahead of us.

### I. & S. M. Division Notes

IT WAS with regret that the rank and file of the I&SM Divn. learned of the fact that superintendent G. A. Van Dyke was retiring from active service on Jan. 1, 1937, after having been associated with this division for the past ten years. The employees of the division joined together and presented Mr. Van Dyke with a beautiful diamond ring as a token for their esteem, and their well wishes for a much earned vacation follow him to his new home in California.

To Mr. R. C. Dodds, and family, who succeeded Mr. Van Dyke as superintendent of the I&SM Divn., the employees accord a hearty welcome and best wishes. Mr. Dodds was formerly ass't. superintendent at Kansas City, Mo.

Your correspondent regrets the necessity of retracting a statement which appeared in the December issue of the magazine. Merritt S. Oisen, our agent at Dundas, Minn., advises that a last minute change resulted in the Rock Island R.R. naming their new train the "Californian," instead of the name Merritt had chosen for it, "The Traveler." We still think the name you picked is a "winner," Merritt.

Mr. and Mrs. Walter S. Dunning, chief clerk, Faribault, Minn., plan to leave for Florida about Jan. 18th; they will be gone about two months. With the mercury standing at a minus 10, we rather envy you, Walt.

Mr. and Mrs. J. B. Shay, B. & B. foreman, are vacationing in Long Beach, California.

Condr. Geo. Damm at Albert Lea was on the sick list for some time account of trouble with his teeth.

Fireman Al Detienne, Albert Lea, has returned to work after having undergone an operation on his nose.

Mrs. Severet Swenson, mother of trucker Clarence Swenson and Art Swenson, dock foreman, Albert Lea, passed away Jan. 3rd at the Naeve Hospital, at the age of 73. Our sincere sympathy is extended to the bereaved relatives.

Our apologies to Herb Smith, sec. foreman, Adams, Minn. When giving a limited account of the railroad employees who were successful in recent local elections, we overlooked "Herb," who was elected mayor of Adams. Congratulations, and thanks to J. S. H. for calling our attention to this oversight.

An unknown contributor, on-line, sent in a clipping from the "New York Times," stating "the new, good-looking conductor on Nos. 111 and 122 is none other than Fred Killion."

## FORT DEARBORN ENGRAVING COMPANY

Artists — Photo Engravers

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A novel experience is that related by V. J. Williams. When Pete arrived home late one afternoon recently he found that his coal bin had been filled to over-flowing. When Mrs. Williams arrived she found that she hadn't ordered any coal, either. The driver made a mistake and put someone else's coal in Pete's bin. Pete was whistling "Pennies from Heaven" for a few days, but alas, the driver soon found out his error, and settlement is pending.

The annual meeting of the Milwaukee Employees' Credit Union was held Jan. 8th, at which time it was disclosed that the organization had loaned during the past year, \$20,071.00 to its members. The Board members, whose terms had expired, were all re-elected; also the members re-elected both the Supervisory and Credit Committee members.

For a few days the Division was caught short of men—what with the "flu" epidemic, colds, a quite serious derailment near Lime Springs, and what have you; but we're gradually getting back to normal.

H. A. Lick will relieve chief clerk Dunning at Faribault commencing with Jan. 18th.

A. E. Sexter is acting agent at Decorah, Ia.—regular agent F. L. Thompson is away for a few months.

H. C. Otterness is relieving at LeRoy, Minn., while regular agent F. N. Meyers is away.

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

Earl Montgomery, 48, formerly a fireman and engineer for the Milwaukee Railroad here, died at the local hospital on January 7th, following an attack of pneumonia. He is survived by his wife and two daughters, Ethel and Zelma.

The funeral was conducted and burial made in Graceland Cemetery, Madison, S. D.

The Misses Marie and Lurah Gregerson have returned to their respective teaching positions after spending the holiday vacation with their parents. Mr. and Mrs. H. G. Gregerson. Miss Marie returned to Aberdeen, South Dakota, and Miss Lurah to Winifred, South Dakota.

Miss Geraldine Cerabbs returned to her teaching duties at Luverne, Minn., following a holiday visit at her home in Madison.

Roundhouse foreman H. H. Green reports eight engineers off duty suffering with influenza.

Mr. Frank Ridgeway, ice man at Fulda, Minn., is making a prolonged stay in Arizona.

Mrs. Nell Cerabbs has been quite ill in the local hospital, but is reported to be improving.

There has been considerable disturbance in the local train service due to the heavy snowfall. At the present time, however, all trains are running on schedule.

A. D. Smith has been confined to his home suffering from a severe cold, but is improving.

The Madison Chapter of the Milwaukee

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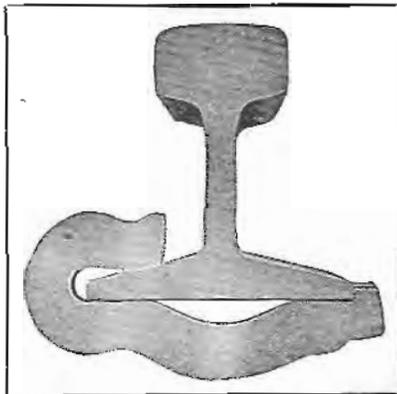


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Women's Club held a meeting last night in the railroad club rooms, and initiated the new officers. Following is a list of those who are to serve the coming year: president, Mrs. A. D. Smith; first vice president, Mrs. Fred Wayner; second vice president, Miss Mayme Flynn; corresponding secretary, Mrs. Claude McAdams; recording secretary, Mrs. Mike Perry; Treasurer, Mrs. C. A. Berge; historian, Mrs. M. L. Adkins.

The retiring president, Mrs. Horus Westby, served a special luncheon to the club members as a token of her appreciation of their cooperation during the past year.

