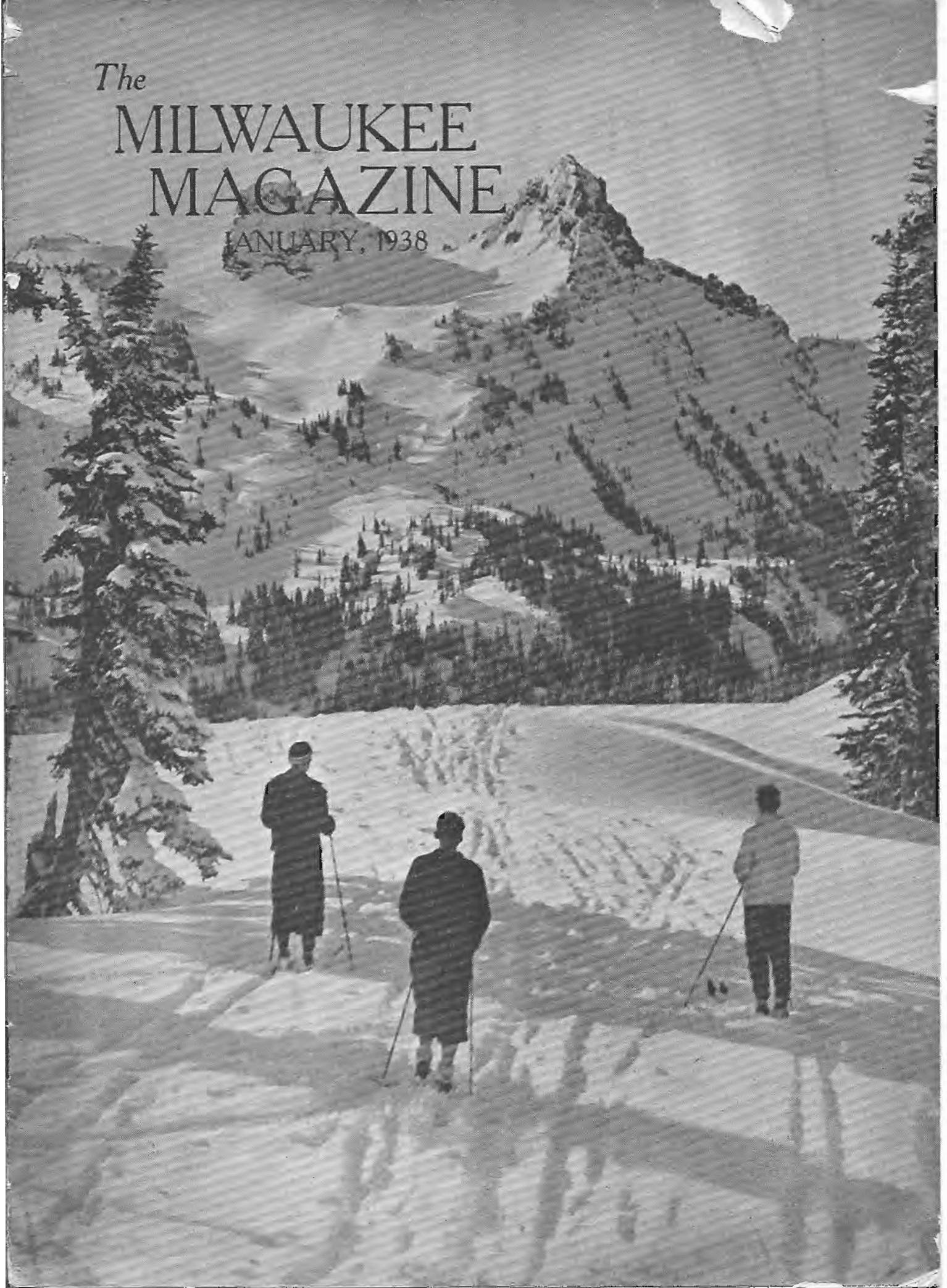


The

MILWAUKEE MAGAZINE

JANUARY, 1938



Does anybody in the audience know this fellow?



THIS straw man has come in mighty handy in recent years.

Every nation-saver who wanted to stir up excitement has taken a crack at him.

Millions of words—spoken and written—have called him a string of dirty names.

The label hung on him says "Business." But does he look like anybody you know?

Take the corner grocer for instance. Or the man who sells you a new shirt, a suit of clothes or a pair of shoes. Or the man who sells you gas for your car—or a new radio.

These folks are businessmen, every one.

So are the men who run the factories where your clothes or shoes or new car or tires are built. They're businessmen too.

Yet does any of these real people check with that straw man that's been bawled out for almost everything under the sun?

Of course not! The plain fact is, there isn't any such scarecrow as "Business."

But there are *tens of thousands of separate businesses*. And there are millions of businessmen—men with the imagination to try out new ideas—men with the patience and nerve to keep plugging during tough times—men with the horse sense to figure ways of meeting payrolls, pay-

If you are interested in a special pamphlet on this subject, write NATION'S BUSINESS
No obligation.

ing rent and taxes, and still turn out all the things you enjoy at a price millions can pay.

Add them all up and you have the working force in America. Look at the job they're doing and you'll see why thoughtful folks are saying, "When better times arrive, business will bring them."



This advertisement is published by

NATION'S BUSINESS

—a magazine devoted to interpreting business to itself, and bringing about a better understanding of the intricate relations of government and business. The facts published here are indicative of its spirit and contents. Write for sample copy to NATION'S BUSINESS, WASHINGTON, D. C.

Holiday Greeting

THE Holiday Season is again with us and it is a genuine pleasure to thank all members of the Milwaukee family for their cooperation throughout another year, and to extend to all my sincere wishes for health and happiness during the coming year.

Although 1937 promised to be an improved year for the railroad, conditions in recent months have been decidedly unfavorable. Our expenses are sharply higher while our receipts are substantially lower. This has made it necessary for The Milwaukee Road to join the other roads of the country in asking for an increase in freight rates, which we hope will be granted in the near future. The increase of itself will not solve the difficulty. We must find more traffic for our railroad, and we must continue to improve the efficiency of our operations and the service we give our patrons.

One of the principal items of increased expense is the raise in pay during the past year when revenues were declining and material prices were increasing. I am sure we need not be reminded it is now, more than ever, the duty of each one of us to make every effort to find additional business for our railroad, and to so handle all our relations with our patrons that we will make new friends, and retain old friends, for The Milwaukee Road.

Happy New Year to you all.

H. J. Hancock

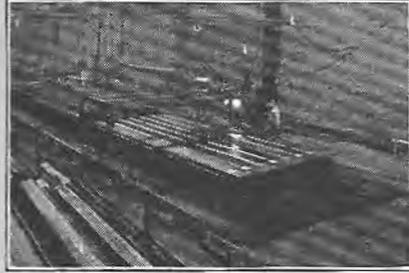
New Passenger and Freight Train Car Construction at Milwaukee Shops

SINCE 1934, our Milwaukee Shops have been almost continuously employed in constructing new styles of passenger and freight train cars. All these cars have been designed for greater safety, greater comfort for our patrons, and sturdy construction.

The comparatively new art of welding has been employed thus making it possible

to build at proper size where formerly costly metal parts pressed into various shapes were needed.

Unfortunately the development path of the all-welded cars has not been without obstacles. It developed that when the rivet heads no longer appeared on the sides of the cars, the public began to take notice and make comment as to



Picture Number One

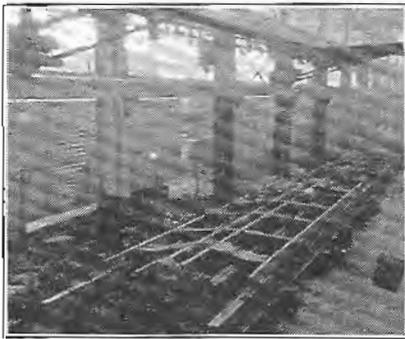
to build at low cost in a competitive field and providing work for our own employees.

A great deal has been said about our "HIA-WATHA" trains since they first went into service. All of the "HIA-WATHA" cars have been constructed for greater safety and comfort for our patrons. They employ welding which brings about the easiest possible assembly of the various parts during construction.

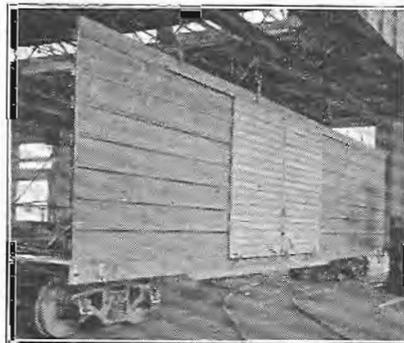
Steel known as "high tensile" steel, which is about half again as strong as ordinary steel, is used. High tensile steel and welded construction make it possible to produce a lightweight car.

It has been estimated that for every ton saved in the weight of a car, one and one-half to two mills per gross ton mile are saved in operating expense. In one year, therefore, if a car travels 10,000 miles, \$15 to \$20 is actually saved for every ton eliminated in weight. We have built 1,000 50-ft. automobile cars with approximately 4½ tons saving in weight over old designs and 500 40-ft. automobile cars with an average of 2½ tons saving in weight. With these 1,500 cars we are saving about \$86,250 to \$115,000 in operating expense every year. It should be easy to understand from these figures why railroads welcome these new light weight cars.

Welding makes the first cost low because it is possible to produce the parts making up a car for less cost. The holes used for rivetting are eliminated and, in addition, particularly in the underframe, the parts become simpler and in most cases are merely plates sheared to



Picture Number Two



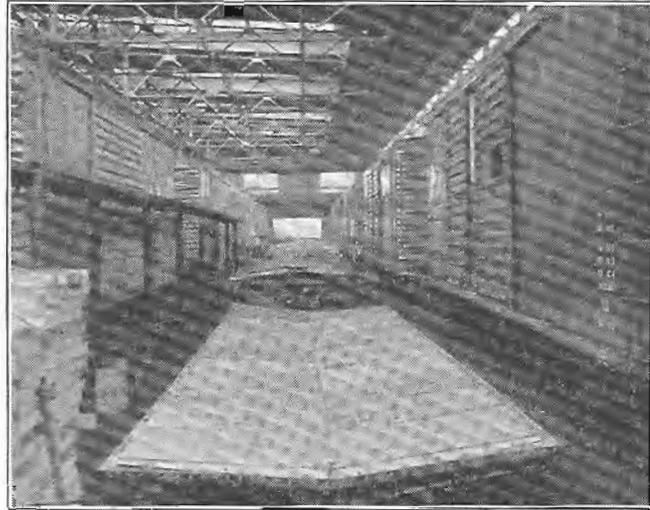
Picture Number Four

parent metal. However, in making the weld, considerable shrinkage occurs, causing the steel sheets to shrivel where welding is employed, the solution being that where smoothness is necessary, arc-welding is avoided and spot welding or resistance welding has been developed for lighter work. Resistance or spot welding consists of joining two or more pieces of metal together by heat, developed in passing a large current at low voltage through a point of high electrical resistance. This point of high resistance occurs naturally at the point between the pieces to be joined through which the electricity must pass.

Let us now take you on a tour through

the shop where the cars are built and let us see how all-welded automobile cars are built up:

The steel side sheets (5/64" thick)



Picture Number Three

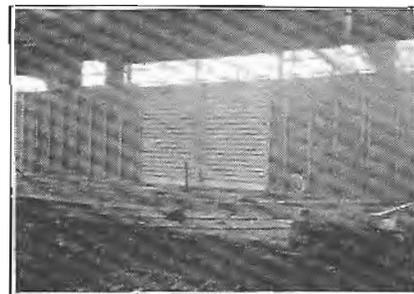
the wavy appearance of the sides. The result being today even a freight car must have that smooth, clear, school-girl complexion.

To produce such a car is not an easy matter. Arc welding makes for strong joints — even stronger than the

are laid out horizontally on a specially constructed steel table and welded together by a spot-welding machine built for the job. This spot-welding machine would pretty much appear to you as a sewing machine, going up one seam and down another until the steel sheets are joined together (Photo 1). After this operation the steel sheets are spot-welded to the steel side posts (5/32" thick). Then the balance of the parts necessary to complete one entire side of a car are arc-welded to the steel posts and sheets. The side doors are applied while the entire side is still lying in a flat or horizontal position. The entire side is then turned over to complete the necessary welding on the reverse side.

The steel underframe is welded together and air brake equipment installed (Photo No. 2) in three separate positions in a line, each position taking care of, or accommodating, an amount of welding convenient for each crew to handle and within the time allotted. The underframe of the car is made up of many smaller parts which are assembled and prepared in advance, thus the center sills, which represent the backbone, and component parts, representing the ribs, are all made ready in special assembly positions equipped with tools to make these parts in the easiest and most workman-like manner.

The steel ends of the cars come in



Picture Number Five

two halves and are arc-welded together, and at the same time the hand brake equipment, also the safety appliances, which are required by law and consist of hand holds, sill steps, and various other parts, are riveted into place. The safety appliances referred to cannot be welded into place and must be riveted, as the United States Safety Appliance Code, which must be strictly adhered to, does not permit the welding of these parts into place.

The steel roof is also a separate unit (Photo No. 3). A group of special steel pans are arc-welded together, running boards attached, and there is the roof, which is then turned over, red lead paint and plywood ceiling applied.

Now that all of the parts are ready for assembly we can proceed to put them together in the proper order. The completed sides (Photos No. 4 and No. 5) and ends are placed on and arc-welded to the completed underframe. The completed roof tops off the job of erection of the body of the car. The trucks, which have been previously put together, are rolled

under the completed car body. The car is then cleaned, red-leaded, painted and stencilled, the floor is put down and bolted into place. plywood finish applied to the interior, which is sprayed with aluminum paint, and the car is ready for service (Photo No. 6).

Freight train cars are built new at Milwaukee Shops at the rate of from 12 to 18 cars per working day.

When passenger train cars are constructed at Milwaukee Shops, one new car is turned out each working day.



Picture Number Six

In building more than 2,500 passenger and freight cars, there has been enough arc-welding to lay a continuous weld from Chicago to Minneapolis, and a total of forty-five (45) 50-ton freight cars would be needed to carry the welding rod required.

Santa Rides the Milwaukee

ALTHOUGH reindeers provide the traditional transportation for Santa Claus, he has been toying with trains

so much of late that he couldn't resist the urge to travel by rail into Chicago.

With his hand on the throttle the Jolly Old Fellow steamed into the Union Station the afternoon of December 18th aboard a "four-eight wheeler" to preside at a Christmas party for children of Milwaukee Road employes that was sponsored by the road's Booster club.

The Bensenville (Ill.) band, of 75 boys and girls, many of them children of rail employes, welcomed Santa in his arrival. The recently organized Milwaukee Road Choral club made its first public appearance, presenting a program of Christmas carols.

The railroad's American Legion Post members acted as marshals

and assisted Santa in the distribution of candy and toys. More than 1,500 children attended.

After the party a skeptic suggested that while Santa appeared to be his tireless old self his vocal tones bore marked resemblance to those of the genial Ben Reinert of the Freight Auditor's office.

The Booster club is composed of 1,800 employes residing in the Chicago area.

Bowlers, Attention!

REMEMBER the Milwaukee Road bowling tournaments of previous years?

How many of you would be interested again this year?

If a sufficient number of fellows are interested we will arrange to stage a revival of the tournaments.

All interested send in your name, where employed and selection for location of tournament, also suggest dates when tournament should be held.

Write to Al Gerke, Freight Auditor's Office, Chicago, Ill.

Appointments

Effective December 16th:

Mr. H. C. Munson appointed assistant superintendent of LaCrosse-River Division (3rd district), with headquarters at Wausau, Wisc., vice Mr. B. F. Hoehn who retires at his own request after forty-two years of faithful service.

Mr. J. T. Hanson appointed trainmaster LaCrosse-River Division (first district), with headquarters at LaCrosse, vice H. C. Munson, promoted.

Mr. J. M. Calligan appointed trainmaster, Chicago Terminals Division, with headquarters at Galewood, Ill., vice J. T. Hansen, transferred.

Mr. E. G. Kieseles appointed trainmaster, Chicago Terminals Division, with headquarters at Bensenville, vice J. M. Calligan, transferred.

Mr. G. F. Hancer appointed trainmaster, Superior Division, with headquarters at Green Bay, Wisc., vice E. C. Kieseles, transferred.

Mr. J. D. Shea appointed trainmaster, Madison Division, vice G. F. Hancer, transferred.

TOOK THE GRAND CHAMPIONSHIP PRIZE

Schmidt Brothers of Delmar, Iowa, Capture Prize for Carloads at the Live Stock Show in Chicago

THE Schmidt Brothers, Ferd. and George, of Delmar, Iowa, carried off honors at the Chicago Live Stock Show in November, by capturing the prize for a carload of Angus cattle. Schmidt Brothers entered six loads and all six stayed in the Show, which was a signal honor and which according to the Drovers Journal, was "a reflection of their quality all along the line, in view of the severe sorting by a sifting committee. And all six of these loads were in the money."

All of this stock was handled by our line.

Also the Grand Champion Steer of the 4-H Clubs was won by Homer Graber of Mineral Point, Wisconsin. The Grabers are good friends of The Milwaukee Road and heavy shippers by our line.



Santa Claus at Union Station—Chicago

Veteran Employes Association

Report of Secretary for 1936 and 1937

Treasurer's Report—Statement of Receipts and Disbursements September 1, 1936, to August 31, 1937

Aug. 31, 1936—Balance—Cash on hand and in Banks..... \$10,743.69

RECEIPTS—

From—		
Initiation Fees	\$1,698.00	
Dues	6,179.00	
Overpayment of Dues.....	8.00	
Sale of Membership Buttons.....	8.00	
Miscellaneous Receipts	1.89	
Interest on University Court Apartment Bonds.....	200.00	
Interest on Savings Account.....	76.09	
Total Receipts	8,170.98	

\$18,914.67

DISBURSEMENTS—

Postage	\$ 117.00
Printing and Stationery.....	186.88
Office Supplies	14.55
Typewriter Repairs	4.20
Dues Refunded	7.00
Overpayments Refunded.....	8.00
H. Hammersmith—Membership Buttons.....	1,056.43
Secretary's Salary	1,200.00
Auditing of Accounts	25.00
Miscellaneous Expenses	8.13
Total Disbursements	\$2,627.19

1936 Annual Meeting Expenses—

Sherman Hotel—1501 Dinners	\$3,002.00
Telephone Calls and Refreshments	68.14
Total	\$3,070.14

Edgewater Beach Hotel—Tea for Ladies	414.42
Table Decorations	6.25
Sundry Miscellaneous Expenses	14.18
Grey-Line Sight-Seeing Co.—11 Coaches—Sherman Hotel to Edgewater Beach Hotel	110.00
28 Coaches—Sight-Seeing Tour	840.00
Brookfield Zoological Gardens—Admissions	218.25
Rand-McNally & Co.—Programs, Menus, etc.....	241.00
J. L. Slaver & Co.—Signs.....	10.50
Telephone Operator and Special Clerk.....	15.00
Western Badge & Novelty Co.—3175 Badges	568.29
Spamer and Associates—Orchestra and Entertainers....	264.00
E. Keogh Printing Co.—Advance Notices	25.00

Total Disbursements	\$5,796.03
Less Receipts from Sale of Convention Tickets.....	1,460.00

NET COST—1936 Annual Meeting	\$4,336.03
Deduct—E. Keogh Printing Co.—Printing of Advance Notices, as this item was paid prior to meeting and included in disbursements for year ending Aug. 31, 1936	26.00

4,310.03

P. J. Huberty—Refund for Unused Banquet Tickets	2.00
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Total Disbursements	6,939.22
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BALANCE—August 31, 1937—

First National Bank of Chicago, Checking Account	\$6,154.36
First National Bank of Chicago, Savings Account	5,130.68
Cash on Hand	690.41
Total	11,975.45

INCOME ACCOUNT—September 1, 1936, to August 31, 1937

Total Income—September 1, 1936, to August 31, 1937.....	\$8,170.98
Total Disbursements—September 1, 1936, to August 31, 1937	6,939.22

NET INCOME for Period	\$1,231.76
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Net Worth

Cash Balances at August 31, 1936—	
In First National Bank of Chicago, Checking Account.....	\$ 4,471.74
In First National Bank of Chicago, Savings Account.....	5,554.59
Cash on Hand	717.36
Total	\$10,743.69
Invested in Securities	2,000.00

NET WORTH—August 31, 1936	\$12,743.69
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GREETINGS AND GOOD WISHES from your Secretary who sincerely hopes that every member has come through the year since our last great meeting with a maximum of health and joy and a minimum of sickness and sorrow. I shall endeavor to make this report as brief as possible to tell you the few facts which I feel sure you will want to know about our organization. We have, at this time by actual page to page count, 7,238 members of which number 1,698 have been enrolled since our last report in 1936. I must confess that I was a trifle disappointed with this total because I felt that all the enthusiastic work of our interested members should show a greater increase but our loss by death, in the same period has been correspondingly great—214 of our good members have been called away and to get an accurate report these must be recognized.