### La Crosse—River Division— First District

*Scoop*

THE Hiawatha trains are still first in public favor. Tickets for California and other points via Chicago are not considered complete without a ride on the Hiawatha included in the itinerary. There are still a few traveling salesmen who can tell us of the famous cuisine of their day on the Pioneer Limited out of Chicago when a plank steak was a plank steak with all the trimmings. Even with seating room at a premium on the Hiawatha people tell us they would prefer standing an hour on that train to driving their car or riding buses as transportation has become cheaper and safer by rail than on the highway.

Agent C. A. Peters, Tomah, is back on the job after a short vacation. W. R. Smith relieved him.

E. M. Obyrne spent the holidays visiting in Watertown and Chicago. He was relieved at Brookfield by extra operator Butler.

A. J. Farnham relieved dispatchers at La Crosse during the holidays. H. W. Graf of Wyocena relieved him at Portage. Hogan relieving Graf.

Several changes in positions since the last write-up.

First trick Tomah, vacated by A. J. Bernie because of illness has been taken permanently by A. W. Steinbach.

Agency Reeseville vacated by Steinbach bid in by C. J. Broderick.

Agency Westby being filled temporarily by W. R. Smith place Broderick, pending bulletin. Hope Smitty learns to talk Norwegian as good as Earl Andres at Sparta.

Emil Loeser, Watertown, took a short vacation relieved by opr. Butler.

Understand A. J. Obermowé is eating lots

of spinach these days while reducing at Grand avenue tower tossing levers, Cheer up Al, we haven't had any snow yet!

Opr. F. L. Van Wie is relieving on third trick Muskego Yard Milwaukee terminals.

And last but not least our friends on the mountain at Tunnel City John Gollwitzer has forsaken the wild west for the agency at North avenue, Milwaukee. Hope you don't get out of practice, John, sending us those hundred car drag consists.

C. W. White of Oakdale has bid in Tunnel City second trick.

We understand Peggy Learmonth, agent, Columbus, is deep in the intricacies of the Social Security Act to see if he can't dock that way freight crew the time he galloped after them in a hurry with one of Sam Hunter's hot messages with his car and it skidded and wrapped itself around a telegraph pole.

The sympathy of the entire division is extended the family of supt. D. W. Kelly, formerly supt. of this division who passed away at Rochester, Minn.

Friends of E. Oeltjendier, engineer of the Hiawatha will be glad to learn he is recovering from the injuries sustained some time ago in an auto collision in Minneapolis.

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

*H. R. T.*

IT is with deep regret that we chronicle the sudden death of conductor George A. Murcar on December 18th, while he was at work as brakeman on the Coeur d'Alene run, which was at the time doing switching at the Ohio Match Company's plant at Huetter, near Coeur d'Alene. No one saw the accident and it will never be known just how it occurred, when the track on which the train was working was cleared he was found on the track, so badly injured that he died within a few minutes, although he was immediately rushed to Coeur d'Alene for medical aid. Mr. Murcar was widely known and highly respected; his funeral was attended by a host of sorrowing friends. We join with them in extending the assurance of our sincerest sympathy to the bereaved family.

F. G. Hart, agent at Metaline Falls, who has been away on a vacation trip to Eastern and Southern states for the past six weeks, was followed by misfortune. He was taken sick at Ithaca, New York, and was at a hospital there for a short time. Having recovered sufficiently to be able to travel he came back home, but on reaching Spokane he was again taken ill and had to be taken to St. Luke's Hospital of this city, where he underwent a serious operation early in January. We are very glad to hear that he is improving steadily since then and we tender our best wishes for his early complete recovery.

A. L. Schlatter, agent at Worley, and Mrs. Schlatter were deeply grieved recently by the death of their married daughter, Mrs. Ivan Cronk, who had also resided at Worley. Our heartfelt sympathy goes out to her parents and husband.

Messrs. Wm. Snure, chief clerk at the Spokane freight office, and Jay Dyer, interchange clerk at the same, have both been on the sick list of late but are fortunately well again and back at work.

Still another victim of the widely spread epidemic of influenza is operator C. H. Burt, who is sick at St. Marie's at this writing. Here's hoping he may be up and around again before this is printed.

Car foreman Earl Medley of Spokane was a visitor to Tacoma on December 17th; he officiated as one of the pallbearers at the funeral of the late Mr. F. D. Campbell.

Mr. Fred Beal, first trick operator at Spokane, returned to work on January 12th after a three weeks' visit to California; he was on hand at the Rose Bowl game, but rooted for Washington in vain. At Oakland he had the pleasure of admiring the growth and admirable behavior of his little grandson. While in Los Angeles he met Mr. B. W. Colligan, operator at St. Marie's, who has been in California for some time

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because of poor health; when last seen he  
seemed to be improving somewhat.

Car repairer Sylvan W. Lang, recently  
transferred from Deer Lodge to Spokane,  
has brought Mrs. Lang here also, after  
living in single wretchedness for a month.

Miss Mabel Viets, bill clerk at Spokane  
freight office, had the pleasure of a visit at  
Christmas time from her brother, Jack,  
who came up from Portland to see his  
mother and sister.

Car repairer Howard Jensen of Spokane  
went to Deer Lodge in December to visit  
his sisters living there. Since then he has  
received urgent invitations from his brother  
to come and visit on his ranch near there,  
but in view of the reports of forty below  
temperature prevailing thereabouts he  
prefers to stay here.

Joe James, the popular foreman of the  
second trick switch engine at Spokane, and  
Mrs. James were recent visitors at Seattle  
where they had a pleasant reunion with  
Mr. and Mrs. Alex McDonald, formerly of  
Spokane, now of Seattle where Mac is  
switching.

Mr. C. H. Copen, agent at St. Marie's,  
has just returned to work after a three  
weeks' vacation in California. He was re-  
lieved by operator G. W. Myers, who has  
now gone back on the first trick there.

Messrs. John Stiltz and George Weseman,  
both of the Spokane switching force, broke  
into the train game recently when both

made a trip as brakemen on the Mavengo  
run. With two such experts on the job the  
conductor must have had a snap job on  
that particular run. By the way, John Stiltz  
is kept busy these days acting as business  
manager for his charming little niece,  
Patricia, who is in great demand as a  
singer and tap dancer; John is said to be  
a knockout in his full dress suit.

Car repairer Nels Nelson of Spokane re-  
cently had the pleasure of a visit from his  
brother, Lars, of Missoula, accompanied  
by his wife.

Operator Maddox relieved Fred Beal on  
first trick at Spokane while the latter  
was in California.

Conductor Ralph Duell, of the St. Marie's-  
Spokane turn-around, had a bit of bad luck  
lately. After much delay he finally obtained  
relief for a long-planned trip to California  
by himself and Mrs. Duell, but instead  
of going as proposed he came down with  
the "flu" and had to spend a week in a  
hospital here and a week at home recu-  
perating sufficiently to be able to go back  
to work after this "vacation." We are  
glad to see him on the job again and hope  
he will have better luck the next time he  
plans to go somewhere. During his ab-  
sence conductor Nate Jones handled the  
run.

Mr. J. H. Vassej, agent at Malden, has  
gone on a six weeks' layoff at this writing,  
but we have not learned where he intended  
to go. However, we hope he manages to

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escape the worst of the winter weather  
which is prevailing here. Operator Bruneau  
is relieving him.

Mr. R. C. Falck, special representative  
at Spokane, and Mrs. Falck, greatly en-  
joyed the homecoming of their lovely  
daughter, Betty Lou, over the Christmas  
season. She has since returned to her  
studies at Washington State College at  
Pullman. Between her and her young  
friends the Falck home was full of cheer  
over the holidays.

Car inspector Chris Finsand of Spokane  
has just left for California, to be gone for  
six weeks or two months. He intends to  
visit brothers and sisters in San Francisco  
and Los Angeles. To us who have to stay  
here and suffer from frostbites it will be  
a slight consolation to read in the papers  
of the winter weather which he will find  
in "Sunny California."

The home fires burning since before Christ-  
mas, and he likes the job.

Machinist John Worzala, Sr., was in-

Twenty-three

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ST. PAUL, MINN.

man, Charles Wilde, died very suddenly at Milwaukee, December 27th.

Engineer Charles Horsch, very much improved in health, was a visitor at the roundhouse office the last week in December.

Engineer John E. Bockhop and family visited relatives and friends in Illinois at New Year's time. In the three days' visit, John gained four pounds in weight, and says he does like turkey.

Engineer and Mrs. Harry A. Claybough visited their son and family in southern Illinois at Christmas and the new year.

Yardman Peter H. Petrie is home from the hospital after an operation and much improved in health. We hope that he will be with us in a few days.

Yardman Justin V. Cavey has added three of the finest Jersey cows to his herd on his estate near Pewaukee. He now has one of the finest herds in Waukesha County. He says no more goats for Cavey.

Engineer Charles Mudway received his 60-year button from the Veteran Employees Association in January. He and his friends think that this is very nice, and his friends hope that he will enjoy the good health that he now enjoys for many years to come.

Dispatcher Charles S. (Happy) Winn received a present of a movie camera some time ago and during November and December he came to the Shops an hour before starting time to take pictures of Inspector Edward F. Heavey and his helper. "Happy" said if he could get pictures of these two at the speed that they move he would be able to get some fine ones of the bathing beauties at Los Gatos, California, where he and Mrs. Winn have been visitors from the first of the year.

Former Chestnut St. yardmaster Wm. H. Schultz and his wife were Milwaukee visitors in November and December. Both still like old Milwaukee.

Pipe fitter H. J. Horsch has been assigned to the lot job at the Shops. He likes the fresh air and says the job just suits him, except he does not like to get bawled out for using too small a piece of waste when thawing out frozen pipes.

General foreman King, engineer C. R. Manion and engineer G. W. Rhoda are on the sick list, and we hope to see them back with us soon.

Everyone was glad to hear that yardman James J. Pachenham had received his pension from the Railway Retirement Board with back pay from July 1st, when he retired. He was also in receipt of a 40-year button from the Veteran Employees Association.

Mrs. J. E. Roberts, widow of dispatcher J. E. Roberts has been a Milwaukee visitor since December 1st.

In the passing of general superintendent D. W. Kelly, the Milwaukee Road loses another veteran official who was respected by all of the employes.

Engineer Frank N. Kaiser has returned to work on the West Allis Transfer after a much needed rest.

Engineer Frank Stock has been keeping

### I. & D. Items

ccc

SYMPATHY is extended to the family of Mrs. Estella M. Edwards, who passed away December 21st at the home of her son-in-law, Herman W. Frazee. Mrs. Edwards had been confined to her bed only about a week.

Sympathy is extended to Mr. J. M. Hemsey, daughter Jacqueline, and relatives of Mrs. Hemsey, who passed away suddenly December 26th in a hospital at Minneapolis. Mrs. Hemsey was taken ill Christmas Eve while she and her husband and daughter were visiting at the home of her parents, Mr. and Mrs. Patrick Kelly, Minneapolis. Funeral services were held at Minneapolis, December 29th.

Officers and employes of the Iowa & Dakota Division extend sincere sympathy to family of Mr. D. W. Kelly, who passed away January 1st at Rochester, Minn.

Sympathy is extended to family of Mr. A. L. Crider, engineer, who passed away suddenly due to heart attack, January 11th, on his regular run, Mason City to Spencer. Mr. Crider suffered his attack at Ruthven and passed away before an ambulance could get him to a hospital at Spencer.

Mr. D. W. Woodhouse, time revisor, Mason City, has returned to Mason City to take up his regular duties following special detail work in Chicago for several days. Mr. Chester Smith of Sioux City was acting time revisor during Mr. Woodhouse's absence.