We are all extremely proud of this splendid increase and want to express our appreciation to those who have worked so effectively in bringing it about but there is plenty of opportunity for continued effort if we hope to reach our goal of ten thousand members before our BIGGEST AND BEST GET-TOGETHER MEETING in 1938. I feel sure it can be done and what a joy it will be to report this number to Mr. Gillick so keep up the good work—a long pull, a strong pull, and a pull altogether.

Your Secretary has endeavored to respond as promptly and completely as possible to all letters received in this office and hopes that no member has been overlooked in this way.

We also wish to express to the Editor of the Magazine our appreciation of the courtesy extended to us in giving us space for these two reports. And I, personally, want to thank each and every member for the continued and uniform courtesy extended to me through the year just closed.

With greetings and best wishes for your success and happiness and looking forward hopefully to meeting you all at another record-breaking meeting next summer.

MRS. GRANT WILLIAMS.

Add:

Net Income—September 1, 1936, to August 31, 1937.....	1,231.76
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NET WORTH—August 31, 1937. \$13,975.45

Consisting of—	
Investments — University Court Apartment Bonds. \$ 2,000.00	
Balances in—	
First National Bank of Chicago, Checking Ac- count	6,154.36
First National Bank of Chicago, Savings Ac- count	5,130.68
Cash on Hand.....	690.41

\$13,975.45

Honored at Farewell Dinner

MORE than one hundred railroad officials and employes of the Milwaukee Road attended a dinner given on December 13th at Wausau, in honor of superintendent B. F. Hoehn, who after forty-two years of loyal, faithful and efficient service is retiring from the Milwaukee Road and from railroad work. And he leaves his desk, his duties



Good-Bye, Ben. Left, Mr. Hoehn. Right, Assistant General Manager, N. A. Ryan.

and the "steel trail" beloved and honored by his associates, by his officers and by the public which he has served so splendidly during his long term as a railroad employe and official.

The dinner was arranged by superinten-

dent L. F. Donald of the LaCrosse-River Division and the guests came from far and near.—men who had worked with and for "Ben Hoehn"; men for whom he had worked, and men representing that public which he had served with untiring interest and energy in his efforts to give the best the Milwaukee Road was capable of, and to make of every patron a firm and loyal friend, to which all of those present testified in no measured terms.

Mr. Frank J. Newell of Chicago was toastmaster and among the speakers were assistant general manager N. A. Ryan; W. L. Ennis, superintendent of claim prevention and refrigeration; John C. Prien, Milwaukee, general agent passenger department; superintendents T. C. Buechler, Green Bay; J. H. Valentine, Milwaukee; L. F. Donald, LaCrosse; L. H. Robbins, agricultural and colonization bureau, Chicago; R. J. Walker, milk traffic agent; railroad officials of other railroads, friends and patrons of the road all along the Valley Division and employes of the "Valley." "Happy Days," Ben Hoehn, with the good wishes of all the Milwaukee family. Photographs are by courtesy of the W. I. LaCarte Studio, Wausau.

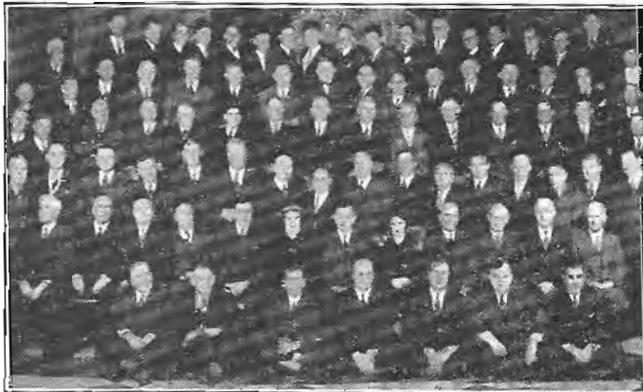
Iowa (East) Division

J. T. Raymond

NUMBER 61 of Dec. 7th out of Savanna 5:20 a. m. with one of the new class S-2 engines, No. 271, handled 70-2-4110 tons, were 19 minutes setting out and picking up at Marion, meeting No. 104 and taking water arriving Atkins, 103 miles, at 8:38 a. m. This engine is one of the first of the new engines that are to replace the L-2 class on this division. This initial run is considered very satisfactory. A good description of the giant new locomotive is given on another page of this issue. The Dynamometer car was attached to this train with the following named officials: N. A. Ryan, W. C. Givens, W. N. Foster, Jos. Bodenberger, E. D. Jefferson, J. T. Phleger.

Mr. and Mrs. J. L. Roberts and daughter, Miss Edna, visited with relatives in Perry and Des Moines latter part of November. Engineer G. W. McElwain of Marion went to Mendota Dec. 7th to visit relatives; he will return about Dec. 10th and proceed to Long Beach, Calif., for the winter. G. W. can keep his mind occupied by thinking of his new Packard car left behind at Marion. Mr. and Mrs. Nick W. Harry of Marion left Marion Dec. 4th to spend the winter in Florida.

Mrs. Esther Dove was elected worthy ma-



Guests at Dinner Honoring Mr. B. F. Hoehn.

tron and train dispatcher I. S. Dove was elected worthy patron of the Eastern Star Order at Marion Dec. 6th.

Operator B. F. Ottoway, 3rd trick Green Island, was away a few days early in December, F. A. Zeiser relieving.

November 15th, F. E. Hastings appointed agent, Sabula, Iowa; D. Gustafson, 3rd trick, Atkins Yard; Dec. 1st, O. H. Huyck, agent, Newhall, Iowa; A. T. Hopkinson, 2nd trick, Cedar Rapids.

Mrs. Thos. Costello of Marion visited relatives at Madison, Neb., latter part of November.

Mrs. Guy W. Miller and Mrs. F. M. Blakeslee of Marion attended the funeral of Max Dahl, a nephew of Mr. and Mrs. A. J. Elder, at Savanna, Dec. 4th.

Mr. and Mrs. H. Wuerth of Marion visited in the south a couple of weeks in November, spending part of the time at Hot Springs, Ark.

Saturday afternoon, at the home of the bride's parents in Marion, Miss Janet Elizabeth Miller, daughter of Mr. and Mrs. G. W. Miller, became the bride of Melvin Gallatin of Madison, Wis., in the presence of relatives of the bridal couple. After the ceremony, dinner was served in the Lincoln and Jefferson room of the Roosevelt Hotel, Cedar Rapids. A reception was held for the couple's friends from eight to ten p. m. Mrs. Gallatin attended Frances Shimer Junior College, Mount Carroll, Ill.; The National College of Education, Evanston, Ill., and is a graduate of the University of Iowa. She has been a director of the nursery and kindergarten work of the North Girls Junior Trade School in Milwaukee. Mr. Gallatin attended the University of Wisconsin, where he was affiliated with

Delta Sigma Tau fraternity. He is employed as a chemist for the United States Department of Agriculture. They will make their home in Madison, Wis. Many railroad friends join the *MAGAZINE* in extending their hearty wishes for a long and happy life to Mr. and Mrs. Gallatin.

Effective Monday, Dec. 6th, No. 93 and No. 94, between Marion and Calmar operate tri-weekly instead of daily except Sundays; No. 94 Mondays, Wednesdays and Fridays; No. 93 Tuesdays, Thursdays and Saturdays. Nos. 90 and 97 operate tri-weekly instead of daily except Sunday and will run through to Marion via Monticello. The engine ties up at Cedar Rapids, the crew on 90-97 making the trip to Worthington when required.

The Milwaukee Veteran Employees Association did not have a reunion in 1937 but a reunion of outstanding interest is being planned for 1938. Now is the time for those eligible to renew or to apply for 1938 new membership.

The top stallion in the semi-centennial Belgian sale of the Holbert Horse Importing Co., at Greeley, Iowa, Saturday, Dec. 4th, sold for \$3,050 and the top mare for \$1,675. The sale was attended by 2,000 persons and included buyers from as far west as Colorado, north as Canada, south as Virginia, and east as New York.

The managers of the John D. Rockefeller farm near Tarrytown, N. Y., and of the Richard K. Mellon farm of Pittsburgh, Pa., were among the bidders for many of the top-selling animals of the sale. Forty-six head of mares went at a total of \$30,365, an average of \$660.10. Eleven head of stallions totaled \$9,700, an average of \$889. "Iowa, where the tall corn grows."

The Angus fat cattle displayed by Ferdinand Schmidt and George Schmidt of Delmar, Iowa, were declared grand champions of the carlot show at the International Live Stock Exposition, Chicago. The Grand Champion carlot consisted of fifteen head and eight of the fifteen were calves raised on the Schmidt farm from their Angus breeding herds. The Schmidts, this year, and the feeders at Miles and Teeds Grove, of recent years, certainly uphold the prestige of this area in the producing of fine, fat cattle. We take much pride in recording these results and in seeing the existence of Delmar, Iowa, emphasized on the map at the big Chicago Exposition.

Albert C. Comstock, 76, of Cedar Rapids, died Monday, Nov. 29th. Funeral services were held Wednesday, Dec. 1st; burial Shiloh Cemetery. He was the father of several children, including a daughter, Mrs. F. G. Holsinger, of Marion. Mr. Comstock was agent for the company at Stone City, Iowa, some years ago and did some work later for the Milwaukee Road at Milwaukee. Friends join *THE MILWAUKEE MAGAZINE* in extending sympathy to the bereaved family.

A Southern Indiana woman, widow of a railroad employe, became the owner of 100 shares of railroad stock at the time of her husband's death. For some years this woman received an average of \$500 annually in dividends upon this stock. She has not received a dividend since 1931 and is now forced to sell the stock for 10 per cent of what it cost her husband. Thousands of such cases are scattered over the country. It is unreasonable to assume that those in this class feel that they are entitled to at least something on their investments. Railroad labor is now receiving the highest wages in its history, while at the same time the conditions under which it labors are vastly improved over what they were a few years ago. If, in reality, we want to be fair, that portion of the law, which declares that the railroads are entitled to a reasonable return on their investments, will be enforced. If we did such cases as the woman referred to herein would not be constantly brought to our attention.

THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

Vol. XXV

JANUARY, 1938

No. 10

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

Single Copies, 10 Cents Each—Outside Circulation, \$1 Per Year

U. S. Postage on This Magazine Is Three Cents

Facts of Interest

THERE can be no question that much of the diversion of traffic from the rails to other forms of transport in recent years has been due very largely to requirements of regulatory authority with respect to the railroads, which has not likewise applied to their competitors on the highways and waterways. Twenty years ago the Interstate Commerce Commission declared that the best interests of the country, as well as of the railroads, would be served by a policy that would permit the trans-continental carriers to share with the water-carriers in the traffic to and from the Pacific Coast. This appeared as a rather sane statement at the time, but the announced policy has not yet been adopted. Meanwhile has come the competition of the highway vehicles, which have enjoyed the same protection accorded the waterways under the long-and-short haul policy maintained by the regulatory authority. The enactment of the Pettengill bill becomes more and more necessary as the years go by.

Hearings on the petition for increased rail rates began November 29th and are likely to continue for some weeks, with a short recess for the holiday season. The railroads entered the hearing with confidence, knowing the necessity for liberal increases and the sympathy of the general public behind them. The first witness at the hearing was President J. J. Pelley, of the Association of American Railroads. He pointed out that 96 railroads are in the hands of receivers or trustees of which 36 are Class I roads, operating 70,000 miles of line. He called specific attention to the need of railroad buying, which will commence immediately the higher rates are announced. Mr. Pelley declared that he knew of no other thing that could be done at this time to revive the spirits of general business so much as would increased buying on the part of the railroads. A number of Southern roads have already announced that they are ready to spend \$2,500,000 for new steel at once. Their action will have a strong influence upon other roads in all parts of the country. Notwithstanding the large purchases in 1936 and during the first six months of 1937, more buying is badly needed, if the roads are to keep themselves in shape to handle any increase in traffic in the future. Mr. Pelley declared that the railroads expect that the increase asked for will furnish

the roads approximately \$517,000,000 in new revenues, which will fall short about one hundred million dollars in taking care of the increased operating expenses that are now so embarrassing the carriers. Detailed facts regarding the need for higher rates will be presented by other witnesses as the hearing proceeds. It is worthy of note that the roads have continued to improve their service along every line, in spite of the decreased earnings, so the country is now receiving not only the best by the cheapest rail service it has ever had.

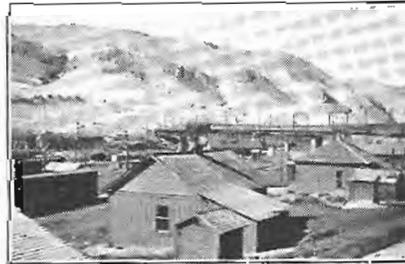
One of the difficulties in the abandonment of unprofitable branch lines arises from the objections of people residing along those lines. Let application be made by any railroad to abolish a branch line and forthwith objections are filed by the people the road was built to serve. These objections are usually based on the effect the loss of railway taxes would have on the other residents of the community. At the same time these very objectors usually ship their freight by truck and do their riding in automobiles. Most branch lines have become unprofitable for this reason, yet they must not be abandoned because the communities will miss the taxes they pay. No abandonment case should be decided on the matter of taxation. Such

cases should be decided solely upon the need of the community affected for the service of the road and their willingness to pay for that service.

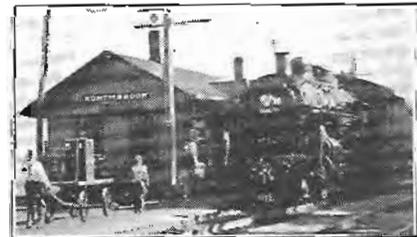
Not the least among the different reasons for the increase in unemployment is the curtailed buying on the part of the railroads.

While there are many reasons why the 15 per cent increase in freight rates should be granted there is none more important than the effect it would have upon other industry. The railroads are among the largest patrons of the capital industries and when they are out of the market, as they are today, all other industries are sick. And when industry is sick there is lack of prosperity everywhere. The granting of the higher rates would be hailed with rejoicing by a vast majority of the American people. The railroads themselves need to resume their buying program at once, if they are to put themselves in condition to take care of new traffic when it comes. They need hundreds of locomotives and thousands of freight cars they are now prevented from buying because of insufficient revenues. Every citizen of the country ought to urge the granting of the higher rates asked for.

The railroads spent \$482,526,000 with the manufacturers of the country during the first six months of 1937. The products purchased consisted of materials and supplies, exclusive of fuel, and equipment. This was an expenditure of 42 per cent in excess of the amount spent for the same purpose during the first six months of 1936. They also expended \$145,166,000 for fuel during the same period. The purchase of equipment during the first quarter of the year were fifty million dollars in excess of the expenditures for the same purposes in the second quarter. Buying decreased the month of May, due to the very evident reduction in net operating revenues then foreseen. Purchasing has now been reduced to the minimum of requirement. If there is to be buying by the railroads there must be substantial net revenues.



Photographs receiving special awards. Top: Track Gang at Work, Raymond Melzer. Below: The Olympian at Lombard, Mont., Eugene D. Heing. Right: Local Train, Sherman Arpp



The Agricultural and Colonization Department

4-H Club Congress Winners From Milwaukee Served Territory Point Way to Rural Success

EACH year, in conjunction with the International Livestock Exposition, the Club Congress is host to about 1,500 boys and girls from all states in the Union and some of the outlying possessions. To attend the 4-H Club Congress each boy and girl must be enrolled in one or more 4-H Club projects, must have been so enrolled for several years and must have completed the projects he or she started. More important, nearly every one of those club members who attend the Congress because of having been proficient in their work become club leaders, thereby taking on the responsibility of club and local leadership. In most ways the ability to lead 4-H groups or clubs to the successful close of all projects started is recognized as the outstanding accomplishment of a club member.

The Milwaukee served areas in the rural sections are peopled with a progressive, industrious, alert population, ever anxious to improve their personal success by self help. The winnings received and honors bestowed at the 4-H Club Congress upon the children of these rural people is outstanding evidence of the desire to, as club members say, "Make the best better."

Even though each contestant must have been progressively a local club, county, district and state club winner before competing in the National Club Congress, the task of winning there is the greatest of all and, of course, the honor is proportionate. To the many who were winners from Milwaukee territory and who thereby aided in bringing proper recognition to the communities, clubs and people they represented, we offer our sincerest congratulations and wish them many more years of success and leadership.

The following are representative club members and some of the honors won at the recent 16th Annual 4-H Club Congress.

Homer Graber, Mineral Point, Wisconsin, grand champion steer in the Junior Feeding Contest. One of the highest honors awarded annually is that of champion achievement boy and girl. The year's girl achievement winner was Viola Niedfeldt, Bangor, Wisconsin. Keeping records is a part of the 4-H Club work. Everything must be accurately accounted for and because she had the best records among all girls,

Lucile B. Cooper, Whitewater, Wis., received the highest award.

The Union is divided into four sections and a champion in food preservation selected in each. Two of the four sectional winners were from Milwaukee served states, namely Mable Cramer, Helena, Montana, and Laura M. Bellin, Thiensville, Wisconsin.

Two of three 4-H Club boys who received the highest honors and special college scholarships for having been the outstanding livestock club members were Don Mosher, DeKalb, Illinois, and Donald K. Marek, Washington, Iowa. Five Upper Michigan boys combined to win the highest awards for being the best 4-H Club potato growers and exhibitors. They were Oscar Valine, Crystal Falls; Tonio Kanunen, Paynesville; Carl Lamppa, Calumet; Wilbur McDonald and Einer Alstrom, both East Jordan.

A 4-H boy and girl from Montana took high honors at the Congress. Rudolph Hruska, Lewistown, won third in the meat animal club project. Katherine Rafs was state champion in Kitchen Crafts.

Katherine Sire, Cascade County, Montana, was one of the four national winners in dress ensemble. Her success was in the "Best Dress" class, every bit of which she designed and made.

Some of the other winners from Milwaukee served towns were: Canning, Veronica Perrizo, Delavan, Minnesota; Loraine Anderson, Mason City, Iowa; Jeannette Winwright, Alexandria, South Dakota; Dorothy Quam, Stoughton, Wisconsin, and Betty Hess, Spencer, Iowa. Clothing, Mary Slayton, Ryegate, Montana; Nona Plattner, Scotland, South Dakota; Yvonne Goodale, Perry, Iowa; Marcella Heunings, Grafton, Wisconsin; Jeannette Unrah, Parker, South Dakota; Lucille LaBarre, Forsyth, Montana; Phyllis Bakke, Decorah, Iowa, and Ada Jarrett, Roundup, Montana. Corn Club Project, Arthur Welander, Stillwater, Minnesota; Verve Walstrom, Spencer, Iowa; Floyd Hangland, Jack-

son, Minnesota; Eldan Ringelsen, Fairmont, Minnesota; Donald Vincent, Letcher, South Dakota; and the following all from Sigourney, Iowa: Lloyd Bensmiller, Doyle Vandament, Robert Schraeder, Malcom Schraeder and Raymond Burns. Home furnishing and decoration, Catherine Winn, Redwood Falls, Minnesota, and Mary Carmel Tiffany, Jefferson, Iowa.

Ann Kyle, Whitewater, Wisconsin, was second in club leadership and two Wisconsin girls teamed to win the highest award in judging food preparation. They were Aya Toki and Leona Von Reuden who live near Madison.

These winners and their thousands of co-club members are demonstrating best practices, or short cuts, to success.

F.F.A. Stock Judging Winners From Milwaukee Served Towns

AT THE Tenth Annual Convention of Future Farmers of America, livestock judging teams from eleven states used our road in traveling to and from Kansas City, Mo. The teams were made up of boys who were enrolled in Smith-Hughes Agricultural High schools and who had previously been awarded highest honors in competitive judging contests within their respective states. There were three members on each team.

The following boys from Milwaukee-served towns, were winners in this National contest competing with contestants from all states in the Union: Doyle Hampton, Moravia, Iowa, was sixth highest in judging all breeds of dairy cattle. Doyle and his teammates Ferrell Purvis and Junior Youngker comprised the team that won fourth place in judging Jersey cattle. Robert Dennis, Monroe, Washington, stood ninth in judging Guernsey cattle.

Of the first five ranking teams in judging meat animals and draft horses two were from Milwaukee-served towns. The Washington team, Malvern Patton, Dayton; Frank Roach and Arthur Sunderland, both Cheney, placed third; a South Dakota team from Geddes placed fifth. They were Donald Bowen, Raymond Rezek and William Varilek. Frank Roach was awarded highest honors for individual judging.

Three boys from Plymouth, Wis. made up the membership of the second highest team in milk judging. These boys were Wilbur Behrens, Wilbur Bohnhoff and Clark Melvin.

(Continued on Page 10, Col. 3)



Montana Delegation of 4-H Club members and leaders en route to the 16th Annual 4-H Club Congress held in Chicago November 29 to December 4.

Employees Certified for Annuities Under the 1935 Railroad Retirement Act Reported During November, 1937

The Railroad Retirement Board maintains District Offices in St. Louis, Chicago and St. Paul, Minn. The St. Louis office is in charge of Mr. T. L. Winthers, District Manager, 748 New Federal Bldg., St. Louis, Mo. The St. Paul office is in charge of Mr. A. F. Davis, District Manager, 233 Uptown Postoffice Bldg., St. Paul, Minn., and the Chicago Office is in charge of Mr. W. R. Barber, District Manager, 264 U. S. Court House, Chicago, Ill. Railroad employees are welcome to call upon these offices for any assistance which might be needed in connection with the filing of their annuity applications, information, forms, etc.