Mr. E. D. Barton was appointed signal supervisor January 1st with headquarters at Mason City, Iowa.

Everyone is apparently well pleased with the new light fixtures recently installed by system electricians.

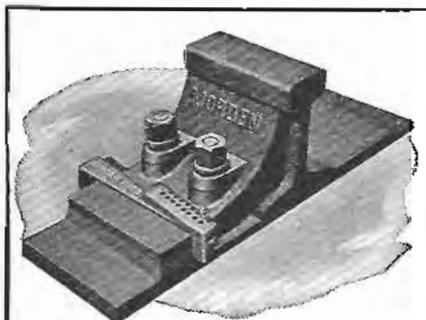
We are informed that Carter H. Thoma, switchman, Mason City, recently cashed in at a "bank night," receiving a fabulous sum. Wouldn't be surprised to see Con driving a new V-8 or something, or maybe make up a deficit due to a recent misjudgment of time at Eagle Lake.

### Milwaukee Terminals

G. W. E.

THE day after Christmas, John Manning Cavey took Miss Celia L. Santer as his bride. The ceremony was followed by a wedding breakfast. Mr. Cavey is a prominent attorney in Milwaukee and the son of South West Limited conductor John C. Cavey, and just as fine a man as his father. Mr. Cavey and his bride are south of the Mason and Dixon line on their honeymoon.

Edward Wilde, son of the late foundry-



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4710 W. Division Street, Chicago, Ill.

jured while getting off a bus near his home on Ludington Avenue, January 2nd, and will not be able to work for some time.

### Good Old Dubuque Shops

Lucille Miller

BETWEEN giving personals to those who didn't want 'em and Christmas presents ordered from Santa that weren't what was wanted, had quite a time satisfying my December "customers." But that's all ancient history now and we've been getting by pretty good, considering as how in the old days an apology was forthcoming every so often for somethin' said which should have been left unsaid. And speaking of the old days the good old brick powerhouse stack went down with a thud just the other week and we had about half of Dubuque over on the avenue watching the maneuver, which, by the way, was done very gracefully as when the Construction Company operator said "fall this-a-way" down she came. Of course we can't go in for too many reminiscences or we'll be accused of—well, you know what they accuse people of who are constantly dwelling on the past, so we'll just give the stack this epitaph—"She did well the work that was assigned for her to do and when the time comes for us to be toppled over in like fashion, may we have so lived that we earned a similar send-off."

Of course we were glad when Ed Kiesele broke the news that he was transferred to Green Bay, Wis., to become trainmaster at that point, but it just doesn't seem the same now somehow—kind of quiet-like in the yardmaster's office. We'll miss you "Mussy" but here's happy days to you! Howard Wilkinson succeeds Mr. Kiesele as yardmaster, and Harvey Schwartz becomes night yardmaster.

In looking over the holiday greeting cards, one conspicuous by its absence this year is the annual from George Conrad. Just because you moved from Perry to Marion is no sign you have to cut your old Dubuque friends—or are you putting it all in the sock these days? Chicago?

Remember the old tune that we used to sing—"And the spring will bring a wedding ring, etc." That's what we heard Charlie Abraham humming over our left shoulder the other day, and from what he gave her for Christmas, we wouldn't be a bit surprised. (Weddings have been scarce in these parts recently.)

At this writing Bob Sommer, John Roehl, and Bill Rosenberg are confined to their homes on account of sickness—here's hoping they'll soon be back on the job again.

Earl Thompson was an innocent member of the game of "cops and robbers" recently. But it was all a mistake—the drama ended when the Dubuque branch of "Scotland Yard" got busy and the culprit confessed. Earl says he just knows he'll always be good, as the third degree isn't his favorite pastime.

The Christmas party at the Milwaukee

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Branches in Minneapolis, St. Louis, Indianapolis.

Club rooms this season seemed to outshine all previous ones. Santa, the tree, with all its trimmings, candy and nuts, dixie cups and cookies, happy expectant children, with their parents—all railroad employees, together with a fine program, consisting of community singing led by Mrs. Henry Wiedner, who is serving her fourth year as president of Dubuque Chapter. Dance numbers by Lealeth and Jean Kempter, recitations by Robert Opelt, Alice Welter, Jimmy Wiedner (who is the dead-sit of his grandfather Henry), Jimmy Unmacht (who whispers like his dad doesn't), Chas. Pullen, Jr., Delores Dunwoodie and Harriet Spear. Margaret Pullen furnished a guitar solo and Patricia and Marion Kinney a song and piano duet. ("Pat" has a very promising voice and with the volume she inherits on her father's side, should be able to be heard nicely). Oh yes, your "Aunt Lucinda" told the Christmas Story about Annie and Willie's visit to Santaland. This last time she told that one, "Billy" Keefe was about as big as a package of peanuts and now he's taller than his dad. How time does fly (but of course "ye scribe" hasn't added a year).

Mrs. P. E. McGough was in charge of the program.

### West End Trans-Missouri Division

P. R. H.

J. J. FOLEY, division freight and passenger agent at Miles City for many years, passed away after several weeks' illness at the Holy Rosary Hospital, January 16th. The Milwaukee family tender their sincerest sympathy to the bereaved wife and daughter.

S. A. Mayo, boardman at Miles City Yard Office, has taken a sixty day leave of absence and plans on visiting his son in Chicago.

L. B. Hale, agent, Reeder, N. D., passed away December 15th. Mr. Hale had been in ill health for some time. Our sincere

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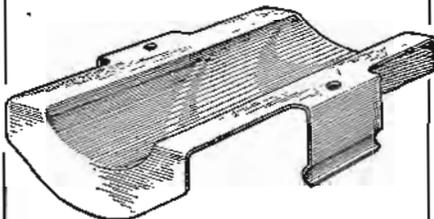
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sympathy is extended to the members of his family.

Mr. P. H. Dunn, engineer, Trans-Missouri Division, submitted to an operation for appendicitis recently. It is reported Mr. Dunn is getting along fine and will soon be out again.

H. B. Smith, conductor, Trans-Missouri Division, was called to Monticello, Iowa, last month on account of the death of his sister. We tender our sincere sympathy to Mr. Smith in his bereavement.

Ask Mal how he came out on the Rose Bowl game New Year's Day. We'll never tell.

Mrs. Adolph Carufel, wife of trainmaster's stenographer at Miles City, submitted to minor operation in the local hospital January 14th. Mrs. Carufel is reported getting along fine.

As we predicted—"Bud" Bardell, instrument man in Miles City division engineer's office, came back from his holiday vacation to Dubuque bringing a lady with him. Congratulations, Mr. and Mrs. Bardell—many years of happiness to you.

Mr. P. H. Nee, who has been superintendent of the Trans-Missouri Division for about four years was appointed general superintendent at Milwaukee, effective January 15th. The officers and employees of the Division gave a banquet in his honor the night of January 13th, at which time he was presented with a beautiful leather traveling bag, equipped toilet kit, and brief case, as a token of their high esteem for him. Mr. Nee is succeeded as superintendent at Miles City by Mr. A. C. Kohlhasse, former trainmaster on the Rocky Mountain Division. Mr. Kohlhasse is not a stranger on this Division having served many years as chief dispatcher at Miles City. Both of these gentlemen are being congratulated on their promotions, and we all wish them all the success possible in their new positions.

Among the transfers effective January 15th was that of trainmaster A. W. Herwin from the Trans-Missouri Division to a similar position on the Rocky Mountain Division, and Mr. L. Wylie of the Coast Division to the position of trainmaster at Miles City. We wish these gentlemen much success in their new fields.

The effects of the flu epidemic has been seen in the various offices, roundhouse and shops at Miles City. Many of the employes have been compelled to stay at home on account of having the flu. Some of those who have not as yet been afflicted are doing no bragging, for it seems to get you on very short notice, and they are afraid to brag about being immune.

### Kansas City Division K. M. G.

AGENT G. L. Gallagher and wife, Williamsburg, left December 19 for a vaca-

tion trip which included a visit with their son and family who live in Somerton, Arizona; from there they will go to Long Beach, Calif., to be with relatives and friends for an indefinite period of time, returning via San Antonio, Texas, and to the gulf coast country to spend some time with their son, Dr. Gallaher, who is located at Harlingen, Texas, thence to Brownsville, where they will cross the border into Mexico. En route home they will visit with the sister of Mr. Gallaher in Kansas City.

Fireman Pat Ogden was a patient in the Ottumwa Hospital during December.

Mrs. Harry Vaughn has returned to her home and is reported to be recovering—she was a surgical patient in the Ottumwa Hospital from December 21 until the early part of January.

Mrs. W. E. Brown, daughters Marlon and Wilma of Davenport, family of P. F. I. at West Yard, Ottumwa, were in Ottumwa during the Christmas holiday season. Mr. Brown was recently assigned to the position of P. F. I. at West Yard, coming here from Davenport, which is his home.

A family reunion of the Barnoske family was held in St. Louis, Mo., during the Christmas season. Roadmaster Barnoske, wife and son, Francis, of Hastings and their two grandchildren departed from Ottumwa in time to be in St. Louis for Christmas remaining there until the following Tuesday. They were guests in the home of Mr. and Mrs. Wade Smith, daughter and son-in-law.

The position of second trick operator at Rutledge was assigned to J. W. Nolan, third trick to J. D. McCarthy.

Superintendent W. G. Bowen and family spent Christmas in St. Louis with relatives. Mrs. Bowen and Virginia remaining until after New Years.

Switchman T. V. Owens and family were in Omaha for Christmas and the week following as guests in the home of the mother of Mr. Owens.

Bob Loftus and wife left Ottumwa on December 24 for Anderson, Indiana, to join the family of Mr. Loftus for Christmas.

Sam Burton, son of conductor F. H. Burton, who has a position in Des Moines with the Social Security department, was in Ottumwa for a vacation of one week during the latter part of December.

### D. & I. Division—First District E. S.

SWITCHMAN D. Lawler, Nahant Yard, and an employe of the Milwaukee Railroad since 1897, passed away Dec. 24 in St. Anthony's Hospital, Rock Island, following an operation. Sympathy is extended to the relatives of the deceased.

Sympathy is extended to Switchman W. G. Chipman on account of the death of his

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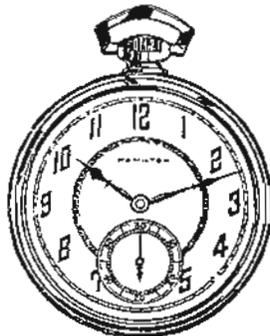
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sister, Miss Jennie Chipman, life-long resident of Savanna, who was found dead in her home on Chicago avenue the morning of January 8. Funeral services were held Sunday, Jan. 10, with interment in Savanna.

Conductor and Mrs. D. Steffen and engineer George Arney have departed for Florida where they will spend the winter in the glorious sunshine of that state.

The Operating Department sponsored the pot-luck supper and get-together meeting of the Women's Club, at Savanna, Monday night, Jan. 11. Following the business meeting an enjoyable program was given, as follows: Miss Janet Elder, reading; Mr. Claytus Nelson, vocal solo, accompanied by Miss Mildred Nutt, and a reading by Mrs. Virgil Marth. Dancing was enjoyed from nine o'clock until midnight with the Merymakers furnishing the music. The next meeting will be in charge of the Transportation Department and will be held on February 8th.

Mr. and Mrs. Louis Winston and son spent the Christmas holidays with their son and brother, Edward, who is in training at a naval base in Virginia.