Name	Occupation	Location
Kusnick, Frank Joseph	Telegraph Operator	Plymouth, Wis.
Crossman, William Herbert	Engineer	Yakima, Wash.
Clark, Oliver E.	Engineer	Ottumwa, Iowa
Hill, William	Fireman	Perry, Iowa
Lanning, David Archie	Engineer	Council Bluffs, Ia.
Martin, Charles Henry	Engineer	Madison, S. D.
Ostenson, Sam	Engine Maintainer	Fargo, N. D.
Sausser, John	Janitor	Milwaukee, Wis.
Bishop, Henry	Helper (Car Dept.)	Milwaukee, Wis.
McMillan, George William	Ticket Agent	Minneapolis, Minn.
Smith, Robert William	Hostler	Perry, Iowa
Pegg, Bayliss Augustus	Waiter	Chicago, Ill.
Krusc, Henry William	Cooper	Chicago, Ill.
Allen, Cornelius William	Switchman	Milwaukee, Wis.
Paul, Austin Lee	Machinist	Milwaukee, Wis.
Narine, Frederick William	Engineer	Menomonie, Wis.
Seamans, Julia Fay	Stenographer	Chicago, Ill.
Arthofer, John	Crossing Watchman	Dubuque, Iowa
Elliott, Charles Milton	Conductor	Chicago, Ill.
Hennessey, William Patrick	Switchman	Chicago, Ill.
Burshelm, John	Section Laborer	Sisseton, S. D.
King, William Sanders	Boilermaker	West Clinton, Ind.
Williams, William	Machinist	Austin, Minn.
Hatch, George Henry	Tr. Baggageman	Milwaukee, Wis.
McMann, John Charles	Yard Conductor	Chicago, Ill.
Wooders, Harry Lee	Mach. Helper	Perry, Iowa
Weber, Joseph Max	Carpenter Helper	Minneapolis, Minn.
Mitchell, Mathew	Switchman	Milwaukee, Wis.
Dilworth, Johnson	Shop Laborer	Dubuque, Iowa
Morrow, Delbert Sherman	Conductor	Ottumwa, Iowa
Gebhart, Otto	Engineer	Portage, Wis.
McElwain, Gerry Walker	Engineer	Marion, Iowa
McNamara, Frank James	Engineer	Ottumwa, Iowa
Slater, Benjamin Fremont	Engineer	Aberdeen, S. D.
Luther, William Henry	Engineer	Chicago, Ill.
Serrurier, Philip Daniel	Engineer	Chicago, Ill.
Scannell, Patrick Henry	Tr. Baggageman	Milwaukee, Wis.
Bassett, Sheldon Vosburg	Signal Foreman	Milwaukee, Wis.
Strang, William Fremont	Engineer	Chicago, Ill.
Krueger, Louis Albert	Switchman	Milwaukee, Wis.
Nockleby, Fred	Boilermaker	Austin, Minn.
McKinney, Frank William	Engineer	LaCrosse, Wis.
Hayes, James Jerome	Boilermaker	Milwaukee, Wis.
Kimmich, Matthais	Crossing Flagman	Dubuque, Iowa
Boone, Edward Nathan	Conductor	Terre Haute, Ind.
Convey, John Henry	Crossing Flagman	Cedar Rapids, Ia.
Behm, George	Engineer	LaCrosse, Wis.
Davis, Hiram Ulysses	Fire Knocker	Ottumwa, Iowa
Neylon, James Michael	Conductor	Ottumwa, Iowa
Thompson, James Madison	Conductor	Terre Haute, Ind.
Murphy, Jeremiah John	Loco. Dept. Laborer	Manilla, Iowa
Siegel, Charles	Crane Inspector	Sioux City, Iowa
Kafka, James	Fire Knocker	Calmar, Iowa
La Tronch, John Sylvester	Sect. Foreman	New Albin, Iowa
Adams, Ira Elmer	Box Packer	Savanna, Ill.
Fuller, William Augustus	Sect. Laborer	Groton, S. D.
Farnham, Frank Lester	Engineer	Elgin, Ill.
Voggenthaler, Albert George	Carman	Dubuque, Iowa
Tuft, Charles James	Engineer Oiler	Milwaukee, Wis.
Toomey, Thomas	Track Laborer	Brownsville, Minn.
King, Marmaduke	Blacksmith Helper	Mason City, Iowa
Johnson, Charles John	Machinist	Minneapolis, Minn.
Kerch, Charles Edgar	Conductor	Terre Haute, Ind.
Holt, Benjamin	Boilermaker	Mitchell, S. D.
Clark, Frank Chester	Trucker	Mason City, Iowa
Good, Horace Spencer	Switchman	Chicago, Ill.
Murphy, James Albert	Clerk	Racine, Wis.

(Continued on page 18)

From Deer Lodge, Montana came the two man team, Harry Luper and Dan Mizner that won fifth place in judging market poultry. In this same contest William Deppe, Waterloo, Wisconsin, was second high individual.

Engineers to Survey Cabinet Gorge Power Project

A SPECIAL survey of the Cabinet Gorge on the Clarks Fork River has been begun by Engineer Sloan of the United States Bureau of Reclamation. This survey was made possible because of a special appropriation passed at the last session of Congress.

The purpose of the survey is to determine feasibility and cost of constructing a power producing dam and plant at the Gorge. If it is found to be economic it is proposed to transmit power from this plant to the head of Pend Oreille Lake where a pumping plant will be installed for the purpose of pumping sufficient water to supply irrigation for some 73,000 acres of potentially irrigable lands.

The lands to be irrigated are largely located on Rathdrum Prairie from which the irrigation project gets its name. Generally these lands lie easterly from our branch line to Metaline Falls and northerly from the line to Coeur d'Alene.

In addition to supplying electric power for pumping water for the irrigation project the Cabinet Gorge power plant will produce power which it is expected may be sold to other users thereby reducing the power plant overhead chargeable to the irrigation project. The survey when completed will point out the feasibility of the project and give to the sponsors definite working plans by which they may complete organization of all interested parties who will benefit by reason of its construction. The engineer's report will be made public as soon as is possible.

Some years ago a survey of Rathdrum Prairie was made to determine its suitability for irrigation as well as means of doing irrigating on the proposed project. This survey will be used and no doubt become a part of the completed report on the whole project.

Evidence of what may be accomplished when growers are properly informed regarding the production of a new crop is furnished by Rockwell City, Iowa. Prior to 1937 local elevator managers had shipped no soy beans. In October, one processing firm purchased and shipped from Rockwell City eight carloads. This same processing company purchased in 1936 only three carloads of soybeans originating on our lines. In 1937 they bought in October alone, 19 carloads.

Discussing the type of milk which should be supplied to school children, the chairman of the town's school health committee said:

"What this town needs is a supply of clean, fresh milk, and we should take the bull by the horns and demand it."

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Marion Chapter

Mrs. F. C. Newlin, Historian

MRS. ROY WORTHINGTON of Cedar Rapids was elected president of the Milwaukee Women's Club at the November meeting. Mrs. George Hennessey of Cedar Rapids was made first vice-president; Mrs. J. E. Monahan of Cedar Rapids, second vice-president; Mrs. E. C. Ainley of Marion, secretary; Mrs. Margaret Leining of Marion, treasurer, and Mrs. F. C. Newlin of Marion, historian.

Plans were made for the annual Christmas party to be given the children of employees of the Milwaukee railway at the depot Dec. 19, and the following committees were appointed: General chairman, W. C. Givens; committee for tree and lights, Charles Rowe, Guy Miller and H. Wuerth; depot arrangements and handling the crowd, O. Foy, Walter Foster, J. F. Coakley, Ed. Mullaley, Lester Boettcher, Ed. Jefferson, Stanley Thomas, Benjamin Buckley and Ed. Forbes; treats, the Mesdames W. C. Givens, O. Foy, Charles Rowe, H. Wuerth, Ed. Jefferson, Guy Miller, Walter Foster, Robert Cessford and Stanley Thomas.

Plans were also made for a Christmas party to be given club members and their husbands at the New Hollywood Dec. 10 at 8 p. m., and the following committee was appointed to make arrangements: Mrs. Louis Peckosh, Mrs. Thomas Costello and Mrs. Ed. Forbes.

Janesville Chapter

M. E. R.

ON OCTOBER fifth, following the luncheon given in honor of our president general, Mrs. Carpenter Kendall, Miss Etta N. Lindskog, secretary general, and Mrs. George J. Ryan, we were very fortunate in having two prominent Janesville artists, Mrs. Herbert Moe and Mrs. Herbert L. Adams, entertain us with a delightful group of songs. Mrs. Moe is a new member in our club.

Our Hallowe'en party was a source of great fun for everybody. Prizes were given to those most appropriately dressed. Bingo and other games were played. An oyster stew supper was served following the games. Hostesses were Mesdames Chas. Gregory, Albert Hunter, Jay Hymers, Robert Young and Geo. J. Ryan.

A successful card party was given November eighth with Mrs. J. A. Lovaas, our president, in charge.

About twenty members of our chapter attended a luncheon in Madison, November eleventh, in the Madison clubrooms. We all had a lovely time.

On November twenty-fifth Mr. and Mrs. Thos. F. Fox celebrated their golden wedding anniversary. We herewith extend to them best wishes for many more happy years together. On account of the illness of Mrs. Fox, the complimentary dinner planned for them by our chapter had to be cancelled. We are very happy to report that Mrs. Fox is improving.

This year our Christmas party will be for the whole family. The children will furnish the program and receive gifts from Santa Claus. Adults will exchange gifts. Mrs. Chas. Kruse will be the hostess.

The officers elected for 1938 are as follows: Mrs. J. A. Lovaas, re-elected president; Mrs. J. J. McCarthy, re-elected vice-president; Mrs. Wm. Riley, 2nd vice-president; Mrs. F. W. Bennett, recording secretary; Mrs. John Davey, corresponding secretary; Mrs. James Stearns, treasurer; Mrs. George J. Ryan, historian.

An installation ceremony will be held January fourth. This will be preceded by a luncheon. The Beloit and Madison Chapter members will be invited as well as Mrs. Kendall and Miss Lindskog. This is usually one of our grandest parties of the year.

An original installation ceremony written by our president, Mrs. J. A. Lovaas, will be used. Mrs. H. Carey will be in charge.

One of our contributing members, Mr. Frank Flannery, was instantly killed recently. He was a brother of Mrs. James Sollinger, a charter member. Our deepest sympathy is extended to Mrs. Sollinger and to the family.

The season's greetings to all of you.

La Crosse Chapter

Mrs. J. V. Tuomey, Historian

THE following were elected to office at the recent election at La Crosse: president, Mrs. Joseph Burns; 1st vice president, Mrs. Betts; 2nd vice president, Mrs. H. Wells; secretary, Mrs. Wayne Goudy; treasurer, Mrs. V. M. Hansen; corresponding secretary, Mrs. Harry C. Munson; historian, Mrs. J. V. Tuomey.

For the ensuing year special entertainment committees will be named for each meeting, which will be held in the afternoon and refreshments will be limited.

Prizes for cards during the social hour following the December meeting went to Mrs. A. Swinrod Sr., Mrs. Edward J. Sainsbury, Mrs. Cooney and Mrs. Harry C. Munson. Mrs. Ed. Goggin won the bank prize.

Members who are in LaCrosse hospitals at the present writing are Mr. C. Hyde, Mr. and Mrs. Bullock, Mrs. Will Haddock, all of La Crosse and Mrs. Gaylord Reinhold of Milwaukee, formerly of La Crosse.

Sympathy is extended to Mr. and Mrs. Wayne Goudy on account of the sudden illness and death of their niece, Miss Corina Erickson of Brookings, S. D. Miss Erickson was visiting at the Goudy home in La Crosse when she was taken ill and passed away three days later at a local hospital.

Minneapolis Chapter

Mrs. O. H. Berg, Historian

AFTER a summer recess, the chapter resumed its activities and its first meeting, with a small attendance, was held at the clubroom in the freight depot, for the last time, the company requiring the room for more office space.

The club now homeless, a committee was appointed to investigate and find a suitable place to hold its meetings. The most favorable was the Elks Club and unless some place more desirable is found, will be used.

At the November pot-luck supper 60 members enjoyed good eats and after the business session, cards and a social time.

Something inspiring happened—an employe of the Milwaukee Road working part time, his pay inadequate for his needs, was discovered by Mrs. A. Peterson, welfare, working out in the bitter cold weather, with no shoes, his feet wrapped in burlap. Mrs. Peterson immediately had him supplied



Along the Rails of Wisdom. Two little boys, sons of Dan Young, on their way to school at Gallatin Gateway, Montana.

with coal, groceries and the very much-needed shoes, these donated by a board member. When this employe received his back pay, he sent a check for \$25.00 to the chapter, requesting that it be used for others that were in need. This grateful appreciation of help sent a glow deep into the heart of each member.

All but two members of the board met at the Radison Hotel for luncheon and business meeting November 29. Mrs. Carl Hammer, treasurer, reported a balance of \$415.50. Mrs. L. A. Hindret, membership, 512 members. Mrs. A. Peterson, welfare, reported \$35.11 expended for relief and a number of Thanksgiving baskets sent out. Mrs. Phil Gracc, good cheer, made four personal calls, besides telephone calls and the sending of cards. Mrs. C. F. Holbrook was chairman of the annual Christmas party, December 6, and assisting her were all the members of the board. The honored guests were the officers of the traffic departments and their wives. While Messrs. Hammer and Donehower carved the turkeys over a hundred were seated at tables that had been artistically decorated by Mr. and Mrs. Arthur Peterson. Following the dinner a short business session was held. After the reports and routine business Mrs. Carl Hammer, chairman of the nominating committee, read her list of nominees and the following were elected: Mrs. O. H. Berg, president; Mrs. L. A. Hindret, 1st vice president; Mrs. C. L. Matzell, 2nd vice president; Mrs. John O'Toole, recording secretary; Mrs. John Murphy, corresponding secretary; Mrs. Palmer A. Nicky, treasurer; Mrs. A. W. Kurzejke, historian. A standing vote of thanks was given Mrs. Holbrook for the delicious dinner and the efficiency of the arrangements. Favorite old songs were sung and during this songfest to the tune of "Jingle Bells," in bounced Mr. A. W. Kurzejke, a rotund Santa Claus, with white beard and in his large pack were gifts for all.

Tomah Chapter

Mrs. Hugh Johnson, Historian

ON NOVEMBER 3rd, our regular meeting was called to order by the vice president, Mrs. Wm. Hovey, in the absence of Mrs. Kohal, who was called to Seattle by the death of a relative.

The regular order of business was transacted, after which the meeting adjourned and a program was enjoyed.

The December meeting was held in the rooms of the Public Library with the president presiding, and a large number in attendance. Plans were made for the Christmas party to be held December 18th with a program for the children, followed by a dance.

The following reports were read: Treasurer, \$253.30, balance; welfare, \$24.50 spent for relief; sunshine, 15 personal calls, 14 telephone calls and six good cheer and sympathy cards sent; ways and means, report, \$3.90.

The nominating committee presented the following: for president, Mrs. Fred Kohal; 1st vice president, Mrs. A. W. Steinbach; 2nd vice president, Mrs. Ray Smith; treasurer, Mrs. Leonard Mathews; secretary, Mrs. Archie Roff; historian, Mrs. Merl Hill. And all were elected unanimously.

It was voted that all our shut-ins should be remembered with a Christmas basket. After the meeting Bingo was played.

Marquette Chapter

Mrs. Thomas Barr, Jr., Historian

WE were very pleased to have Miss Etta Lindskog, secretary general, visit our chapter in October. She gave a most inspiring talk to our members. We also had as our guest the Dubuque Chapter president, Mrs. Wiedener, who also gave a very interesting talk. The ways and means committee decided to have a public card party to raise money; \$10.50 was realized from same. Mrs. Ruth Herrah and Mrs. Pearl Kerlin served on this committee for 1937.

A one-o'clock luncheon was held for those who cared to attend, at "The Pines," in Giard, Iowa. A delicious dinner was served to about 30 who attended. Cards fur-

nished entertainment for the remainder of the afternoon.

The turkey that was raffled by the ways and means committee netted the chapter \$7.00, and was won by Robert Soullie of Marquette.

Election of officers was held at the November meeting, and the following were elected: President, Mrs. Charles Trask; 1st vice president, Mrs. Frank Soullie; 2nd vice president, Mrs. Roswell Sayre; treasurer, Mrs. John Stuckey; secretary, Mrs. Ray Ferris; historian, Mrs. Thomas Barr, Jr.

Fullerton Avenue Chapter

Ruth L. Nixon, Historian

ELECTION of officers was held at the November meeting with the following result: President, Mrs. E. P. Heyn; 1st vice president, Mrs. Henry Kraebber; 2nd vice president, Mrs. Wm. Sladowy; recording secretary, Miss Eileen Delaney; ass't. recording secretary, Miss Marion Heyn; corresponding secretary, Miss Ann Walsh; treasurer, Miss Mildred Rezab; cafeteria treasurer, Miss Ruth Nixon; historian, Miss Margaret McCarthy.

The evening was spent enjoying a beauty talk, given by the Beauty Salon of Jules Rone.

Mrs. A. J. Frandzen entertained the members of the Board at her home, for dinner on November 4th. Every one present will long remember Mrs. Frandzen's charming hospitality, and her efforts to make our evening one of the most pleasant of our association with the club.

The December meeting and Christmas party was held on the 14th, with 165 members present. We were honored in having Miss Grace Doyle, president of Union Station Chapter, install our new officers.

A musical program was arranged, singing and Christmas carols, the grab bag and other Christmas festivities completed the evening.

Terre Haute Chapter

Mrs. M. C. Faris, Historian

THE regular meeting of Terre Haute Chapter was held at the club house on Nov. 18th. About 60 persons were present for the supper and the meeting was conducted after the supper.

Officers elected for the following year were: Mrs. F. B. Curtis, president; Mrs. David Colwell, 1st vice president; Mrs. E. L. Kinney, 2nd vice president; Mrs. Geo. Huffman, recording secretary; Mrs. Wm. Whalen, corresponding secretary; Miss Eleanor Faris, treasurer; Mrs. M. C. Faris, historian.

The ways and means committee reported that they were to serve a supper to a visiting Masonic group on Nov. 27. A card party is to be held on Dec. 10, at the club house, and a Christmas party for the children of the employes on Saturday afternoon, Dec. 18, Santa being there to greet the children.

The next meeting, which is our Christmas party, will be held on Dec. 15th. There will be a grab-bag and each person is to bring a ten-cent gift for exchange. The regular supper will be served and a Christmas entertainment will be given.

About \$50.00 was spent on relief for October, for coal and food for families. The club house is being rented to various organizations and about \$10.00 is made each month on this.

Iron Mountain Chapter

R. McDonnell, Historian

IRON MOUNTAIN Chapter held its first meeting of the year on September 21, at the home of Mrs. Antone Noskey. A regular business meeting was conducted by Mrs. Bert Shields, president. Correspondence was read in regard to \$15.00 received from the General Governing Board, as membership prizes, also concerning activities for the ensuing year.

It was decided that we extend an invitation to Miss Lindskog and Mrs. Kendall to attend our annual banquet.

After the meeting cards and bunco were played, prizes being awarded in five hun-

ded to Mrs. A. Ambrosia and Mrs. Hill, and in bunco to Mrs. H. McDonnell and Mrs. S. England.

Following cards, refreshments were served by the hostesses, Mrs. A. Noskey and Mrs. Shields.

The annual dinner was served at 6:30 o'clock Tuesday evening, October 19th, in the Crystal Room at the Hotel Dickinson.

A brief business session followed the dinner, after which the guests played bridge, five hundred, and bunco. Mrs. Carl Swan received the award in bridge, Mrs. Clare Hineckley the five hundred prize, and Miss McDonnell was high in bunco.

Plans were made for a card party, with Mrs. Antone Noskey, social chairman, in charge.

We remembered Mr. and Mrs. Keith Andrews with flowers at the time they were recuperating from injuries due to an automobile accident, which occurred on August 15th.

Cards of sympathy were sent to Mr. and Mrs. R. Baldrice at the time of the death of Mrs. Baldrice's father.

To Mrs. Rebmond to express our sympathy at the death of her mother.

Kansas City Chapter

Mrs. Roy Larson, Historian

THE November meeting was held Thursday, November 4, 2 p. m. Meeting was called to order in the regular manner and reports given. Welfare chairman was not present. Sunshine chairman reported 20 personal calls and 45 telephone calls. Twenty-five dollars was allowed the welfare chairman for relief work during November.

Mrs. Woodward presented the chapter with the group picture taken at the District meeting last April.