We have heard of "water, water everywhere and not a drop to drink" but right now it is ice, ice everywhere and no place to safely put your feet and know they are going to stay put for long. It is the first time for many years that we have had such a slippery condition in the vicinity of Savanna and we hope that the ice soon melts so we can keep our equilibrium.

"Scotty," the pet dog of Miss Janet Elder, has been quite a regular visitor at the superintendent's office; for whenever she is permitted to leave the Elder residence, sets out for the office and usually when she cannot be found on the premises, can be located in the office at the depot—lucky dog, two homes where "Scotty" is well liked.

### Northern Montana

Max

WE had been enjoying regular California weather in this territory up to Christmas when real winter set in. Since that time there has been lots of snow and sub-zero weather. It has been necessary to have snow plows out on most of the trains between Lewiston and Harlowton.

A card received by Oliver S. Porter from assistant superintendent Fuller from San Antonio, Texas, states that they are enjoying plenty of sunshine and balmy air. The Fuller family left December 21st for the south where they will sojourn for several months.

Mr. and Mrs. C. M. Brown, son Morris and Miss Clara Retallick, of Great Falls, Mont., spent the holidays with relatives in New York City. They took in the national capitol on the going trip. We were fortunate in meeting them on the train at Lewistown and again when they boarded the Olympian on the way home at Chicago. On the going trip we spent the day together in Chicago.

O. Haanes, of Mobridge, S. D., succeeds C. R. Strong as roadmaster on the Northern

Montana with headquarters at Lewistown. Mr. Strong has been assigned to duties with the Chief Engineer at Butte.

W. E. Campbell, assistant superintendent, car department, of Tacoma, Wash., spent several days in Lewistown the early part of January.

Mrs. George L. Wood has been confined to her home with a serious attack of the flu. Her many friends hope that she will soon be able to be out and around.

Mr. and Mrs. W. J. Retallick left for the west coast and Los Angeles, Cal., where they will visit with their children for two months.

A. G. Ingalls, of Winifred, Mont., is spending the winter in San Francisco, Cal.

Engineers William Sughroe and Roy S. High are confined at their homes on account of sickness.

E. A. Walden has returned to Lewistown from Seattle, Wash., where he spent the holidays with his family.

Mrs. C. T. Plumb, of Hilger, underwent a major operation at St. Joseph's Hospital at Lewistown. She is getting along as well as can be expected.

Miss Nora Thompson Rust, who has been visiting friends in Lewistown, returned to her home at Fairfield.

Mrs. Henry McCarthy, of Great Falls, spent the holidays with relatives at St. Paul, Minn.

Frank Curtis, of the trainmen, is in Helena looking after legislative matters. He was joined by V. F. O'Dell, of the conductors.

Mr. and Mrs. L. J. Laveque left for Spokane, Wash., where they will visit for a month.

Mrs. John Koloff is visiting friends at Great Falls.

R. A. Frank, of Harlowton, spent several days in Lewistown looking after business of the store department.

Gus Johnson, of the car department at Lewistown, has been assigned to duties at Harlowton during the severe cold weather.

Guy L. Kester, of Harlowton, is on leave of absence and spending his vacation with his family at Lewistown.

Henry E. Bertran is looking after the work at the baggage room in the absence of W. J. Retallick.

William L. Reaser, Garland Coonrad and Howard Ullerly, all former railroad employes, have positions in the office at the Court House.

### H. & D. Notes

Walt

HONORABLE Dwight Campbell, formerly Justice of the Supreme Court of South Dakota, is appointed solicitor to succeed Mr. H. O. Hepperle who has resigned to enter the private practice of law in California. Judge Campbell, with solicitor T. L. Fuller, act as solicitors for the states of North and South Dakota under the partnership name of Fuller and Campbell with offices at Aberdeen, South Dakota. The appointment is effective January 16, 1937.

Congratulations are in line for conductor and Mrs. A. H. Huberty on the birth of a

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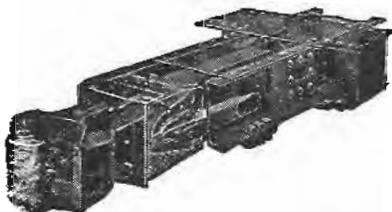
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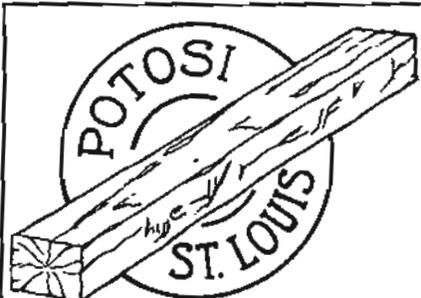
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ST. LOUIS DALLAS

ticket agent and yard clerk at Montevideo, relieving Arnold Moe who in turn is relieving Andrew J. Anderson as freight clerk. Mr. Anderson is on an indefinite leave of absence.

Bob Swanke, former slip foreman at Aberdeen roundhouse, has been promoted to the position of roundhouse foreman at Bellingham, Wn., effective January 1st, 1937. He was relieved by Norman Hopp, former roundhouse foreman at Mobridge, S. D.

Mr. W. F. Kramer was a visitor at Aberdeen during the first week of January and accompanied Medical car "Metz" over the division.

Col. Weatherly of Hosmer recently spent several days in and around Twin Cities.

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

Wm. Logan

AN INTERESTING meeting of the west end agents traffic club was held at Tripp, S. D., December 17th. Many plans for the activities of the club for the coming year were discussed. Interesting articles by agent A. J. Gorman of Parkston and by agent M. Gronvold of Ethan were read at the meeting.

Walter Holmes, tariff clerk, Sioux City, Iowa, was called to Ottumwa, Iowa, by the serious illness of his mother, who passed away January 5th.

Elmer Ferguson has been appointed chief clerk in the division freight and passenger office at Sioux City.

Mary Ellen Snow, daughter of Mr. and Mrs. H. C. Snow, of Sioux City, has returned to school at Stephens College, Missouri, after spending the holidays with her parents.

Conductor Tom G. Snyder has moved to Sioux Falls from Sioux City.

We are sorry to report the passing of Henry Brown, formerly agent at Hawarden, Iowa, who passed away recently at Long Beach, Calif. Mr. Brown had a long record of service with the Milwaukee Road and his many friends wish to extend their sympathy to his family.

It is reported that agent C. P. Kinser of Akron, Iowa, is very happy over the gift of one of these new-fangled electric shavers from Santa Claus and after a little practice he has become quite an expert.

Conductor John Reagan of Sioux Falls is visiting relatives in Chicago. Conductor Archie Gamel is relieving him.

Conductor Joe Pape has been relieving conductor C. M. Belknap, Sr., on the Sioux out of Sioux Falls on account of Charlie being on the sick list.

Conductor Wm. McCalmon bought himself a Christmas tree this year and was very much surprised at the number and variety of gifts found around the tree Christmas morning.

## Iowa (Middle and West) Division

Ruby Eckman

BUSINESS has been such on the Iowa division lately that some of the reserve firemen have been called back to work.

J. D. Shippey, agent, Granger, was off duty the forepart of January on account

son on January 13th.

Conductor Jake Hammer is vacationing on the West Coast and while there will spend a few days visiting his sister who lives in Oregon.

An interesting item called to our attention is the fact that R. W. Humphrey, familiarly known as "Dick," is the oldest passenger train conductor on the division, while his son, H. C. ("Buzz") Humphrey is the youngest passenger brakeman on the I. & D. holding a regular job.

Signal maintainer Frank Jiran returned to work on Jan. 8th after an extensive trip on the West Coast—and what a time to return with the mercury flirting with the minus ten mark.

Cold weather usually brings out an array of peculiar winter wearing apparel and this year is no exception. Our friend, Harry, tops the list with a pair of the nicest red and black ear muffs it has ever been this correspondent's pleasure to see. They are ultra-modern in every respect, including the streamline feature, and rival those in the possession of our genial train director at Montevideo, which were described in another issue of the notes. Warm ears, Harry!

Rumor has it that train dispatcher James S. Keenan at Aberdeen has ordered a couple of goats. See Jimmy for further particulars.

It was noticed that conductor E. P. Harrington, assigned to Nos. 5 and 6, is wearing a 50-year button. Mr. Harrington completed 50 years of service with the Milwaukee Road in August, 1936.

Donald Rue and wife spent a few days in Montevideo during the past month. Mr. and Mrs. Rue are former residents of Montevideo and report spending an enjoyable visit in the home town.

Hans Gilyard, section foreman at Groton, S. D., has been appointed to the position of roadmaster on the Faith-Isabel branch of the Trans-Missouri Division, with headquarters at Mobridge, S. D.

D. S. Westover was a recent visitor at Aberdeen, spending a day around the terminal in the interests of the perishable freight department.

Art Klucas has been appointed night

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# CONTENTS

	Page
A Fourth Section Parallel—Z. G. Hopkins.....	3
Artificial Lakes—Edna Ann Hall.....	4
Appointments .....	5
George W. Bryan Retires.....	5
The Physical and Chemical Laboratory at Milwaukee Shops.....	6
Extracts from a Patron's Letter—Mr. Gillick's Page.....	7
Daniel W. Kelly—Obituary.....	8
P. H. Nee Appointed General Superintendent.....	8
G. A. Van Dyke Retires.....	8
J. J. Foley—Obituary.....	8
In Memoriam—Frederick Densmore Campbell.....	9
The Tale of the Spike of Gold.....	9
Accident Prevention .....	10
The Agricultural and Colonization Department.....	11
The Days of "Way Back When".....	12
The Milwaukee R. R. Women's Club.....	13
Special Commendation .....	17
On the Steel Trail.....	18

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of sickness. R. O. Hill from Redfield relieved him.

Ben Cook, who has been on leave of absence for a long time while operating an oil station in Perry, has taken the necessary examinations preparatory to returning to work on the railroad.

A. C. Jacobs of Nemaha is the new agent at Wauke. He bid in the job when T. D. Hakes got the Sac City appointment. R. V. Dawson is at Nemaha until an appointment is made on bulletin.

Relief agent R. O. Hill and wife are the parents of a son, born the forepart of January. The boy has been named Gerald Richard.

Engineer Robert Meldrum and wife and engineer W. H. Young and wife joined the trek to California in January, expecting to spend a few weeks there visiting and taking in the sights.

Rex Hall, who is in the U. S. Navy on the Tennessee, attached to the West Coast fleet, was home over the holidays for a visit with his mother, Mrs. C. C. Marchant, and other relatives and friends.

Traveling engineer S. Einerson, who has been on sick leave for several months, resumed work the first of January. Skulle had more than his share of misfortune during the year 1936 as he and his wife and both of his children were sick or injured during the year.—at one time, two of the family being in hospitals and the son confined to his home with a broken arm. Frank Banyard, who was acting traveling engineer for several months, resumed work on the road.

A wedding of double interest to railroad employes took place on Christmas day at Marion, when Clifford Shearer was married to Miss Mathilda Sanborn. Clifford, who is in the B and B department of the Milwaukee, is a son of engineer John Shearer of Perry. Miss Sanborn's father worked as a clerk for the Milwaukee until the illness which resulted in his death a few months ago. The young people will make their home in Marion.

Engineer Ralph Owens was called to Hooper, Nebraska, the forepart of January by the death of a relative.

W. J. Black went to Council Bluffs yards to start work on second trick January 1st, a job to which he was appointed on bulletin when L. A. Kell bid in a trick at Atkins yard.

R. C. Dodds and family stopped for an over-night visit with friends in Perry the last of December when they were on their way from Kansas City to Austin, Minn., to which place R. C. D. went to be superintendent of the I. & S. M. division, taking the place of Mr. VanDyke, who retired after fifty-six years of faithful service.