Nominating committee reported the following names as being chosen for the new officers for 1938: Mrs. C. H. McCrum, president; Mrs. D. C. Johns, 1st vice president; Mrs. D. Watson, 2nd vice president; Mrs. R. A. Woodworth, treasurer; Mrs. Roy Larson, recording secretary; Mrs. Geo. Ferris, corresponding secretary; Mrs. Fred Schultz, historian.

There being no other candidates the above officers were all duly elected.

Mrs. Affeldt offered her home for a party to be held November 11.

A report on Mrs. Woodward's party showed a profit of \$10.65 for the treasury. There was a nice attendance and everyone enjoyed the afternoon.

There being no further business, meeting adjourned. Tea was served and a handkerchief shower was given to Mrs. Woodward.

The December meeting was held on the 2nd. Ways and Means chairman reported a profit of \$9.00 from the card party at Mrs. Affeldt's, plus a very lovely afternoon. Sunshine chairman reported \$4.50 spent for flowers, 32 personal calls and 60 telephone calls. Welfare chairman reported 2 personal calls, 5 telephone calls and 2 families helped with expenditure of \$16.25.

Plans were made for a dinner to be served on Tuesday, December 14th, in the N. E. Masonic Temple, at which time the Kansas City employes who are retiring on the pension, and their wives, were invited guests. We have not had a big get-together for sometime, and if the weather will stay on our side, we hope to have and are planning for a big crowd and a lot of fun.

Montevideo Chapter

Mrs. W. S. Hasleau, Historian

MONTVIDEO CHAPTER resumed meetings on Sept. 24. Committee reports were given and plans for social activity and welfare work were discussed. Mrs. T. Dugan won the door prize.

Our regular October meeting was held on Friday, Oct. 22. We were happy to have a distinguished guest, Miss Etta Lindskog, Sec. Gen., with us for this meeting. A one o'clock luncheon in honor of the occasion was held at the Riverside Hotel, followed by the meeting in the club rooms. After reports had been given, Miss Lindskog gave a talk in which she offered some valuable suggestions and ideas for stimulating interest in our club work. Mrs. C. N. Williams

and Mrs. H. Fandrey served a very delicious lunch at the close of the meeting. The door prize was won by Mrs. Williams.

On Sunday evening, Oct. 31, our annual pot luck supper was held, attended by about seventy people. A fine musical program followed by readings was given. Talks were given by our president, Mrs. F. E. Wilcox, L. J. Wisner and W. C. Westfall. This supper was so enjoyable that it was decided to give a turkey dinner on Sunday, Nov. 21, for company employes and their families.

Tables beautifully decorated with lighted candles and flowers greeted Milwaukee company employes and their families at the club rooms on Sunday, Nov. 21. Eighteen out-of-town guests from Watson, Granite Falls, Ortonville, Appleton and Minneapolis, and over 200 local people partook of turkey and the trimmings. We believe this to be the largest free banquet served in our town. Mrs. Frank Wilcox opened the program with an address of welcome. Other numbers on the program were a piano solo by Winifred Harding; a reading by Frank Wilcox, Jr.; a piano duet by Betty Averill and Lois Holzer and a reading by Frances Fandrey. These were followed by a talk given by W. S. Hasleau in which he stressed the importance of membership and expressed appreciation of the welfare work and social activities carried on by the Women's Club. Community singing before and after the program was under the direction of Lyle Nemitz. Mrs. Herman Fandrey was chairman of committees in charge of arrangements for the banquet and Mrs. Sig Lofdahl headed the program committee. Much credit is due these ladies for their splendid efforts.

Election of officers for next year took place at the meeting held on Nov. 21. The following were elected: Mrs. F. E. Wilcox, president; Mrs. Tom Dugan, 1st vice president; Mrs. T. A. Warner, 2nd vice president; Miss Ella Noard, recording secretary; Mrs. John Schmutzler, corresponding secretary; Mrs. Pat Maloney, treasurer; Mrs. M. P. Golie, historian.

Members of this Chapter who journeyed to Milbank on Friday, Nov. 26, in response to an invitation given by that Chapter were mesdames: F. E. Wilcox, T. A. Warner, E. A. Hazeltine, M. Golie, J. Murphy and H. Helgeson. Miss Etta Lindskog was guest of honor. All reported a lovely time.

The Montevideo chapter has just closed a very satisfactory year under the leadership of our president. Relief work has not been as necessary as in former years but several interesting welfare cases have been taken care of by the club. Social activities have been much enjoyed. The club has been hostess to five dances since resuming work in the fall. Plans are now being made for our annual New Year's Eve Dance, which is always the most outstanding of the year. Mrs. E. A. Hazeltine has been a most efficient luncheon chairman for these dances.

Madison (Wis.) Chapter

Mrs. Cash Allmang, Historian

MADISON Chapter opened its meeting Oct. 14 with a pot-luck luncheon. An hour of visiting over coffee cups followed, until the meeting opened at 2:30.

The question was brought up of planting a tree, in memory of our beloved first president, Mrs. J. A. MacDonald. The motion was heartily approved and Mrs. MaHaffey and Mrs. J. McNulty were appointed to consult Mr. Marshall, city forester, and have him advise us as to the proper tree to select.

It was also decided to invite the Janesville and Beloit chapters to have one o'clock luncheon with us Thursday, Nov. 11; also to attend our meeting. Mrs. Bert Taylor won bank day and Mrs. Myron Werty the surprise gift.

The November meeting was held Nov. 11, which was preceded by the delicious one o'clock luncheon to which our Janesville and Beloit chapters had been invited. Nineteen members from Janesville, 6 from Beloit and 5 of our chapter members living in Mazomanie accepted our invitation and Miss Lindskog, general secretary, also graced our table by her welcome appearance. Mrs.

Kendall, our president general, was unable to attend. Thirty-five Madison ladies shared the luncheon with our visitors.

Our president, Mrs. J. L. Speckner, greeted the company. Mrs. Lovass of Janesville chapter, Mrs. Smith of Beloit chapter, and Mrs. Broderick of Mazomanie responded and touched lightly upon the doings of their respective clubs. A reading of several numbers was given by Miss Crosswaite. Besides the corsage presented to the officers one of gardenias was presented to our oldest charter member present, Mrs. Frank Lync, who on account of failing health is not able to attend each meeting. Then our business activities were immediately taken care of. Mrs. MaHaffey, membership chairman, reported the winning of the award money for increased membership over the previous year. The reports: 89 voting, 111 contributing, 1 junior member. Making a total of 201 members. A rising vote of thanks was extended her. Mrs. Ed. Ziel, chairman of the nominating committee, submitted the following names for office for the ensuing year: President, Mrs. J. L. Speckner; 1st vice president, Mrs. Carl Knabe; 2nd vice president, Mrs. J. McNulty; secretary, Mrs. W. Klebesadel; treasurer, Mrs. Fischenick; historian, Mrs. Cash Allemang; corresponding secretary, Mrs. Rae Scherneck. It was moved the slate be accepted as read and the secretary was asked to cast a unanimous ballot for these officers. We are much pleased with our new officers and feel our club will continue to grow.

Mrs. A. Wilke, a new active member, was received into the club. Mrs. Henry Johnson expressed her thanks to the club for the beautiful bouquet of golden chrysanthemums sent to Mrs. Johnson and her husband, who observed their golden wedding anniversary recently.

It was then voted to send the flowers used as table centerpieces to our various members who are ill. A card party was planned for Dec. 9, with Mrs. Paul Smithson as chairman. Meses. Welty and Lietz were appointed hostesses for the December meeting. The meeting was then adjourned so that we could take our place outside around the tree had been selected to honor the memory of Mrs. MacDonald. The impressive dedicating services were conducted by Mrs. MaHaffey, and an elm tree was planted. Mr. MacDonald was present for this ceremony.

Aberdeen Chapter

Mrs. James Hartly, Historian

THE monthly meeting was held Nov. 23rd, at 8:00 o'clock, at the Milwaukee Women's club rooms, eighty-five members being present.

The meeting was called to order by our esteemed president, Mrs. G. M. Gillick, and opened with repeating of motto and singing of club songs.

The entertainment committee, in charge of Mrs. Glen Smith, presented the following numbers: reading by Miss Odell Carr. Two vocal solos by Miss Olive Wiler, accompanied by Mrs. Harold Vinsand. This program was very much enjoyed.

The president called on different committees for reports.

The chairman of the nominating committee, Mrs. Leo Lutgen, announced the election of officers for the ensuing year, they are: president, Mrs. B. M. Smith; first vice-president, Mrs. S. F. Philpot; second vice-president, Mrs. Lowell Winter; treasurer, Mrs. H. M. Gillick; recording secretary, Mrs. W. L. Schroeder; ass't recording secretary, Mrs. Walter Klucas; historian, Mrs. Max A. Hansen; corresponding secretary, Mrs. A. E. Hatten.

An award feature netted the club the sum of sixty dollars. The membership chairman reported a membership of 1,274 members.

The room at St. Luke's Hospital has been completed. It has been redecorated and beautifully furnished, conforming to hospital regulations. It is now ready for occupancy. The chapter should be congratulated as this is another step towards benevolence.

It is also planned by our chapter to have a Christmas tree and Christmas packages for the children of the community as in the

past. Also a large number of Christmas baskets will be handed out to the needy.

After the close of the meeting lunch was served by the following hostesses: Mrs. William Hickenbotham, Mrs. Harvey Ryan, Mrs. Art Schreiber.

Bensenville Chapter

Ruth Hilliker

THE November meeting of this chapter on the 3rd was of more interest than usual because we had Mrs. Kendall and Miss Lindskog as guests. We enjoyed the talks and helpful suggestions which they gave us.

Chairmen of all standing committees read very good reports of their work.

The nominating committee presented the following list of officers for the ensuing year: president, Mrs. Fay Leek; first vice-president, Mrs. E. Capoot; second vice-president, Mrs. J. Brossard; treasurer, Mrs. M. Rouds; secretary, Mrs. D. Kuehns; corresponding secretary, Mrs. E. Smith; historian, Mrs. M. Beyens.

On November 18 a card party was held at the clubhouse at which time the quilt was raffled. We realized \$74.00 on this project.

The regular December meeting was held the first Wednesday of the month.

Reports of various officers and committee chairmen were heard. Mrs. Williams, our relief chairmen appealed to the members for donations in the line of clothing.

The members enjoyed a Christmas party each one receiving a gift, after which cards were played.

Plans also were made to have the club's Christmas party for the children on the Thursday afternoon before Christmas.

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

St. Paul Chapter

Mrs. O. D. Wolke, Historian

BOARD members of St. Paul Chapter met October the 26th for a one o'clock luncheon and meeting.

President Mrs. F. M. Washburn called meeting to order. Nine members were present. Reports were read. Nominating committee was appointed by the president as follows: Mesdames Maher, Mueller and Tabor. Activities of the club were discussed. It was decided to have a manufacturers' supper at our regular meeting, November 9th.

Regular meeting of the chapter was held Tuesday evening, November 9th. A manufacturers' supper was served at 6:30 to thirty-five club members. Some of the products used in the supper were sold to the club members. Mrs. O. Christenson prepared the supper and was served by social chairman, Mrs. Sitzmore, and her committee, Mesdames Harrington, Lundquist, Hanson, Bieckler and Tabor. Following the supper, meeting was called to order by president. Twenty-two members were present. Mrs. Joe Maher, welfare chairman, reported \$7.86 spent for month of November. One family being reached. Good cheer chairman, Mrs. E. Chamberlain, reported two cards sent, reaching two families. Ways and means chairman, Mrs. Geo. Brew, reported \$9.48 received for month of November—profit on supper. Mrs. E. Johnston reported no increase in membership, but expected to be receiving dues for 1938 in the near future.

A vote was taken to send five dollars to the Red Cross Chapter. It was carried and our treasurer was instructed to send check for same to the Red Cross Chapter.

Mrs. Joe Maher, chairman of nominating committee, read the list of nominees. The following were elected: president, Mrs. J. D. Curtin; 1st vice-president, Mrs. E. Johnston; 2nd vice-president, Mrs. O. D. Wolke; treasurer, Mrs. Julius Pothén; recording secretary, Mrs. W. C. Allen; corresponding secretary, Mrs. O. C. Martin; historian, Mrs. J. S. Walker.

Regular monthly board meeting held November 30th had an attendance of ten members. The usual routine business was taken up. Plans for our Third Annual Christmas party were made, to be held

following our regular meeting December 14th. A lovely program has been planned, including music, dancing, singing, readings, Christmas tree, Santa Claus, and all the rest that is needed to make a real Christmas party.

A Christmas party always makes a splendid finish for the year's work, good fellowship and good advertising.

Just an illustration to show what help the Milwaukee Railroad Women's Club is doing for employes of the Milwaukee railroad through the St. Paul Chapter: Is assisting an employe who has been confined in a hospital for the past several months and perhaps will be for some time to come. Assistance is rendered to him and his family, who otherwise would not be taken care of. Therefore, sunshine is let in where darkness had entered.

A New Year is about to burst into light and that means memberships into the Women's Club will come due. We hope to renew all old members and add many new names on our list. Won't you Milwaukee railroad employes, young and old, join us and help our chapter grow? A hundred percent is needed to go over the top—and we need you and I do mean you.

Another Christmas has come and gone. May the joy of this happy season remain in your hearts throughout the year and may the loving spirit of a little Child bless you all.

Your newly elected historian, Mrs. Stanley Walker, will be writing this column in the future.

So for me, it's cheerio!

New Lisbon Chapter

Mrs. George Oakes, Historian

ON THURSDAY, October 28th, 1937, the twenty-fourth regular meeting of New Lisbon Chapter was called to order by the president, Mrs. A. G. Shrake, at the home of Mrs. E. Burrows.

Thirty members responded to the reading of the club motto. We also had two visitors, Mrs. Ed. Wanderer and Mrs. Eugene Chapman of the Portage Chapter, and two guests, Mrs. Carpenter Kendall, president general, and Miss Lindskog, secretary general.

The report by the secretary was read and accepted. The treasurer's report was read and approved.

Our president read correspondence dealing with the admission of new members and the amount of their dues.

We were honored by the presence of our president general, Mrs. Carpenter Kendall, and our secretary general, Miss Lindskog. We were delighted to be able to meet our leader for the first time and thoroughly enjoyed every minute of the time she was able to devote to our meeting. We sincerely hope both Mrs. Kendall and Miss Lindskog will soon be our guests again.

An attendance prize, which was a lovely silver serving fork and spoon, was given.

We also awarded another set of dishes. Sunshine money totaled fifty-nine cents.

After adjournment luncheon was served by Mesdames E. Karner, A. L. Hurd, H. Moran and E. Burrows.

On Tuesday, November 30th, 1937, the twenty-fifth regular meeting of New Lisbon chapter was called to order at the home of Mrs. Peter Mortensen.

Twenty-six members were present to give the club motto.

Reports by the acting secretary and treasurer were read and approved. The good cheer chairman reported one card sent.

The following officers were elected for the ensuing year: Mrs. R. Zelsdorf, president; Mrs. R. F. Oakes, vice president; Mrs. W. J. Bernard, treasurer; Mrs. J. Gahn, secretary; Mrs. G. L. Oakes, historian.

An attendance prize, which was a bottle of vanilla, was given.

We also made a profit of one dollar and ten cents by selling chances on a silver fork and berry spoon.

Our sunshine fund totalled fifty cents.

Arrangements were made for our coming Xmas party.

After adjournment light refreshments were served.

SPECIAL COMMENDATION



H. J. Thayer, operator, North Milwaukee, on October 5th, detected a dragging brake beam on passing train. Train was stopped and the defect removed.

W. T. Emerson, engineer, Coast Division, reported that while train No. 16 was passing over a frog at Roxboro, he became aware of a broken angle bar. Section foreman was immediately notified and found the defect at that point.

Fred Swazey, agent, Calder, discovered a broken flange on car in passing train and promptly signalled the crew.

J. Knea, conductor, Milwaukee Division,

on December 12th stopped train and notified dispatcher of a broken rail at Florida Street, Milwaukee.

Section foreman, J. Tomlinson, Genoa, Ill., discovered broken flange after train had passed, December 14th, and notified dispatcher.

John Bastemeyer, section foreman, Dell Rapids, discovered car with a bent axle in passing train, Dec. 10th. Car was set out.

Car inspector Mike Horan found broken rail white train was being made up in St. Paul freight yard, preventing a derailment.

round trip ticket to Boston and return.

R. H. Montgomery, fireman, I. & D. Division, two passengers, Mitchell to Seattle and return. Same parties have been making this trip for several years and have previously used competing line.

F. G. Hart, agent, Metaline Falls, Wash., two round trip tickets to New York City, our line one way, and one round trip ticket to New York, our line in both directions.

A. Lackey, boilermaker, Bellingham, Wash., one full fare round trip ticket, and one half fare, round trip, Bellingham to Indianapolis, our line both ways.

Jos. N. Strassman, auditor, Seattle, one one-way ticket, Tacoma to Springfield. Party had already made arrangements to use a competing line.

Ike Johnson, conductor, Tacoma, one one-way ticket, Tacoma to St. Paul.

Walter Stephens, baggageman, Butte, Mont., one round trip ticket, Butte to Jersey City and return.

Our Business Getters

The following named have, through traffic tips and active solicitation, secured revenue business for the company and are given special commendation for their efforts in the company's interest:

Clyde K. Hatton	Brakeman	Lewistown, Mont.
Mr. Schrimper	Train Baggage	Chicago, Ill.
W. H. Woodhouse	Baggage	Mason City, Iowa
F. G. McCormick	Agent	Narengo, Wash.
Olive L. Morgan	Stenographer	Spokane, Wash.
D. P. LaRoux	Agent	Crystal Falls, Mich.
A. Lackey	Boilermaker	Bellingham, Wash.
Z. D. Jenkins	Train Baggage	Sioux Falls, S. D.
Mrs. Hazel Fearn	Stenographer	Tacoma, Wash.
P. J. Wiggs	Track Dept.	Morel, Mont.
W. J. Kane	Chief Clerk, Supt.	Aberdeen, Wash.
Roland McMoyle	Clerk	Spokane, Wash.
Miss Betty Ann Gillin	Daughter, Agent	Bellingham, Wash.
Albert Thor	Chief Clerk, Ass't G. M.	Chicago, Ill.
J. M. Hacket	Storekeeper	Janesville, Wis.
E. G. Bloom	Acc't Dept.	Chicago, Ill.
F. M. Blakeslee	Agent	Defiance, Ia.
L. A. Geiger	Police Dept.	Aberdeen, Wash.
Mabel Price	Stenographer	Butte, Mont.
J. Downey	Conductor	Spokane, Wash.
W. E. Cummins	Conductor	Spokane, Wash.
J. A. Rawlings	Conductor	Miles City, Mont.
H. W. Hanson	Conductor	Miles City, Mont.
Leslie McGraw	Engineer	Miles City, Mont.
A. W. Harris	Manager Continental Telegraph	Miles City, Mont.
Paul Sather	Store Department	Miles City, Mont.
Wm. Freeland	Brakeman	Miles City, Mont.
D. J. Haggerty	Train Dispatcher	Miles City, Mont.
C. A. Nummerdor	Chief Dispatcher	Miles City, Mont.
Don Shunkwiler	Car Department	Miles City, Mont.
Hazel Solke	Car Department	Miles City, Mont.
H. E. Riccius	Master Mechanic	Miles City, Mont.
F. C. McAuley	Lieut. Police	Miles City, Mont.
Pearl Hill Huff	Superintendent's Office	Miles City, Mont.
H. J. McMahon	Chief Clerk, Supt. Office	Miles City, Mont.
Henry Rivers	Asst. Chief Carpenter	Miles City, Mont.
Ann Anderson	Superintendents' Office	Miles City, Mont.
Harry Stamp	Chief Clerk Store Dept.	Miles City, Mont.
Mal Spurling	Sec'y to Superintendent	Miles City, Mont.

Holey Johnson, chief clerk, Butte freight house, one ticket, Butte to Detroit, Mich. Our line to Chicago.

W. K. Griffiths, assistant to chief carpenter, Butte, Mont., one round trip, Butte to Seattle and return.

Foreman Tscholl, St. Paul, two passengers, Chicago to St. Paul and return.

Carman Wilfrid Anfang, one passenger, Chicago to St. Paul and return.

W. E. Cummins, conductor, Spokane, six round trip tickets, Spokane to Seattle and return.

Walter Stebbins, baggageman, Butte station, one ticket, Butte to Negaunec, Mich.

Walter Horn, dispatcher, Tacoma, one ticket, Chicago to Tacoma, passenger had previously contemplated using competing line.

Harry E. Steele, conductor, Tacoma,

two one-way tickets and two round trip tickets, Tacoma to Chicago.

R. L. Robinson, switchman, Tacoma, one round trip ticket, Tacoma to St. Louis and return. Miss O. L. Morgan, stenographer, Spokane, one round trip ticket, Spokane to Chicago and return.

E. L. Hannum, night yardmaster, Council Bluffs, secured routing of one car coal, Council Bluffs to Sioux City, Iowa.

Tony Dir, engine watchman, Everett, Wash., three one-way tickets, Everett to Detroit, Mich.

Paul B. Muffley, cashier, Everett, Wash., one round trip ticket, and one one-way ticket, Everett to South Bend, Ind.

Mrs. Wade H. Cook, roundhouse, Tacoma, round trip ticket, Tacoma to Chicago and return.

Mrs. W. S. Burroughs, Tacoma, one

one-way ticket, Tacoma to Springfield. Party had already made arrangements to use a competing line.

C. D. Wangshess, Mitchell, S. D., one ticket, Mitchell to Seattle. Party originally routed via competing line. One ticket, Mitchell to Washington, D. C., originally routed via bus line.

R. D. Abernathy, operator, Tacoma Junction, tip securing promise of one fare, Tacoma to eastern points.

Matt Faesteel, train baggageman, Spokane, one way ticket, Spokane to Chicago.

Mrs. John Sheridan, wife of special agent, Sioux City, one passenger, Dubuque to Lone Wolf, Oklahoma.

C. R. Cornelius, conductor, Iowa Division, one round trip ticket, Co. Bluffs to Chicago and return.

Al Davidek, boilermaker, Tacoma, two round trip tickets, Seattle to Sioux Falls and return.

George Nick, roadmaster, Tacoma, two one-way tickets, Sumner to Detroit.

John Tressel, check clerk, Dubuque freight house, secured routing of two cars of coal for movement into Dubuque.

Lou Kusch, S. & D. Cars Dept., one one-way ticket, Chicago to Tacoma.

R. D. Abernathy, operator, Tacoma, two round trip tickets, Tacoma to Chicago and return.

Geo. Layton, special officer, Savanna, Ill., two round trip tickets, Savanna to San Francisco and return, our line to Kansas City.

George W. Perry, brakeman, Tacoma, two round trip tickets, Tacoma to Indianapolis and return.

Charles Slightam, engineer, Tacoma, one round trip ticket, Tacoma to Buffalo and return.

E. B. King, clerk, freight office, Tacoma, one one-way ticket, Tacoma to New York.

His Type

Vignette: "He is the type of fellow that goes into a drug store for a nickel drink, and expects with it two glasses of water, the use of a table and chair for an hour, the opportunity of listening to the radio, the right to read a thirty-five-cent magazine, the privilege of three ten-minute conversations over the telephone, and then complains because the place is not air-conditioned."—Range.

Select Company

"All those who would like to go to heaven," said the Sunday school teacher, "please raise their hands."

All did except one.

"Why, Johnny," exclaimed the teacher, "wouldn't you like to go to heaven?"

"Naw," said Johnny, "not if that hunch is goin'."—Ram-Buller.

The New Class S2 Locomotives

C. H. Bilty

REFERENCE to the illustration on the two pages following, will serve to give a very excellent idea of the new type engines which the Baldwin Locomotive Works are delivering to The Milwaukee Road. Some allusion has already been made in a previous issue of The Magazine to the remarkable performance of the new S2's, and the following description gives in some detail the characteristics of this motive power.

An order was placed November 19th, 1936, with the Baldwin Locomotive Works for the construction of 30 type 4-8-4 Class S2 locomotives, to be the most modern engine of its type yet constructed. While designed primarily for heavy fast freight service, they can also be used in heavy passenger service.

The first engine was received on November 5th, 1937, and serves to indicate the length of time necessary to design and construct one of these modern machines.

The locomotive bed is a huge one piece steel casting, weighing 77,120 pounds. The cylinders, valve chambers, back cylinder heads, crossties, braces, air drum, air brake cylinder supports, motion work supports, guide supports, boiler supports, power reverse gear supports, air pump brackets, and several minor features are all integral with this one casting. It is estimated nearly two thousand separate pieces are eliminated by incorporating them in this one casting.

This is also carried out in a one-piece frame casting of the leading, trailing and tender trucks. The underframe of tender is also a one-piece steel casting.

The pilot is constructed of a cast steel framework, covered with heavy sheet steel, and of a contour which will remove foreign objects from the track without liability of derailment. It also will serve as a snow plow. The coupler is equipped with a counterweight, so it may be swung upward and backward out of the way, and a skirt on the coupler automatically closes the opening in the pilot, which is thus provided with a smooth unbroken contour.

The boiler is of the conventional conical stay-bolted type, is equipped with a sludge remover, and the barrel sheets are made of alloy, Silico-Manganese steel to reduce weight.

It is equipped with the type "E" modified superheater, and has a capacity of evaporating 85,000 pounds of water per hour.

A great number of pipes as seen on the conventional locomotive, are laid next to the boiler shell and covered by the lagging and jacket, thus presenting a clean appearance.

Brakes are employed on every wheel of the engine and tender, clasp brakes used on all but the drivers.

Two air pumps are located on the front engine deck, together with the headlight generator, all three exhausting into a trench formed on the inside

of smoke box, whose outlet is in a separate compartment at forward side of smoke stack.

A multiple ported exhaust nozzle is employed, and an Anderson spark arrester which employs no netting and which has proven very effective. Ash pan employs high flares, and deflectors to lessen the possibility of cross winds blowing sparks out of pan.

Both a steam chime whistle and an air Tyfon horn is used.

The sand box is forty cubic feet capacity holding 4,000 lbs. of sand.

Roller bearings are used on every journal, the Timken being employed on leading truck and drivers, and the A.S.F. type on trailing and tender trucks.

The air pumps are lubricated by the Westinghouse type of forced feed lubricators. One force feed lubricator on right side feeds oil to cylinders, valves and stoker. Another force feed lubricator on left side lubricates the guides and all the driving box shoe faces.

In addition, there are 287 Alemite fittings through which lubrication is carried out to engine and tender.

The driving wheels are of the double disc Boxpok type providing greater strength than the conventional spoke design.

The trailer truck is a radial, four-wheeled truck, equipped with roller bearings and clasp brakes. The front pair of wheels being 38 in. diameter and the rear wheels 44 in. diameter, the purpose of the different size wheels being to obtain a minimum slope of 15 degrees to the ash pan flare, which will permit the ashes from the sides of ash pan to work their way into the hopper.

The guides are of the multiple wear design and are equipped with a slide guide to prevent them bending.

The rods are of nickel steel, and sharp corners were entirely eliminated to protect against failure. Even the grease cups employ no threads but are held in place by expansion.

The cab is of the vestibule type in which side entry doors are applied, and space between engine and tender is shrouded with a vestibule. In addition to the usual fireman and engineman's seat, an additional folding seat with back rest and arm rest is also provided opposite each side door for brakeman. The side door is equipped with drop sash, so a brakeman can look out this window with the door closed. In the summer with doors open, chains are strung across the door opening. Four windshields are provided for engine crew and brakeman.

A new location for the tool box was found, behind the steps leading to cab on right side.

The cab is steam heated, well insulated, and electric lighted. A water level indicator is provided to show the amount of water in the tender at all times.

The Wilson Feed Water Conditioner

is located in left side of tender, midway between trucks, the water being heated from exhaust steam recaptured from the steam chests and heating the feed water around 200 degrees Fahrenheit.

The stoker engine is located in a compartment in left front corner of tender tank.

The following gives some of the principal characteristics:

- Type—4-8-4
- Class—S2
- Numbers—200 to 229
- Gauge—4' 8½"
- Cylinders—26"x32"
- Valves—piston, 14" diameter
- Valve gear—Walschaert
- Valve travel (maximum), 7½"
- Tap 1¼" Lead ¼" Exhaust clearance ½"
- Boiler, conical—92" diameter
- Pressure—285 lbs. Fuel—soft coal.
- Firebox length 150", width 102¼"
- Firebox depth, front 92½", depth back 73½"
- Tubes, No. and Dia.—66—2¼"
- Flues, superheater, No. and Dia.—201—3¾"
- Tubes and flues, length 21'-0"
- Heating surface firebox, 294 sq. ft.
- Heating surface combustion chamber, 137 sq. ft.
- Heating surface tubes, 4931 sq. ft.
- Heating surface fire brick tubes, 18 sq. ft.
- Heating surface thermic syphons, 129 sq. ft.
- Heating surface total, 5509 sq. ft.
- Heating surface superheater, 2336 sq. ft.
- Grate area, 106 sq. ft.
- Driving wheels, outside 74", center 66"
- Driver journals, main 13½" dia. roller bearing.
- Driver journals, front, back and int. 12½" dia. roller bearing.
- Engine truck wheels 36" dia.
- Engine truck journals 7½" dia. roller bearing.
- Trailer truck wheels, front 38", back 44"
- Trailer truck journals 7" dia. roller bearing.
- Wheel base driving, 19'-3"
- Wheel base rigid, 12'-10"
- Wheel base total engine, 47'-4"
- Wheel base total engine and tender, 96'-0½"
- Maximum curve, 19 degrees.
- Total length 110' 1¾"
- Maximum width, 10' 11½"
- Total height above rail, 16'-0"
- Weight on driving wheels, 282,320 lbs.
- Weight on leading truck, 87,800 lbs.
- Weight on trailing truck, 120,339 lbs.
- Weight total engine, 490,450 lbs.
- Weight of tender, 397,000 lbs.
- Weight total engine and tender, 887,450 lbs.
- Tender wheels, 38" dia.
- Tender journals, 7"x14" roller bearing.
- Tank capacity, 20,000 U. S. gallons.
- Fuel capacity, 25 tons.
- Tractive power, 7,816 lbs.
- Factor of adhesion, 4.0.
- Specialties include—
- Air brake—foundation, Westinghouse.
- Air brake—operating, Westinghouse.
- Air compressors, 2—8½" C. C. Westinghouse.
- Alemite lubrication—Prime Company.
- Arch Brick—Universal Locomotive Arch Co.
- Bell and ringer—U. S. Metallic Packing Co.
- Blower fittings—Barco.
- Blower nozzles—T. Z.
- Blow-off cocks—Wilson.
- Brake shoes—American Brake Shoe & Foundry Co.
- Brake valve pedestal—Westinghouse.
- Buffer—radial friction—Franklin.
- Cab signal—Union Switch & Signal Co.
- Cab window—clear vision—Prime.
- Cab windshields—Prime.
- Chains—American Chain Company.
- Clasp brakes—on engine, trailer and tender trucks.
- Conduits—Flexible, Barco.
- Coupler—Engine—Buckeye.

(Continued on Page 18)

30

high-speed freight locomotives
now being delivered to the Chicago,
Milwaukee, St. Paul and Pacific

It takes Modern Locomotives to make money these days!



SPECIFICATIONS:

Cylinders	26" x 32"
Steam pressure	285 lb.
Drivers, diameter	74"
Heating surface	5509 sq. ft.
Superheating surface	2336 sq. ft.
Weight on drivers	282,320 lb.
Weight, total eng.	490,450 lb.
Weight, engine and tender	887,450 lb.
Traction force	70,800 lb.

THE BALDWIN LOCOMOTIVE



WORKS . . . PHILADELPHIA

Seventeen

The New Class of Locomotives

(Continued from Page 15)

Coupler—Tender—Buckeye.
 Coupler—Yoke—Buckeye.
 Crosshead—Multiple bearing.
 Cylinder cocks—T. Z.
 Cylinder drain valves—T. Z.
 Draft gear—Miner A-78-XB.
 Drain pipe receptacles—Brewster.
 Engine bed—General Steel Castings Corp.
 Engine truck—General Steel Castings Corp.
 Exhaust nozzle—Multiple.
 Feed water conditioner and pump—Wilson.
 Firedoor—Franklin.
 Flange lubricator—Brewster.
 Flue blower—Superior.
 Gauges—Ashton and Ashcroft.
 Gauge cocks—Prime.
 Gauge holders—Brewster.
 Grates—Firebar, Vaughn.
 Guide support—Alco.
 Headlight and reflector—Pyle.
 Headlight generator—Pyle.
 Hose—tank—Hewitt.
 Hose—all other—U. S. Rubber Co.
 Injector—Hancock "W."
 Injector checks—Hancock vertical.
 Injector Strainer—T. Z.
 Lagging—Magnesia.
 Lamps—Adams and Westlake.
 Lateral cushioning device—Alco.
 Low water alarm—Barco.
 Lubricator—air pump, Westinghouse.
 Lubricator—Mechanical, Chicago, Detroit and Nathan.
 Packing—Cylinder and valve, Hunt-Spiller.
 Packing—Piston rod and valve stem—Crescent.
 Paint—DuPont.
 Pilot—General Steel Castings Corp.
 Pipe covering—Union Asbestos & Rubber Co.
 Pipe fittings—Crane and Walworth.
 Reverse gear, Alco and Baldwin.
 Roller bearings—A.S.F. on tender and trailing trucks.
 Roller bearings—Timken on leading truck and drivers.
 Running board—Safkar.
 Rust preventive—Dearborn.
 Safety valves—Consolidated.
 Sanders—Brewster.
 Sludge remover and muffler—Wilson.
 Smokebox gaskets—Garlock.
 Smokebox hinges—Okadee.
 Smoke prevention nozzle—T. Z.
 Spark arrester—Anderson.
 Speed recorder—Chicago Pneumatic.
 Springs—American Locomotive Company.
 Steam heat reducing valve—Vapor.
 Steam pipe casing—Flextite.
 Stoker—Modified B, Standard Stoker Co.
 Superheater—Modified B, Superheater Co.
 Syphons—Locomotive Firebox Co.
 Tank drain plugs—Prime.
 Tank valves—T. Z.
 Tender frame—General Steel Castings Corporation.
 Tender truck—General Steel Castings Corporation.
 Tender truck clasp brakes—American Steel Foundries.
 Tender truck side bearings—Stucki.
 Throttle—American Throttle Company.
 Trailer truck—General Steel Castings Corporation.
 Tires—Railway Steel.
 Uncoupling rigging—Union Metal Products Co.
 Universal joints—Prime.
 Valves—A. A. R.
 Washout plugs—Huron and T. Z.
 Water glass column and guard—Prime.
 Water level indicator—Hancock.
 Wearing Iron—Hunt-Spiller.
 Wheel centers—Drivers—Boypok.
 Whistle—Air—Tyfon—Leslie Company.
 Whistle—Steam—Hancock.
 Whistle Operating Valve—Federal Equipment Co.
 Wrecking Frogs—Aldon Streamlined.

Employees Certified for Annuities During November

Roach, Thomas Walter	Chief Caller	Milwaukee, Wis.
Winkey, Gustav Albert	Switchman	Savanna, Ill.
Keyes, Elisha Williams	Clerk	Milwaukee, Wis.
Bowers, William Wallace	Engineer	Sioux City, Ia.
Kelly, Charles Edward	Baggage & Mail Clerk	Milwaukee, Wis.
McLallen, Green Berry	Section Laborer	Laredo, Mo.
Clarey, George James	Conductor	Milwaukee, Wis.
Hanson, Neils	Carpenter	Chicago, Ill.
Collins, Timothy Aloysius	Engineer	Milwaukee, Wis.
Cody, Thomas Francis	Engineer	Milwaukee, Wis.
Bucklin, Irvin Ray	Engineer	Minneapolis, Minn.
Keck, Christopher Tobias	Leverman	Chicago, Ill.
Washburn, George Homer	Tr. Baggageman	Milwaukee, Wis.
Cravatz, Henry Joseph	Loco. Dept. Laborer	Ottumwa, Iowa
Burke, John S.	Machinist	Aberdeen, S. D.
Reed, Eugene Frank	Chief Yard Clerk	Kansas City, Mo.
Warman, John Quincy	Brakeman	Ottumwa, Iowa
Koch, Amos Amand	Conductor	Milwaukee, Wis.
Lehrbas, Friedrich Ferdinand	Conductor	Wausau, Wis.
Cotter, James Steward	Carpenter M/W	Sabula, Iowa
Falk, Edwin Gustave	Trucker	Galewood, Ill.
Heidemann, Adolph Rudolph	Bridge Tender	Chicago, Ill.
Fitch, Frank Riley	Tower Signalman	Tomah, Wis.
Frye, James Cortez	Fire Lighter	Mitchell, S. D.
Bishop, William Grant	Engineer	Terre Haute, Ind.
Calehan, Alfred Corey	Time Revisor	Savanna, Ill.
Bennett, Augustus Chester	Engineer	Chicago, Ill.
Dierkop, Carl	Crossing Flagman	LaCrosse, Wis.
Holmes, Charles Eugene	Sta. Baggageman	Portage, Wis.
Rodle, Cyrus	Hostler	Clinton, Ind.
Constance, George Fred	Engineer	Green Bay, Wis.
Fitch, John William	Conductor	Terre Haute, Ind.
Edwinson, George	Box Packer	Cedar Rapids, Ia.
Hamling, Charles	Stationary Fireman	Milbank, S. D.
McBride, Solomon Harrison	Machinist	Beauford, Ind.
Egholm, Chris John	Car Cleaner	Council Bluffs, Ia.
Wingert, Michael Joseph	Carpenter	Dubuque, Iowa
Nicko, Ferdinand	Laborer	Dubuque, Iowa
O'Brien, Michael Patrick	Crossing Flagman	Minneapolis, Minn.
Fugh, George Edward	Engineer	Prairie du Chien, Wis.
Cate, Arthur Birtle	Conductor	Perry, Iowa
Parker, George Hewitt	Flagman	Kansas City, Mo.
Murray, Charles David	Freight Clerk	Wisconsin Dells, Wis.
Taylor, Albert Ross	Conductor	Terre Haute, Ind.
Graney, Dennis	Boilermaker	Chicago, Ill.
Adelfio, Mariano	Laborer M/W	Chicago, Ill.
Margona, Pedro Giuseppe Salvatore	Sweeper	Savanna, Ill.
Rusch, Frederick Albert	Engineer	Portage, Wis.
McGuine, Peter Thomas	Switchman	Milwaukee, Wis.
Teasdale, Charles Victor	Engineer	Milwaukee, Wis.

EXHIBITION OF MODEL LOCOMOTIVES

THE Milwaukee Road Booster club second annual contest and educational exhibition of model locomotives showing 100 years of progress in railroading was held in the Chicago Union Station, November 28th to December 5th.

More than 100 entries in the model building contest were displayed in the main concourse of the station. Ted Padgett, whose "dad" is an accountant in the Fullerton Avenue offices, took first prize with his 6400 series type engine. George W. Swindell, employed at the Western Avenue roundhouse was awarded second prize for his DeWitt Clinton and modern locomotive — side by side — depicting a century of progress. The Booster club presented each winner with a \$43.50 electric train model of the famous Hiawatha.

Judges were J. L. Brossard, assistant master mechanic; E. R. Ewin, inspector of equipment, and Harold Niksch, assistant engineer of budget.

Photographs of rail scenes that were awarded prizes in a photo contest recently conducted by the club were also displayed as were sections of rail used in the early days of the Western railroads.

Completely

"Would you give ten cents to help the Old Ladies' Home?"
 "What! Are they out again?"



ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Ruby M. Eckman.....Care Trainmaster, Perry, Iowa
 John T. Raymond.....Care Superintendent, Marion, Iowa
 Miss E. L. Sacks.....Care Trainmaster, Dubuque, Iowa
 Miss C. M. Gohmann.....Care Superintendent, Ottumwa, Iowa
 Mrs. C. E. Zimmerman.....Care Superintendent, Green Bay, Wis.
 Miss E. Stevens.....Care Superintendent, Savanna, Ill.
 Miss N. A. Hiddleson.....Care Mechanical Department, Minneapolis
 Mrs. O. M. Smythe.....Care Car Department, Minneapolis, Minn.
 Ira G. Wallace.....Clerk, Red Wing, Minn.
 E. C. Adams.....Mason City
 A. T. Barndt.....Care Supt. Car. Dept., Milwaukee Shops
 R. J. Swank.....Care Superintendent, Austin, Minn.
 Mrs. Lillian Atkinson.....Care Asst. Superintendent, Wausau, Wis.

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

I. & S. M. (West)

E. L. W.

MR. R. E. GILBERTSON of Erwin is re-
 veiving at Airlie, Minn., for a couple of
 weeks while Airlie is on bulletin.

R. W. Schulze of Pipestone bid in Hat-
 field, Minn., permanently. He took over
 the station on Nov. 15th, 1937. Mr. Wopat
 who relieved H. P. Dubbe on Nov. 16th,
 went to Lake Preston to relieve Mr. Gar-
 lock, who was off ten days visiting his
 mother at Mason City and then eating his
 Thanksgiving dinner with his son at Chi-
 cago, Ill. He resumed his duties at Lake
 Preston Dec. 1st, 1937.

Mr. H. P. Dubbe was operated on for ap-
 pendicitis at Pipestone, Minn., on Nov. 16th.
 At this writing we hear that Henry is doing
 nicely and we all wish him a very speedy
 recovery. When ready to report to work
 again he will be stationed at Junius, S. D.,
 in which he received same on bulletin. Good
 luck, Hank, old pal.

Mr. F. L. Bender, agent at Erwin, S. D.,
 off a few days visiting his folks at Spring
 Valley, Minn. He is being relieved by Mr.
 E. L. Wopat of Vienna, S. D.

Mr. Les Hauge of Hatfield, Minn., was
 appointed section foreman at Hayward,
 Minn. In talking with Les while at Hatfield
 he tells me that he sure is tickled that he
 was appointed to this job and he also states
 that he is glad that it is in the good old
 state of Minnesota. We all wish you heaps
 of good luck, Les.