The approaching marriage of Miss Isabelle Reel, daughter of conductor P. J. Reel, to Harvey Hood, was announced at a party given by Mrs. Reel on January 12th.

Conductor J. F. Briggie has been confined to a hospital in Council Bluffs the last few weeks on account of sickness.

Mrs. Edward Davis was confined to her home in Perry during the month of De-

ember as the result of burns about the face and eyes, inflicted by hot grease.

Mrs. George Lutze, mother of engineer J. P. Lutze, and widow of a former road master, passed away at the family home in Perry, December 18th, following a long illness.

Engineer E. C. Hullerman and family received the news December 18th of the birth of a daughter to Dr. and Mrs. Hugo Hullerman at their home at Mt. Sterling, Ill. That means that engineer Hullerman will answer to the name, Grandpa, when the little miss starts talking.

A large number of the Iowa division employes and their families saw and enjoyed the Vocafilm which was shown at Manilla, Council Bluffs and Perry during the second week of January. Zero weather was all that prevented larger attendances at each showing.

George Smith, a ten-pound boy, was born to Mr. and Mrs. Gilbert Smith, at the home of Mrs. Smith's parents, Mr. and Mrs. W. J. Barth, in Perry, shortly after twelve o'clock New Year's morning. The boy was the first baby born in Perry in 1937 and also hung up a few other first records. In addition to being the first child in the family, he was the first grandchild in the Barth and Smith families and the first great grandchild in the family of Mr. and Mrs. George Barth, of Savanna. Needless to say he was given a royal welcome. While the lad's father is a farmer, all the relatives on the Barth side of the family are railroad men in the Milwaukee circle.

Engineer Joe Murphy, who has made his home in Manilla for many years, has moved to Perry as he can now hold a place on the firemen's list.

Walter Callahan, who has been on the reserve list for some time, made a few trips during the holidays and for a while thought the last trip he made was going to be almost a loss to him. While getting ready to go out on number seven, he dropped his billfold containing money and valuable papers. He did not miss it until he got to Omaha. It was found, however, by boilermaker Mount, who went to Soo City on the same train. Mr. Mount was unable to take time to try to find the owner before his train left but as soon as he returned from the week-end visit in Soo City he located the owner and restored the lost billfold.



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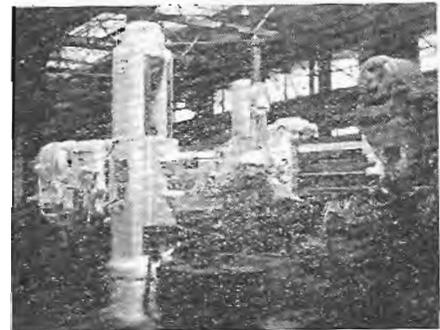
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*Thirty-one*

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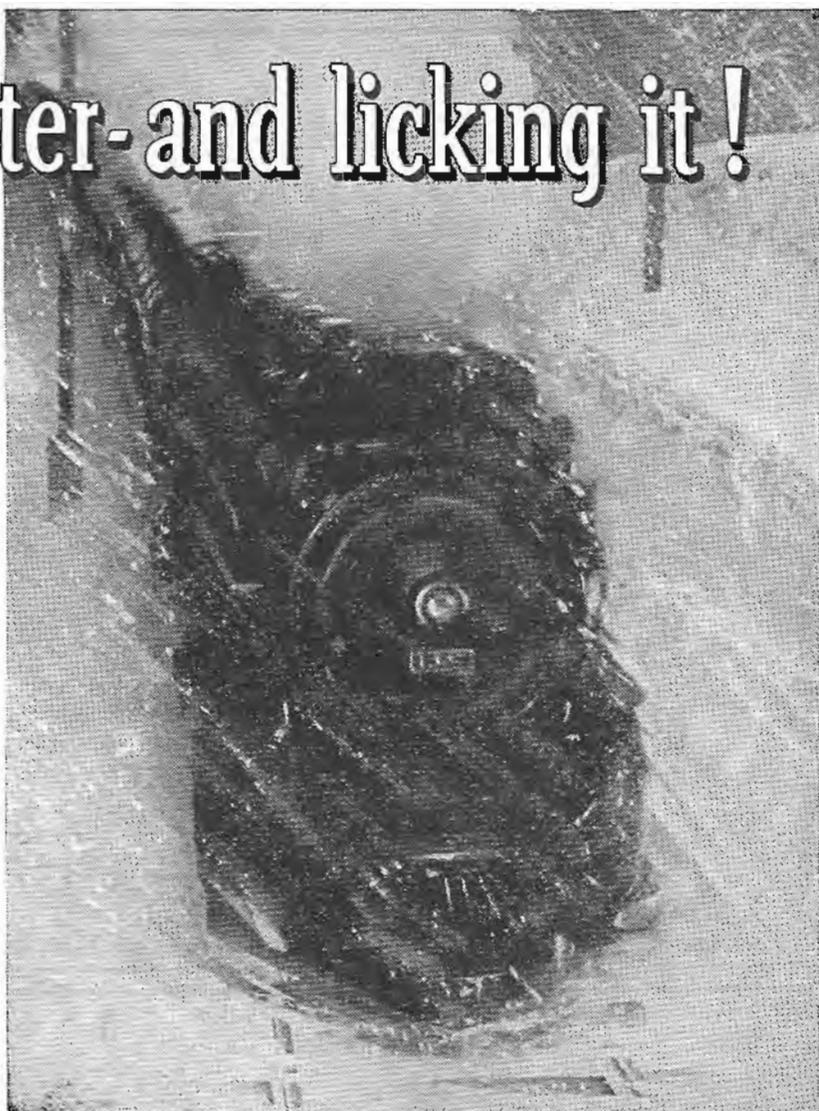
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