Mr. A. P. Malek and family of Vienna
 spent Thanksgiving with Mr. Malek's folks
 at Lakefield, Minn. Tony tells me that
 everything sure looks swell in Minnesota.
 Let's all hope that South Dakota will have
 a good crop this coming year.

Miss Melvina Severson, relief operator,
 was confined to bed for several days with
 chicken pox at her home in Vienna, S. D.
 How are you coming along now Mel? Hope
 that you are up and about feeling good
 again and carrying that most welcome
 happy smile.

I had a card from our old friend, Mr.
 James Snyder, who is retired now and mak-
 ing his home in Arizona. Jim didn't leave
 me his address but he tells me that he
 would like to hear from some of his friends
 on the SM, so if you who would like to
 hear from him write to the agent at Flan-
 dreau, S. D., the agent will give you his
 address gladly. Jim tells me that he made
 the trip to Arizona over 2,000 miles in less
 than a week, stopping off at several places.
 He also says that the weather is just grand
 out there. He and his wife will spend the
 winter there but plan to return to Flan-
 dreau in the spring to make their home
 there for the summer at least. They both
 miss their many friends, so those of you
 who wish to correspond with this old time
 friend, please do so as soon as you can.

Mr. Ira J. Seward, agent at Winfred, S.
 D., is sporting a new car around. We all
 think that it must be a Plymouth, but still
 we aren't positive. Ira says he didn't have
 any luck bagging any deers, so he bought a
 new car and he thinks that will help the
 fix for next year. Don't forget that we
 want a piece of deer meat, next year, Ira.

Mr. Ed. Scheid, clerk at Lakefield, Minn.,
 advised me a few days ago that he has put
 out over 500 copies of free literature on
 how to train the elephants and over 850
 copies on The Knack of Good Fishing. He
 hopes that more of you will write to him
 requesting this free literature, if nothing
 else it really is good reading material. His
 school is getting bigger and better every
 month.

The inspection car from Austin, Minn.,
 made a business trip over the I. S. M. West
 on Nov. 18th, 1937.

West End of Trans-Missouri Division

P. R. H.

F. C. MERRIFIELD, engineer on Trans-
 Missouri Division, has taken a six
 months leave of absence and has gone to
 Los Angeles, to spend the winter with his
 family who have been living there for the
 past year.

Reports from the hospital are to the ef-
 fect that conductors W. H. Kelly and C. C.
 Vanderpool, who are undergoing treatment
 there, are progressing very satisfactorily.
 We hope they will soon be out again.

J. E. (Dad) Wyman, who has also been
 in the hospital at Miles City for several
 weeks, is reported as having a rather diffi-
 cult time, due to infirmities of advanced
 age.

H. L. Pitner, asst. engineer at Miles City
 for many years, has been transferred to
 the position of office engineer at Savanna,
 Ill., effective December 1st. Mrs. Pitner
 and children will join Mr. Pitner at that
 point at the close of school in the spring.
 Before leaving Miles City the "Gang" pre-
 sented Mr. Pitner with a beautiful traveling
 bag and toilet kit. We wish him much suc-
 cess in his new position and hope he will
 come back some time and renew acquaint-
 ances.

Mr. L. F. Pohl of Savanna arrived in
 Miles City December 1st, to assume the
 duties of asst. engineer. His family is ex-
 pected to arrive December 10th. We wel-
 come this family to our midst, and wish
 them success and happiness in their new
 location.

Mrs. Esther Carroll, daughter of conduc-
 tor Shine, who has been ill for several
 weeks, is reported improving slowly.

Div. master mechanic H. E. Riccius was
 called to Milwaukee to attend Staff Meet-
 ing, November 28th and 30th. While east
 he went to Garrett, Ind., to see his mother,
 who is over ninety years old. He was ac-
 companied east by Mrs. Riccius and son,
 Merrill.

Chas. Laing, for many years employed as
 locomotive carpenter in Miles City round-
 house, received his first actual payment of
 pension under the last Retirement Act, De-
 cember 8th. Mr. Laing retired July 1st
 this year.

Mr. and Mrs. Ed. Pearson and daughter,
 Kathleen, of Moberly, S. D., will arrive in
 Miles City about December 24th, to spend
 the holidays with Mrs. Norman Anderson.

Mr. and Mrs. Rod Jancs of Miles City are
 planning on spending the holiday season

with their daughters in Minneapolis. Their
 son, Rhylin, who is attending college in
 Tulsa, Okla., will join them in Minneapolis.

Messrs. Jos. Ashback and A. W. Novak
 made an inspection trip over the district
 the forepart of December.

A. DeGarmo, traveling freight inspector
 who has made this territory for some ten
 years, has been assigned to the territory
 west of Harlowton. We regret very much
 to see Mr. DeGarmo leave this district.

Miss Barbar McMahon, daughter of chief
 clerk at Miles City, is expected home about
 December 18th, to spend the holiday season.
 She is attending the University of Seattle
 this year.

Mrs. A. C. Kohlhasa, wife of superinten-
 dent at Miles City, spent a couple of weeks
 the latter part of November visiting rela-
 tives and friends in Minneapolis.

E. H. Johnson, division engineer at Miles
 City, has been absent for several days at-
 tending a lawsuit in Dubuque, Iowa.

Madison Division

HAVING spent all his railroad career on
 the Kickapoo, Max Beier, conductor,
 has retired and will continue to reside in
 the old homestead in Wauzeka.

Leo McCann, Bill Meuer and Willard
 Shipley are recent papas, filling in for those
 dropping out on pension.

New depot at Bridgeport is well under
 way and Harry Lathrop will be moving in
 soon.

If you want to see a snappy cigarette
 case just have brakeman Launder pull the
 trigger on the contraction he has.

Tom Kelly is looking for a Government
 payday—no pension check yet. Anyway
 Tom has a new Studebaker fully equipped
 and a 1938 license.

Ezra Jenkins Kickapoo'd for a few trips
 while Phil Mills was reducing his income
 taxes.

John Jarvis likes his corn on the cob but
 not at this time of the season. A champion
 husker hung an ear through his caboose
 window. Lieut. Robinson caught the cut-
 prit.

J. E. Aylward, Agent Black Earth, will
 again winter in Florida. Tom Pagol and
 Geo. Davy are already in their Florida win-
 ter quarters.

Mr. and Mrs. Henry Johnson are having
 a busy season—look a trip to Norway, vis-
 ited their daughter in St. Louis and cele-
 brated their 50th wedding anniversary.

Harry Cameron picked the right woman
 on a punch board and drew a Hamilton
 Beach vacuum cleaner. AMK had to be
 satisfied with a couple trick pencils.

Jim Coleman, clerk, Madison, ended his
 services and retired Oct. 31. The office
 force gave him a fine farewell and pre-
 sented him with a watch charm.

Retirements have made quite a few
 changes in Agents—recent assignments: M.
 P. O'Laughlin, Arena; Wm. McDonnell,
 Spring Green; E. E. Broderick, Sauk City;
 Glen McDonnell, Prairie Du Sac; R. Black,
 Mazomanie; Edw. Coleman, Escobol; John
 Dahnke, Wauzeka; A. P. Richter, Blue
 River; L. S. Adair, Soldiers Grove; Geo.
 Trezona, Viola; G. E. Brandes, Steuben;

John Sikhart, Mineral Point; F. O. Kuhn, Belmont; and Joe Coleman, Readstown.

Edw. M. Dousman, train dispatcher, Madison, passed away at his home on Nov. 12 from a heart attack. Ed. entered service in Feb., 1900, as telegrapher and in 1904 was promoted train dispatcher. He had many friends and will be missed around the office and the railroad.

Wyla Blethen, stenographer, Madison, has just returned from a trip through the New England States.

Notes From Tacoma and the Coast Division, West

R. R. T.

WE REGRET very much to record the passing away of Mrs. Cornelia L. Cessford, widow of the late Mr. Geo. E. Cessford, master mechanic at Tacoma, on December 2nd at Long Beach, California, at the age of 71. She had resided in Tacoma for 28 years. She leaves a son, Harry M. Cessford, one of our engineers at Tacoma, a grand daughter, Patricia Hunsaker, at Eugene, Oregon, and a sister, Mrs. Lenna Willis, at Des Moines, Iowa. Funeral arrangements have not yet been announced at this writing. We extend our sincere sympathy to the family.

Mrs. Fitzgerald, wife of W. J. Fitzgerald of the district accountant's office at Tacoma, just left the day before this was written for Mobridge to attend the funeral of her mother, Mrs. B. F. Jackson, who died there December 5th, at the home of Mrs. L. W. Schiefelbein, a sister of Mrs. Fitzgerald. We beg to assure the family of our heartfelt sympathy.

Mr. George Nick, roadmaster at Tacoma, was taken sick while at Bellingham on business recently and at this writing is still confined to bed there. We extend our best wishes for his early recovery and return home, but we are sorry to hear that he intends to retire January 1st because of poor health.

Mrs. Beals, wife of conductor J. G. Beals of Tacoma, is quite ill at present; we sincerely hope that she may soon be restored to health.

Brakeman A. W. Swift of the Everett local run was recently quite sick and unable to work; we have not heard of his present condition but hope that he is better again.

Mr. J. G. Davidson, agent at Ashford, recently was a patient at St. Joseph's Hospital, Tacoma, suffering from a serious stomach trouble; we are glad to hear that he is quite well again and back on the job.

We have only just heard that Mr. Wallace Wood, agent at Centralia, underwent a serious operation at St. Joseph's Hospital, Tacoma, some time ago; it gives us great pleasure to report, even if a little belated, that the operation was entirely successful and that he is in the best of health again.

Mr. Jim Eccles, chief clerk to superintendent Devlin, and Mrs. Eccles, are on a brief vacation in Southern California; Mrs. Clara Carrotte, his assistant, just had a card from him telling how both were enjoying the beautiful sunshine at Agua Caliente in Baja California. They expect to be back by December 15th.

Mrs. Florence McMahon (nee Florence Hall) is much improved in health after a long siege of illness and her innumerable friends will be glad to see her back at her post about the first of the year.

Mr. C. F. Negley of superintendent Deolin's office and Mrs. Negley are enjoying a visit from Mrs. Lura Jones from Rhododendron, Oregon, who will remain with them until after the holidays.

Switchman W. F. Dean of Tacoma Yard is on leave of absence for possibly two months; he is at present away from home, taking his father, aged 84, to California for the warmer climate. We hope that the sunshine may agree with Mr. Dean, Senior.

Walter Messimore, whose hand was recently badly injured, just came back from a long trip, and paid a visit to Tacoma Yard Office. We are glad to learn that his hand is so much improved that he hopes to regain the full use of it.

Mrs. Alleman, wife of Billy Alleman, board man at the Tacoma yard office, re-



Fiftieth Wedding Anniversary of F. C. Clover and Wife, Tacoma, October 7, 1937.

turned the day before Thanksgiving, bringing back the new Plymouth car. She had a very enjoyable drive back. She brought back some persimmons, which are a novelty out here. Her cousin, Miss Agnes Hayes, accompanied her on the way home and will probably remain here. Billy got along tolerably in the meanwhile, as his oldest daughter, Miss Meridon, has already developed into quite a good housekeeper, but no less than six of the canaries succumbed to the lack of Mrs. Alleman's tender care.

Ray Fink, switch clerk at Tacoma local office and yard, has recently bought a residence on McKinley Hill.

We were pleased to learn that our good friend, Morris Britt, who has been operator at Chehalis for several years, has now been appointed agent at Chehalis, succeeding the late Mr. John Mahoney.

Messrs. T. C. Harvey, brakeman and extra conductor at Tacoma, and John G. ("Frenchy") Lewis, brakeman on the Hoquiam run, have both returned to work.

Conductor Charles N. Shriver of Tacoma was off a trip recently, doing some work on what one of his friends enviously described as his "goat ranch"; conductor Hendricks relieved him in the meanwhile and he also relieved conductor L. B. Barrett on passenger run out of Tacoma, who was off for a few trips.

Mr. Herbert Johnson has become agent at Morton, succeeding Mr. Fred Stewart, who has now retired to the pension list. We hope that Mr. Stewart may enjoy his leisure for many years.

Mr. S. L. Alderson, who has been relief agent at various stations on this division, has become agent at Elbe, succeeding the late Mr. J. F. Dickinson.

Elwell King of Tacoma yard office is now on the messenger job, at least for the time being.

Bob Shipley, assistant chief yard clerk, and his wife Rose, who presides over the Tacoma switchboard, are leaving on December 18th for a trip to Wisconsin, where they will visit Bob's parents at Cross Plains, where his father was agent for many years until his retirement.

Maynard Schwabke, braking out of Tacoma, has been off duty for several weeks because of an injury to his foot. He had already planned on marrying before this happened and rather than postpone the wedding he was married the other day, although he had to appear at the ceremony wearing one shoe and one slipper.

Mel Kongsli, second trick yardmaster at Tacoma, is off for two weeks' vacation at present; we were unable to learn whether he and Mrs. Kongsli had gone somewhere to spend the vacation. Third trick yardmaster A. C. Palmer in the meanwhile went on the second trick and George Sorensen took over the third shift for the time being.

General yardmaster Howard Montague with Mrs. Montague and their daughter Muriel expect to leave December 18th on a vacation trip to Los Angeles; we hope they may enjoy the genial sunshine there. The yard, of course, will probably be a mere wreck when Howard returns.

Switchman Roy Lehman of the coach yard engine caught an eleven-pound steelhead the other day which, to be sure, is nothing exceptional on Puget Sound, but as it is the biggest he caught this year, he is quite proud of it just the same.

Clint Miles, telegraph operator at the yard office, is relieving at Bellingham while

Mr. A. C. Bowen, chief despatcher there, is on a brief vacation; the yard office does not quite seem the same place without Clint's genial presence. Operator Wm. Holly is relieving at the yard in the meanwhile.

Mr. E. F. Handerson, who has been agent at Sumas since 1914, passed away at Providence Hospital, Seattle, on November 9th, at the age of 51. The funeral took place at Sumas. We assure the bereaved family of our sympathy; he left a son and daughter besides his wife. His son, Mr. Bert W. Handerson, has been appointed agent at Sumas to succeed his father.

The Milwaukee Women's Club at Tacoma had the surprise of their lives at their meeting of November 29th, due to the kindly initiative of Mr. A. E. Folsom, the genial T.C.F.B. inspector, who thought it a good idea to promote friendliness between the railroads and therefore took it upon himself to invite a crowd of twelve from the Northern Pacific freight office to the luncheon of our Women's Club. However the ladies nobly rose to the occasion, cordially welcomed the visitors, introduced them all around and then gave them a table to themselves where they received special attention and prompt service, so that they were able to return to their duties on time and with the kindest feelings for the ladies who had given them so friendly a welcome.

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

D. H. A.

CHIEF DISPATCHER M. J. WELCH spent his vacation visiting at the home of his daughter at Washington, D. C. During his absence his position was filled by Harold Winship of Miles City.

Mrs. W. P. Ohern is enjoying a visit from her mother, Mrs. Keegan, of Chicago.

Mr. and Mrs. Grover Ousley of Oshkosh, Wis., were guests at the home of Mr. and Mrs. Frank Schneider a few days.

Mrs. H. C. Worley returned from a two weeks' visit with her daughter in Chicago, and with her nephew, Robert Jamieson, who is a student at the Minnesota University.

Mrs. Harry Catey and her mother-in-law, Mrs. J. B. Catey, left for Carlos, Indiana, where Mrs. Catey, Sr., will make her home.

On Sunday evening, October 31, a party was held at the Legion Hall honoring three of our retired employes, namely, Conductor J. J. Long, and Engineers Wm. Catey and George Sheldon. R. E. Stubbett acted as toastmaster, calling on the retired brothers, who responded with remarks that were both interesting and amusing recalling many experiences in their railroad careers. The committee on refreshments proved themselves master of the art, as a wonderful lunch was enjoyed by all. Conductor and Mrs. J. J. Long left for California, where they will spend the winter. They also plan to go to Mexico City and will return in the spring to their ranch home at Baker, Montana. We are sorry to lose this estimable family from our midst, but hope they will come back once in a while for a visit. Engineers Sheldon and Catey will continue to make their home in Mobridge.

Everyone is talking pensions these days and most of them seem to be happy to retire and receive their just reward after many years of faithful service. Among others on our Division is Agent Hiram J. Kall of Havelock, N. D., who retired on October 27th, after 51 years of service, and Second Trick Operator Phil J. Carolan of Marmarth, who retired on November 2nd.

Mr. and Mrs. R. S. Lewis, now living at Portland, Oregon, came back for a visit with their children and with their numerous friends and we are always glad to welcome them back. They also visited at Glencross, S. D., and at Seifridge, N. D. From here they went to Bozeman, Montana, where Mr. Lewis's daughter, Mrs. Horace Cook, and family reside. Mr. and Mrs. Lewis state they are happy in their new home and like the west coast very much.

Keith Byington, clerk at the local roundhouse, has been transferred to Harlowtown, Montana, and is being replaced by Leonard Kirchoff of Lemmon.

First National Bank

OF
Everett, Washington

on the Chicago, Milwaukee, St. Paul and
Pacific Railroad, on Puget Sound
Established more than forty years ago.
1892-1937
Member of Federal Deposit Insurance
Corporation.

Mr. and Mrs. George T. Clark went to Minneapolis for a visit with their son, Sherwood, who is attending the university, and also took in the Minnesota-Notre Dame game. Mr. and Mrs. Arch Manley also took in the game and visited their daughters, Frances and Helen, both students at the university.

Russell Emberson of Miles City spent a few days in our city. His health has not been the best and he plans to go to Arizona for the winter. His many friends here hope this change will benefit him and that he will be back with us again in the spring.

Mr. and Mrs. G. A. Robison of Seattle spent a few days here on business.

The freight force enjoyed a treat when Trucker Valentine Raeder took unto himself a bride, Miss Lorraine Crabbe. Congratulations, and may you have much happiness.

Mrs. A. F. Manley spent two weeks on the west coast with her mother, sister and a brother at Pendleton, Oregon.

We enjoyed grand weather, Indian summer weather all through October and no winter so far. The only thing we feel bad about is that we did not get the fall rains that we need so badly to soak up the dry ground for spring planting.

One of our veteran railroad men, Mr. A. L. Lindel, passed away suddenly on Wednesday, November 3rd, from a heart attack, at the age of 87 years. He had just returned from a trip to Rochester, where he submitted to an operation on his ear when he was stricken. At one time he worked as foreman on one of the B. & B. gangs and later was employed in the car department. He is survived by his wife, four sons and three daughters. We extend sympathy to the bereaved family.

Deepest sympathy is extended to Mrs. Robert Scott on the death of her mother, Mrs. Lena Kammerud, who passed away Nov. 7, after a lingering illness, having been bedridden for eight months. Mrs. Kammerud was a member of the Trinity Lutheran Church and a devout Christian. Services were held on Monday, November 8th. The remains were taken to Babcock, Wisconsin, where she was laid to rest beside her husband. Mr. and Mrs. Robert Scott and Mrs. E. E. Miller accompanied the remains to Wisconsin.

Mrs. Wm. F. Hogan left for Minneapolis to meet her husband who has been taking treatments at Excelsior Springs, Mo. They have gone to Rochester, Minnesota, where he will receive medical attention.

Laddie Clark and Bob Bunting left for Milwaukee, where they were the guests of Miss Elizabeth Twining and Miss Jane Wernboast at a Hallow'een formal at Downer College at Milwaukee.

Mrs. H. A. Halverson accompanied her parents, Mr. and Mrs. Lewis Larson, to Atascadero, California, where they will spend the winter with their daughter, Mrs. Ralph Grover. Mrs. Halverson will visit friends at Los Angeles and other parts of California and plans to be away about three weeks.

It is with sadness we write of the passing of Mrs. Belle Jackson, on December 6th, at the home of her daughter, Mrs. Louis Schiefelbein, after an illness of six weeks. She had made her home with her daughter here, for a number of years, and had endeared herself to us all, by her cheerful disposition and her many kindly ways. She leaves to mourn her loss two daughters, Mrs. Louis Schiefelbein of Moberge, and Mrs. W. J. Fitzgerald of Tacoma, Washington; three grandchildren, two sisters, and four brothers. Those from out of town who came to attend the funeral were her daughter, Mrs. W. J. Fitzgerald of Tacoma, her sister, Mrs. L. B. Kay of Fairfield, Montana, and a dear friend, Mrs. W. Wright of Sparta, Wis.

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Railroad Department
**THE TRAVELERS
INSURANCE COMPANY**
Hartford, Connecticut

Kansas City Division

K. M. A.

RECENTLY lost two of our faithful old employees in the death of engineer Cassius M. Hartman and conductor Frank H. Broadus, both residents of Kansas City. Mr. Hartman entered the service in 1892 and was promoted to engineer on August 14, 1900; Mr. Broadus was employed on March 9, 1899, and promoted to conductor in June, 1903.

Edson B. Green, who for many years was a resident of Ottumwa, died at the home of his daughter in Des Moines on November 22. In 1887 Mr. Green entered the service of the Milwaukee Railroad as a brakeman and in 1901 he was made night yard foreman, retiring on August 1, 1931.

Effective December 1, 1937, engineer John T. Phleger will begin his duties as traveling engineer on the Iowa division, under superintendent W. C. Givens, with his headquarters at Perry, Iowa. He has been

NEW YEAR NEWS!

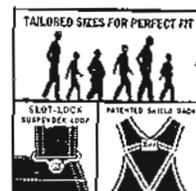
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ability, and Natural Death (Life Insurance).

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Tomorrow may be too late

Cecil Wooley, who is a student in Fresno State College, Fresno, Calif., is expected to arrive in Ottumwa on December 20 to spend the holidays with her family and to remain until about January 4.

Plans are being made by Edw. Grayson and wife, Washington, Iowa, to depart on December 10 for Anaheim, Calif., where they will remain during the winter months, visiting with their daughter, Mrs. R. D. Temple.

Mrs. J. H. Ryan and daughter Mary, of Ottumwa, were in Omaha to attend home coming of Creighton University and to spend Thanksgiving with Joseph Ryan, a medical student in Creighton.

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

Nora B. Decco

HAPPY NEW YEAR! Wonder I thought of that, but comes in better than writing Merry Christmas the middle of November. That is the trouble with this heavy job of reporting, all the news that is fit to print happens after that month's notes have been mailed to the editor. Well, anyway, we know what we got in our sox for Christmas (that is, we will when this is in print). Right now, we can't even figure out what to send the other fellow to put in his or her sox for Christmas. But everything has always come out o. k. and, of course, it always will. Again a Happy New Year to all.

Mrs. Phil Fauver, wife of fireman Fauver, has returned from a visit of about a month with friends and relatives in Spokane.

Condr. Harry Hamp for some time past on the passenger runs between Harlowton and Great Falls, has taken the Bozeman local mixed run, long held by condr. Donner now on the switch run at Bozeman. Glad to see Mr. Hamp back with us again. Condr. Donner and wife spent the holidays with relatives in Detroit.

A card from Jack Weatherly of Gallatin Gateway tells us he and his good wife are in New Orleans first week in December; how they got there so soon, I don't know, and I would hate to think J. R. W. didn't go where he said he was going and that was to the west coast. Well, anyway, he is back by now and I suppose I could ask him. As long as Mrs. Weatherly was with him I expect everything was o. k., however. New Orleans... I remember getting within one hundred miles of there once—funny looking country, after this high land, too.

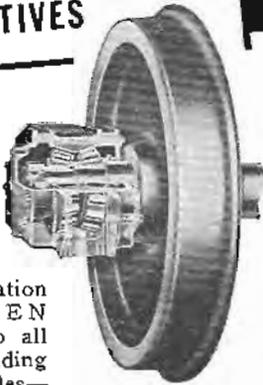
First trick train despatcher J. P. Phelan had his name in the paper again—head of the Henry W. Lawton Camp No. 1 Spanish War Veterans; suppose we should say Commander. Anyway, he made a speech, which he is pretty good at, and there was a party and everything. We extend our congratulations to Mr. Phelan in this appointment.

Condr. R. C. Spayde has been assigned to the Great Falls-Harlowton passenger run given up by condr. Hamp.

A bit of news which will later on show in another department of the magazine, is the retirement of engineer Skeate of this division. Mr. Skeate retired Oct. 23rd and will from now on ride around in his nice car and enjoy life as he should. Mr. Skeate was one of the most popular of the division employees and we can say nothing better than that we all wish to him and his wife the happiness of a long life.

Engr. Thompson and wife have word that their son, Howard, who is in the United States Navy Ship *Cincinnati*, located now

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at San Pedro, that he has received a promotion. He is in the radio department and coming right along up the ladder as anyone who knows Howard might guess he would be. We are all glad to hear this.

Henry Kilpatrick, son of condr. and Mrs. Kilpatrick, has returned to San Deigo, where he has been in school since enlisting in the Navy. He spent a few weeks at home around the Thanksgiving holidays, but will be away for some time now.

Engineer and Mrs. A. J. Barton have returned from Los Angeles, Calif., where they have been visiting their daughter, Alberta, and husband there. Understand they are the proud grandparents of another small granddaughter, too. Congratulations.

Boardman Matt Voss and Mrs. Voss spent parts of the holiday season with their daughter and son-in-law, the Henry Richmonds, in Butte.

Condr. Hudson and wife have moved to our city from Bozeman, where they have been living for several years. They have purchased the Wilson home and will move into this property shortly.

A wedding of interest to Three Forks folks as well as over the division was that of Miss Ruth Holley of Lockport, N. Y., and Hayden Levesque of Helena, Mont., Nov. 27th at Lockport. Mr. Levesque is the only son of Mrs. Henrietta Crockett, wife of the late engineer Crockett and is well known in Three Forks, where he lived for some years.

Comes word from over across the line into the Missoula division that Mr. and Mrs. Roscoe Peterson, section foreman and wife at Cyr are the proud grandparents of a seven pound baby girl born to their daughter, Gretta, Mrs. Norman Gossett of Yakima, Wash., December 7th—Gretta's birthday. December 7th is also Mrs. Peterson's birthday and if you ever heard the like of this...the Petersons have a baby boy one year old, also...yes, you guessed it, on December 7th...three generations and then some on the same birthday should be at the top of the list. Congratulations to everyone.

Frank W. Jackson of Dear Lodge passed away Dec. 7th after a short illness. He would have been 83 years old had he lived until January next. He retired from railroading in 1927 with fifty years' service to his record. He came to Montana from Dubuque, Iowa, with the Milwaukee railroad construction crews. His wife died in 1924. Remaining are a niece, Mrs. R. C. Spayde, and two grandnieces. We extend sympathy to this family.

Another death the last week in November ends the life of a much beloved woman, the wife of operator L. L. Elliott of Great Falls, for many years at Jefferson Island and Sappington. Mrs. Elliott had been ill for some time, having suffered a paralytic stroke last year. She leaves her husband, four sons and four daughters, one son passed away several years ago. We extend to this family our deepest sympathy in this great loss.

Drafts From the Drafting Room

By H. J. M.

A HAPPY and Prosperous New Year is the wish to you all.

Congratulations to Mr. K. F. Nystrom,

formerly superintendent of car department, who has been promoted to Mechanical Assistant to Chief Operating Officer.

Mr. J. A. Deppe ("Joe" to most of us) has taken over Mr. Nystrom's duties as superintendent of car department. Congratulations and best wishes, Joe, from all of us to you. I know all the offices and shop will give you the same loyal support as to Mr. Nystrom.

A newcomer to some of us, but an old-timer to many—Mr. Frank Shoultz, replaces Mr. Deppe as asst. supt. of car dept. Heartiest welcome to you, Mr. Shoultz, and sincere congratulations on your new position.

Mr. Jack Poenisch is now chief clerk to Mr. Nystrom, and Stephan Filut is chief clerk to Mr. Deppe. Best wishes on your new duties, Jack and Steve.

J. Mehan, Fritz Campbell, Joe Haas, Harry Sjogren and Al Grothe are all connected with Mr. Nystrom's new office, and best wishes to all.

The carpenters and interior decorators have been busy arranging the new offices.

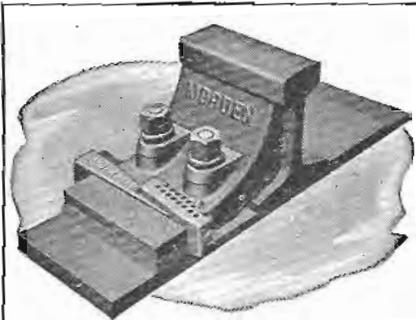
Baseball is here again. No, not outdoor, but indoor. Jack Armstrong is again showing the way. Did you hear how he played a great part in the first game, December 3rd? Playing with the Milwaukee Road team in the Wauwatosa League; sixth inning, 2 out, men on 2nd and 3rd, score 2 to 3, Road 1 run behind—Jackie at bat—Strike 1 (missed purposely); Strike 2 (also missed on purpose to fool the pitcher); next ball, right down the middle, and there she goes—1 run scores—2 runs score—Jackie on 3rd base. What a man! Milwaukee Road wins, 5 to 3.

Royce Juell has been bragging about what a good chef he is. He took Ellis Schmitz up to try his menu. Schmitz was absent for two days after his ordeal.

Now Royce is on a "body builder" diet—eats 3 bananas a day. They say he bought a whole stalk of bananas from the commission row.

Einar Neisen—the chap who always said "Don't write anything about me unless it's good—at last makes the magazine page. Einar has left the drafting room to take over the duties of Augie Buetow in Mr. Jenson's office. Sorry to see you go, Einar, but best wishes on your new venture.

Bob "Fireball" Engelke, protege of Jack Armstrong, sure does burn 'em in both in indoor ball and bowling. Bob usually sets 'em down, strike, strike, strike, in indoor. But it's funny in bowling he can't set 'em down with strikes so easy. I guess the difference lies in the fact that the bowling alley pitching distance is about 2 times longer than the indoor ball distance. Just watch Jackie when you want to get point-



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E. A. AARON & BROS.
CHICAGO, ILLINOIS

ers. Say, that kid sure is good. Fast as a rabbit. Why, just the other day he scored from third base on a sacrifice fly to the pitcher.

They're at Chandler again. Poor fellow, we feel sorry for you, old boy.

Dick can't seem to forget about boating. Spent most of last year building a yacht and I think he got it finished in time to sail around about a week before they had to dry dock her for the winter. Now he contemplates making an ice boat. He might get one built so he could get at least 1 week of ice boating before he has to bring it in.

Art Schultz seems to have lost the "art" that once used to guide his ball. Now he just gets his weekly average of 427 or so.

Hooks Erdmann and "Lucky Lefty" Lefstrom have been pretty lucky the past two weeks, each getting over 500. I've got a hunch the pin boys are being bribed. How about it, you fellas? "You've never were so good ever before."

"One-Punch Juddie."
Our friend Mickey Cochrane has finally come out from behind the bush, but if he doesn't watch out he'll be carrying his head over to one side. Did you ever see that lump in his cheek? He sure packs it in. Set up another 400.

J. J. Fedler, bowling enthusiast, bought a pair of bowling shoes to help his score. Now J. J. doesn't know what to do. Instead of his score going up it went down. A good pair of bowling shoes for sale—slightly used.

Wesley put on the party last week in Sheepshead.

D&I Divn.—1st Dist.

E. S.

ASST. CAR FOREMAN and Mrs. J. M. Heitman, Savanna, attended the 62nd wedding anniversary of Mr. Heitman's parents, Mr. and Mrs. Henry Heitman of Earling. A family dinner was served at 12 o'clock on Thanksgiving Day. The aged couple received many callers during the afternoon and were well remembered with cards, flowers and gifts. Mr. and Mrs. Heitman were one of the first families to settle in Earling, Iowa, and with the exception of about 10 years, have spent all their life in that town. The couple, at the present time, are both enjoying good health.

Mr. and Mrs. C. E. Gross of Savanna celebrated their golden wedding anniversary at their home on Wednesday, Nov. 24th, with open-house from 3 to 5 o'clock. Mr. and Mrs. Gross are the parents of yard clerk Heinie Gross—and Mr. Gross was employed at the freight house at Savanna for a number of years. Congratulations are extended.

Mr. Wm. McGowan of Perry, Iowa, has been transferred to clerical position in the district storekeeper's office at Savanna, formerly held by Mr. F. Shradeja, who is now traveling with the supply cars.

On Nov. 29 occurred the death of Max Dahl, elder son of yardmaster and Mrs. Grant Dahl, Savanna. Max, who was in his senior year in Texas A&M College, College Station, Texas, had been spending the Thanksgiving holidays with a friend in Houston when taken ill with pneumonia. He was rushed to a hospital in that city and his parents notified. Mr. and Mrs. Dahl reached Houston by plane but were unable to arrive in time to see their son before he died. Learning of his grandson's death, Mr. C. H. Gilmore, father of Mrs. Dahl and Mrs. Harry Carmichael, passed away at the Carmichael home on Nov. 30th. Double funeral service was held in Savanna for Mr. Gilmore and Max Dahl, with burial in the Savanna Cemetery on Dec. 4. Max was the grandson of Mrs. Wm. Dahl and a nephew of supt. and Mrs. A. J. Elder and engr. and Mrs. Harry Carmichael. Sincere sympathy is extended.

Engineer Harry Carmichael attended the funeral of his father, who died at the home of a son in Stillman Valley, Ill., on Dec. 12th. Sympathy is extended to the Carmichael family.



You've heard tell of "fish stories"—well, this is not that kind of a story. It's a "duck story!" Once upon a time, Nov. 1st, to be exact, three men traveled to a cottage one mile south of the Sabula bridge. The three men were Ben Hewing of Chicago, brother of former Savanna car foreman; Robert Cassell and Fay Kempter, Savanna car inspectors. Their quarry were the ducks flying south following the Mississippi River. They spent two days at the cottage and report having bagged twenty-five ducks the first day. The snapshot above is proof.

of their exceptionally good fortune—or perhaps we should say, their exceptionally good marksmanship.

Mr. Russell Cheney, who has been doing general maintenance work in the Engineering Department at Savanna for the past year, has been transferred to divn. engr. Sioane's office in Milwaukee, Wis., and Mr. Pittman, of Miles City, Mont., arrived in Savanna Dec. 4th to take over the duties of assistant engr. in divn. engr. Christianson's office.

We understand that condr. John L. Sophy has been laying off due to a major operation and while he has been quite sick, is feeling much better now. We hope he continues to improve.

Chicago Terminals

"Stout"

MOST of the Chicago Terminal forces are familiar with the Booster Club of Chicago, but a recent check revealed the fact that a very small percentage of the Terminal forces belong to this club and without something in the way of finances to operate on, its activities have been more or less limited.

During the life of the Ship-By-Rail Club there was quite a representation from the Chicago Terminals but the interest in this organization gradually died out and at the present time the Chicago Terminals as a whole are not so well represented in the Booster Club, which is the old Ship-By-Rail organization, as we would like.

The new organization is run differently than it was originally and it is felt that all will find a great deal of interest in the meetings and social functions that are held by this organization. As an example, if you could see how happy the children are each year at the Christmas party held in the Union Station on the Saturday preceding Christmas Day you would surely feel that the very small amount that is asked for dues each month was very well spent indeed.

Joining the Booster Club is an excellent way to become acquainted with your fellow workers that are employed in other districts or departments in the Terminals and it is felt that any of you attending meetings will become active members.

It seems that a lot of the fellows have gone poetic on us lately and the following is offered with apologies to the Bard of Avon:

His mother named him Vincent
But his friends all call him Buck;
He's been from Maine to Arizona
But has never lost his luck.

Milwaukee used to own him,
Where his bite belied his bark;
With his double forepiece visor
He could trail 'em in the dark.

Grim and silent was his visage
As he roamed the railroad yards;
Looking for the pilfering hobo
Or a friendly game of cards.

Now Chicago pays him homage
As he tracks the wily crooks;
His tenacity of purpose
Came not from detective books.

Once he spied a lowly rabbit
Slowly feeding on the bluff;
Out popped Buck and his rusty rifle
Now the rabbit is a muff.

But for all his pipe and ear-muffs
You can figure he's a friend;
If you don't disturb his fishhooks
For a nickel he won't lend.
—Hursen.

I. & S. M., East

H. J. S.

OUR APOLOGIES for not having this item in last month's magazine. V. J. "Pete" Williams, former per. frt. inspector, Austin, has been transferred to Minneapolis, and Howard J. Rafferty was appointed p.f.i. at Austin. Congratulations, both of you.

NEW! AIRCO No. 1

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Increased ductility and general improvement in quality of both single and multi-layer steel welds are assured with this new rod—a rod capable of withstanding considerable heat without burning—a time, trouble and money-saving rod that makes it simpler to satisfy today's welding codes and standards. Full details on request. WRITE for them—today.

A I R R E D U C T I O N SALES COMPANY

McCORMICK BUILDING, CHICAGO

CHICAGO MILWAUKEE MINNEAPOLIS SEATTLE

Our sincere sympathy is extended to yard clerk Lloyd W. Severson, account the death of his mother, which occurred on Nov. 21, 1937.

Agent R. M. Olson, who attended the B. of R. T. convention at Chicago for about a week, was appointed local chairman for this District. Harry Wilson relieved at Albert Lea during his absence.

The 3rd annual Credit Union Chapter ball, held Dec. 7th, was very successful. Winners of the prizes were as follows: Dick Biederman, Austin, 1st prize, \$25.00. H. M. Anderson, Rochester, 2nd, \$15.00. Oscar B. Tuftee, Albert Lea, 3rd, \$10.00.

Our sincere sympathy to the bereaved relatives of John Ober, former engineer, Austin, who passed away Nov. 30, 1937, after a short illness. John was born Feb. 23, 1862, employed as fireman April 1, 1882, promoted to engineer in October, 1886. He had retired on pension Nov. 6, 1936, after 54 years of service.

Leonard H. Okre, joint clerk at Hollandale, has been appointed yard checker at Austin, Minn.

Mr. and Mrs. Marshall O. Anderson, store dept. employe at Austin, announce the arrival of a baby girl at their home the early part of December.

The Milwaukee Employees Austin Credit Union scores again with a 6% dividend on share accounts for the year 1937, turning back \$685.00 of earnings to share-holding members.

M. E. Hopperstad has been appointed agent at Ridgeway, Iowa, effective Dec. 15th.

Well, by the time this goes to press, you are all aware of what Santa left in your stocking, so will sign off with all good wishes for a Happy and Prosperous New Year.

Double Schizophrenia

"He's a fraternity man."
"How do you know?"
"He answered to four names in class this morning."—Varieties.

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SAFE DEPENDABLE EFFICIENT

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Office and Works - Bettendorf, Iowa

Wisconsin Valley Division

Lillian

A VERY Happy New Year to all. "Bon Voyage," was the wish of George Bernsten, president of the Junior Association of Commerce, Wisconsin Rapids, Wis., as he gave Miss Dorothy Witt, Wisconsin Cranberry Queen, a send-off on her tour to Chicago, St. Louis, Dallas, and Austin, Texas, as she boarded the Hiawatha train Nov. 13th. Many friends were on hand to join in the send-off. She will be gone the greater part of three weeks and will present cranberries to Mayor Dixon of St. Louis and Governor Alred of Texas, while en route.

Mr. and Mrs. M. E. Millard are making preparations to spend the winter in Florida.

Mrs. Edward P. Callahan passed away at a local hospital Monday morning Nov. 23th after an illness of about 10 days. She was in failing health for some time prior to this illness. Funeral services were held Dec. 1st, burial taking place in St. Joseph cemetery. The division employees extend sympathy to Mr. Callahan and family.

Mr. and Mrs. John Biringer have departed for Mexico and from there will leave for Oakland, Calif., to make their home with their son, Maxwell. Mr. Biringer has retired from active service on the pension, and we wish them success and a happy future.

La Crosse-River Division— Second District

Ira G. Wallace

H. A. OBERMOE and family journeyed to Sioux Falls, S. D., where they spent the Thanksgiving week-end visiting with friends and relatives.

Pat Gannon, fireman on the Cannon Falls line, is the proud father of a baby boy, which was born at his home in Cannon Falls recently.

The scarcity of deer in the northern

woods did not prevent George Loer from getting a fine buck. George has yet to come home without one.

John Johnson, veteran flagman at Red Wing, has retired. Mr. Johnson worked for many years in the same capacity at the Jackson street crossing in St. Paul before coming to Red Wing. We all wish John one long, happy vacation.

Charles Witzke has been assigned as the new crossing flagman.

W. A. Ebersole and Archie Donaldson of Eau Claire made the long trip north, but due to the unfavorable hunting conditions, were unable to bring any back.

Paul Carlson has been assigned as bill clerk at Red Wing. He has now moved his family from Cannon Falls to Red Wing.

Operator Heath has been assigned as agent at Weaver, Minnesota.

H. R. Marine, switchman at Eau Claire, really goes in for big game hunting at times. While stalking a deer in the north, he ran into a black bear, which he finally succeeded in killing. This is no bear story as he had it on display and it tipped the scales at 600 lbs.

Al Lundberg, for many years signal maintainer at Minnesota City, has moved his family to Madison, Wis., where he has been assigned to a like position.

Ben Johnson, our serious minded passenger brakeman, received a beautiful frozen specimen of a hoot owl recently. Ben is very proud of the well marked bird and is planning on having it mounted as soon as he can exterminate the wood ticks that came with the bird.

Milwaukee Terminals

G. W. E.

YARDMAN John C. Williams has been off duty for some time on account of illness. At last reports he was on his way to recovery.

Machinist Wm. W. Schabarker returned to work December 1st, after an illness of three weeks.

On November 17th Joseph Palmershein, Asst. to D. M. M., asked two of the employees to ride home with him as he was going their way. After they had all loaded up the gas wagon would not move. Joseph got the flashlight and looked at the gas tank which he found was empty, someone having siphoned all the gas out and had the audacity to put a peeled onion in the tank and a note on the windshield advising Joseph that they would meet him at South 16th and West National Ave., and give him a ride in a new car. Joseph says that if he does not get a machine gun for Christmas he will huy one.

Yardman Mathew Mollinger died November 17th at his home in Milwaukee. He had been a faithful employe of the Milwaukee Road for 54 years retiring six years ago. A widow, five daughters and one son survive. Funeral November 20th. Interment Trinity cemetery.

Yardman Michael Brady died November 20th. He was one of the old timers and had been ill for several years. A widow and one daughter survive. Funeral November 23rd. Interment Mount Olivet cemetery.

James A. McGrath died at Pittsburgh, Pa., November 19th. He was the son of former agent E. A. McGrath at Stowell station. He is survived by his mother, a sister, a widow and two sons. Funeral No-

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**PROVIDENT LIFE and ACCIDENT
INSURANCE COMPANY
CHATTANOOGA, TENNESSEE**

ember 23rd. Interment Holy Cross cemetery.

It was reported at the Cut-off that yardman Elmer Cogan had his ears and toes frost bitten while on the Miller Brewery assignment November 24th. He had been prepared for the cold for several days with his cap over his ears and overshoes. He is a Safety First man.

Machinist J. P. (Red) Carroll attended the Marquette football game in Chicago in November. He took the red kilties of electrician Daniel (Packy) McFarland with him to show some of the boys in Chicago how to dance the Scotch reel. After he had danced several times the old Scot who was playing the bagpipes asked him where he lived and he answered Milwaukee. "We'el," said the old Scot, "you may own some kilts but you are too Dutch to dance Scotch dances."

The new office building at the west end of the Airline yard has been completed and is now occupied by yard master Malcolm Haslam and his force, which include Frank (Grandma) Clark and D. J. (Redneck) McAuliffe.

Yardman Max Wenkman and bride were visitors at Wisconsin Dells for Thanksgiving and several days thereafter. Max and his brother were out to shoot a few rabbits and Max says that it will take all the jack he earns for overtime for the next year to pay for the pig he did not intend to shoot. The farmer who owned the pig talked, but he did not say anything about overtime.

Switchtender Harold Maguire is a real magician as he can prove to you at any time. He can pick a rabbit out of your hat or any card you wish from a deck and can shoot flame out of his mouth and light a match with it. He is also one of the best switchtenders in the Terminals and can be found at the switches 400 feet east of the Director's office.

Mrs. Alfred D. Evans died at her home November 18th. She was the wife of Madison division conductor Alfred D. Evans and is also survived by a son. Funeral November 16th. Interment Forest Home cemetery.

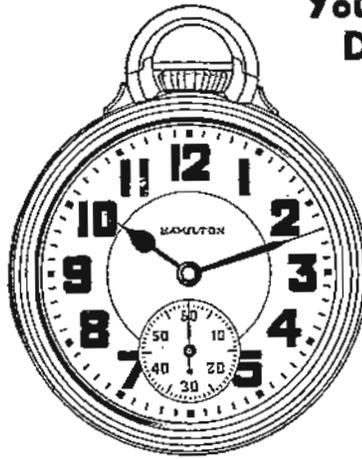
Charles Byrne, engineer 1st district Milwaukee division, died December 4th. He is survived by two brothers and two sisters. Funeral and interment Chicago.

A meeting for the Old Timers was held at the North Ave. Auditorium November 6th, by Brotherhood of Railway Trainmen lodges No. 128, 191 and 942. Yardman Chris Miller was toastmaster and General chairman Tonner was with the boys. Did they have some lunch? Ask for more than 20 minutes? Yes.

The following employes became members of the Veteran Employes' Association in November: Erwin V. McPartlin, yardman; Geo. R. Gailord, roundhouse foreman; Geo. Schabach, engineer; Edw. Derus, yardman, and Edw. Wroblewski. A large number of the members are now paying their dues for 1938 and several have not paid for 1937.

A large number of the employes who get

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FAIR



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a Milwaukee Road Magazine at the roundhouse office did not get one in December. There were about half of the employes who did not get one, before the supply was exhausted.

Twin City Terminals—Mechanical and Stores Depts.

N. A. F.
NEVA ROSS, clerk in the Store Department, underwent a major operation at the Northwestern Hospital and the report at this time is that she is getting along as well as could be expected.

Mr. J. L. Brossard of Bensonville spent the week end partly at Minneapolis and also visiting his folks at Farmington.

Roundhouse foreman Wayne Henderson and wife spent the week end in the Windy city Chicago and reports a wonderful time.

Mr. Fred Roberts, engineer St. Paul and now in California account of his health, was heard from. He informs of a serious operation he went through and doing nice-

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ly. His address is 1825 Cherokee Ave., Hollywood, Calif., and presume a little news from his friends back home would be much appreciated by Mr. Roberts.

The new S-2 engines making several trips to Duluth surely did draw a large number of folks out looking them over. The report is that they made a big hit as they are everything they are supposed to be and then some.

Iowa (Middle and West) Division

Ruby Eckman

CONDUCTOR M. G. DIXON, of the Des Moines division force, had to take a few days off in December until a cracked rib healed. Mr. Dixon stumbled on the cellar steps and fell against a concrete post.

The forepart of December, Mr. and Mrs. William Uptegrove changed their address from Panama, Iowa, to Alhambra, Calif. Mr. Uptegrove, who had worked for the Milwaukee for forty-three years, retired Nov. 30th. He and Mrs. Uptegrove have spent several weeks each winter in California during the last few years, so had purchased property at Alhambra, expecting to make that place their home when they completed their work with the Milwaukee. "Bill" says the latch string will always be out to his Iowa division friends.

E. Collings, retired chief carpenter has been quite seriously sick according to word from Peoria where he has been making his home for several years.

Harry Murphy, an extra section foreman, drew the Dawson section when it was bulletined after the retirement of his father-in-law Adelbert Wilcox. Charles Theulen drew the Defiance section when Raymond Miller went to Delmar.

Retired conductor I. E. Connor has a new granddaughter, the little one having been born to Mr. and Mrs. Waldo Connor in Des Moines in November.

"California, Here I Come" was the theme song of a lot of the Iowa division folks, especially those from Perry, in December. Retired engineer B. H. Moore, retired conductor Harvey Whitlock and wife, engineers Earl Townley and wife and Frank Keith and wife, and painter Ben Spence and wife went out for the winter. Engineers Charles Stoner, E. C. Hullerman, Lloyd Leonard, Frank Banyard, Henry Hansjosten and Emery Johnson, with their wives, went out for the holidays with relatives and friends. Henry Nichols took his annual winter jaunt down to Miami, and conductor Nick McGrath also took his annual trip to Florida.

Conductor Lee Jones had to help with the housework for a couple weeks in December as Mrs. Jones had her arm and face badly burned when she threw some grease into the furnace.

Road master J. A. Cherwinker of the West Iowa Division, with Mrs. Cherwinker, vacationed at the Hot Springs National Resort.

Engineer Frank Wicheal and wife and conductor Fred Tomer and wife had an additional name on their Christmas list for 1937. A seven pound son was born to Mr. and Mrs. John Wicheal on Dec. 2nd. The grandparents, of course, were as thrilled about the arrival of the infant as the young parents.

Train rules examiner A. C. Peterson was in Perry the forepart of December and gave the Standard Rules examination to some of the Iowa division brakemen. As a result the names of Claude Doud, John W. Johnson, Lee Jones, C. V. Freeman and Raymond Reel will be transferred from the freight brakemen's list to the freight conductor's list.

The new S-type engines made their appearance on the Iowa Middle and West divisions on Dec. 7th. The engines are somewhat larger than the ones our fathers ran in the late eighties and the nineties, and thought were real moguls.

Paul and Marylin Mullen, grandchildren of engineer Edward Mullen, were badly injured in an auto accident in December. Charles Swallow, their grandfather, was taking the children to school as was his morning custom when his car was struck by an electric line passenger motor. The

car was demolished and all three passengers badly hurt. Master Mechanic P. L. Mullen and machinist Frank Mullen are uncles to the children.

Clive section on the Des Moines division was put on bulletin in December when Charles Nelson joined the ranks of the retired veterans.

L. D. Henry, for many years a conductor on the middle division, died at his home in Long Beach, Dec. 10th. Lew lost a leg in an accident at Tama a number of years ago and after working for some time as a freight solicitor for the Milwaukee, went into the banking business. He retired a few years ago.

A. J. Davidson, father of conductor A. E. Peterson's wife, died suddenly Dec. 12th in a Kansas City hospital. Conductor Peterson and his wife were in attendance at the funeral.

William McGowan, who has worked for a number of years in the store department in Perry, was transferred in November to a position in the office of the district store keeper at Savanna.

S. Elnarson, who has worked as traveling engineer on the Iowa division for eleven years, was transferred Dec. 1st to a similar position with headquarters at Green Bay, Wis. J. T. Pfleger, of the Kansas City division list, took Mr. Elnarson's place at Perry.

Barton Fitzgerald, son of switchman Edward Fitzgerald of the Perry yard force, who recently completed a course in architecture at Iowa State College at Ames, secured a nice position with a manufacturing concern at Redfield, Iowa.

Conductor Charles Dobbins, who has worked on the Iowa division since 1913, was found dead in his room at Perry, Dec. 13th. He had not been well but had worked within the previous few days. When it was noticed that he had not been at his usual boarding place for a few days, an investigation was made and his body found in the room.

There was no question about engineer W. B. Smith being off for Christmas in 1937. While he had expected to work, it was necessary for him to go to the hospital the forepart of the month for an emergency operation for appendicitis, so was recuperating at the Christmas season.

La Cross-River Division—First District

Scoop

THIS community was shocked by the sudden passing of Thomas J. Scott, our store department clerk in the roundhouse at Portage.

He was driving to Baraboo with a chum, Harry Pinsky, and turned out to avoid another auto when his car left the road, overturning and crashing into a telephone pole. Harry ran for aid to a farmhouse, but Tom died enroute to the hospital.

His infectious good nature made him many friends and he will be greatly missed. He was prominent in DeMolay circles and burial was conducted from the Episcopal church by the DeMolays.

His father, W. C. Scott, is a perishable inspector for the Milwaukee road.

The father of passenger brakeman James Hannifan, recently passed away at Portage. "Jerry," as he was known to everyone, was born and raised in Portage, most of his time being spent on the Wisconsin river as a raftman in the old logging days and at one time he served as lockmaster at the Portage end of the canal between the Wisconsin and Fox rivers. He will be missed on the river as he was a familiar figure to fishermen who were used to seeing him out daily in his skiff on the river.

We are sorry to record the passing of section foreman Niles P. Hansen, familiarly known as "Pete," who was going to retire from active service Dec. 15th. He was instantly killed by train number 95 at Pewaukee, while taking his motor car off the track. The sympathy of the division is with the bereaved family.

Due to position being closed in Milwaukee relay office A. J. Obermowe goes to second trick Watertown, place of F. H. Ryan, and F. H. Ryan drew agency at

Okauchee. Everybody is getting set for the expected big snows and cold weather, which as yet have not made an appearance. Our big S-2 engines are making and breaking records every day, handling freights, long and narrow and tonnage heavy.

You have very likely read the writeup in the Milwaukee Journal recently recording the retirement of Wm. Hill, passenger conductor. Sixty-one years is sure a long stretch and we wish him many more years in which to enjoy his pension which was well earned.

When these items are read Christmas will be past and a new year will be started, so we wish you all a Merry Christmas and a Happy New Year.

Shorty Sherrod, signal maintainer at Wisconsin Dells, took a notion to get himself a deer this season and the farmers immediately locked up their available livestock safely within doors with the exception of a few cows and a couple dogs, which were innocent targets of Shorty's trusty old musket. He has one of those civil war variety; you know with a kick in it like the old 8-gauge shotguns.

Mert Vanwormer also hid himself to the North woods in search of a buck deer, the only fatality being an old deer that laughed himself to death and there is some talk of starting a CCC reforestation camp at the point of Van's activities, as it is reported that he shot over several hundred trees.

Inasmuch as Herman Manthey did not go hunting this year, the mule population is still intact in the north.

Twin City Terminals

F. A. M.

A Happy New Year

DUE to the growth of the Accounting Department in Minneapolis it was deemed necessary to give them more breathing space so someone had to be on the move and get out of the depot. The Signal Dept. were rather chagrined at first when informed that they were elected to move as they were satisfied with their quarters, but Mr. Bagnell rearranged the Women's Club room so that they now think they have the best office hereabouts. Instead of being "peevish" at the Accounting Dept. for being instrumental in kicking them out of the depot they wish to give them a vote of thanks, and hope their (Accounting Dept.) expansion will not be so great that they will have covetous eyes on the new office of the Signal Dept.

Mrs. Bagnell, president of the Women's Club, very graciously permitted some of the club furniture and kitchen utensils to remain in their former club rooms over the local freight and the girls who are members of the RBWA took advantage of this privilege and gave a party which was attended by twenty-eight girls. A hot supper was served at 5 p. m. followed by a musical program given by Elizabeth Hessburg and Jennie Goss. Umbrella Court was held by Judge Georgia Perry, assisted by Siren Gene Jacobson, who also gave the raspberry. Nina Moore carried off high honors by having a perfect score with Gretchen Yoder coming in second and Gene Mullaney third. Bingo was played for a total of thirteen prizes.

Mr. N. F. Podas of the Engr. Dept. has accepted a position at the Minn. Transfer. We wish him success in his new work.

Mr. H. C. Blake of Aberdeen, S. D., was appointed to Mr. Podas' position in the Engr. Dept. at Minneapolis. Welcome to our city.

Gen Mullaney of the Local Freight was a visitor at Chicago during the Thanksgiving holidays.

Serials from the Cereal Center

C. R. T.

CONDUCTOR Charles Goite, who has been located at Calmar, Ia., for some time, has displaced conductor Bert Burrows, on the night transfer job, and has moved his family to Cedar Rapids. Conductor Burrows has taken his place, off the list between Atkins and Savanna.

Mayme Berrhill, expense clerk in the general agent's office, spent several days in Minneapolis, visiting relatives and

friends over Thanksgiving. From her report on the trip, we are sure there was never a dull moment.

Otto Hyeck, who has been working second trick at the passenger station, has bid in the agency at Newhall, Ia., and has moved his family back there. Otto was agent at Newhall a number of years before coming to Cedar Rapids, and should feel right at home.

Charles Fields, an extra operator, is relieving as second trick operator at the passenger station, until the regular appointment is made.

Martin J. Carlson, fire inspector, has been making the regular yearly inspection over the Division the past few days, and visited Cedar Rapids; we hope his impression was favorable.

M. C. Graf, has been appointed as special officer to relieve James Tolson, who has held the position for a number of years, and who has taken a leave of absence. Mr. Graf has served several terms as sheriff at Calmar, Iowa, where he resided prior to coming to Cedar Rapids, and is thoroughly familiar with the "tricks of the trade."

The position of cashier and ticket clerk at the passenger station, has been abolished. F. E. Wiley, who has held this position for a number of years, will exercise his seniority on the Division.

Clyde Williams of Council Bluffs, Ia., spent several days in Cedar Rapids visiting with his brother, Vernon Williams, while he was nursing a few broken ribs. Clyde formerly worked in Cedar Rapids and enjoyed seeing the old crowd. Sorry to hear that you were unable to avoid the accident. "Clydie," but we thought you "knew everything."

Claim clerk, Harold Warner, spent Thanksgiving with his parents in Cambridge, Ia.

We understand that yard clerk Vernon Williams makes very regular trips to Council Bluffs, Iowa (home town). Just enjoys being home?

Davies Yard News

By J. J. Novak

THE Milwaukee Road indoor baseball team, "The Hiawatha's," defeated the Haberman Taverns, in the first game of the season by a score of 5 to 4.

Mr. and Mrs. Jerry Reismeyer are planning a two-week trip, visiting Washington, D. C., Baltimore, and all principal cities in that vicinity. Mr. Reismeyer has expressed a desire to see President Roosevelt. I am sure if Jerry is granted an interview with the President, all world problems will be solved. How about it, Jerry, at which corner was "Ol' Debbit" prosperity hiding?

John Dunn spent two days at Random Lake, visiting his father and sister. Reported having a very nice time.

Fred Ramer, the male manicurist, spent five days at Sturgeon Lake duck hunting. The queer thing about this, Fred, is that all you brought back were wooden Mallards. We suggest that the next time you go duck hunting, you take a bag of salt with you, and try salting their tails. We think the salt will prove more effective than your gun.

Alex Meyer and Edward Nowakowski, two of the boys at the Davies Yard, have at last realized their childhood dream. At the tender age of five they vowed that they would save their money and as soon as they had saved ten dollars they would go West to Kansas City. Last month they finally completed their saving and departed for the city of their dreams. They had planned to take the town by storm. On arriving at that fair metropolis, they visited one tavern after another and proceeded to show the natives how two tired business men from Milwaukee spend money. About eight o'clock that night they began to get sleepy and decided to rent a room and go to sleep but on taking inventory of their finances they discovered that they were penniless. So they spent the entire night sleeping on a park bench. The following morning they took the very first train home. The two prodigals arrived in Milwaukee very tired and vowed never again to roam from home.

CREOSOTED MATERIALS

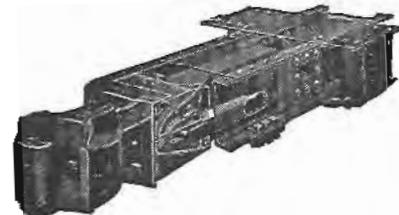
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The use of these columns is FREE to employees of the MILWAUKEE ROAD who have personal property to exchange or sell. Ads must reach the Editor not later than the 15th of the month. Your name and the department for which you work must be sent in on a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

FOR SALE—Will sell at \$25 per grave 4 or 8 grave lots in Elm Lawn Cemetery, Perpetual Care, Nevada 2996, 3413 Walnut St., Chicago.

FOR SALE—Reconditioned L. C. Smith \$32.50 10-inch carriage, Elite type, A-1 condition. Rundgren, 2147 Belle Plaine Ave., near Leavitt, Chicago.

WANTED TO BUY—Photographic enlarger and other dark room equipment. Must be in good condition and reasonable. Write giving full particulars as to make, price, etc., to Box —, Milwaukee Magazine, Mr. Bundy, Room 369.

FOR SALE—Canaries, males and females, choppers, golden, cinnamon, yellow, variegated, and green. Guaranteed singers. Prices reasonable. Many to choose from. Stamped self-addressed envelope for reply. Frank Bednarek, 2933 W. Nelson Street, Chicago, Ill.

FOR SALE—Hamer Hotel at Davis Junction, Illinois. 27 rooms, two baths, comfortable living quarters. Nearly one hundred per cent railroad business. Suitable for operation by retired railroad man. Selling to settle estate. C. M. Hamer, Davis Junction, Illinois.

FOR SALE—In Tomahawk, Wis. Bungalow, 5 rooms and bath, furnace, electric lights, large screened-in porch, facing Wisconsin River; garage. Makes lovely summer home as well as the year around. Lot and one-half—price \$1,550. Address L/A, % Agent, Wausau, Wis.

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

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

FOR RENT—Four room flat near forest preserve on Church Road in Bensenville, Ill. Price \$13. Phone 83W.

LOST—Yellow Gold Watch, 21 jewel open face 992—15 size, white riding motor car between Wisconsin Rapids and two miles west of Rudolph. Reward—P. M. Loftus, Wausau, Wis.

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

FOR SALE—A 57x167 ft. corner, modern 7 room frame house, a 30x10 front porch, furnace heat, a 20x20 ft. garage and a 12x14 work shop, all improvements in, lawn all around house, fruit trees, flowers, bushes, and grapes; located 3 blocks from depot. A fine home, newly decorated. Selling price, \$6,000. James P. Garry, 34 Lincoln St., Bensenville, Ill.

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

FOR SALE—Building lot 50 foot frontage on Linden St., Itasca, Ill. Four blocks to station. Reasonable and easy terms. E. C. Dorwart, 7000 Normal Blvd., Chicago, Ill.

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

FOR SALE—Canaries, Hartz Mountain singers \$3.00, females \$1.75. Colors yellow or yellow with green. White king pigeons \$2.50 for mated pairs. Youngsters \$.75 each. Golden Seabright bantams, male or female \$1.00 each. Earl A. Dage, Sanborn, Iowa.

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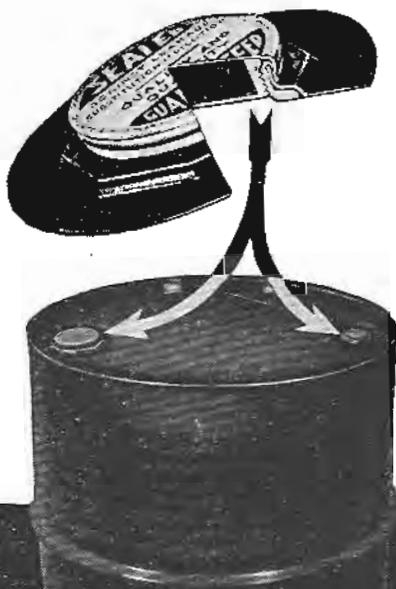
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