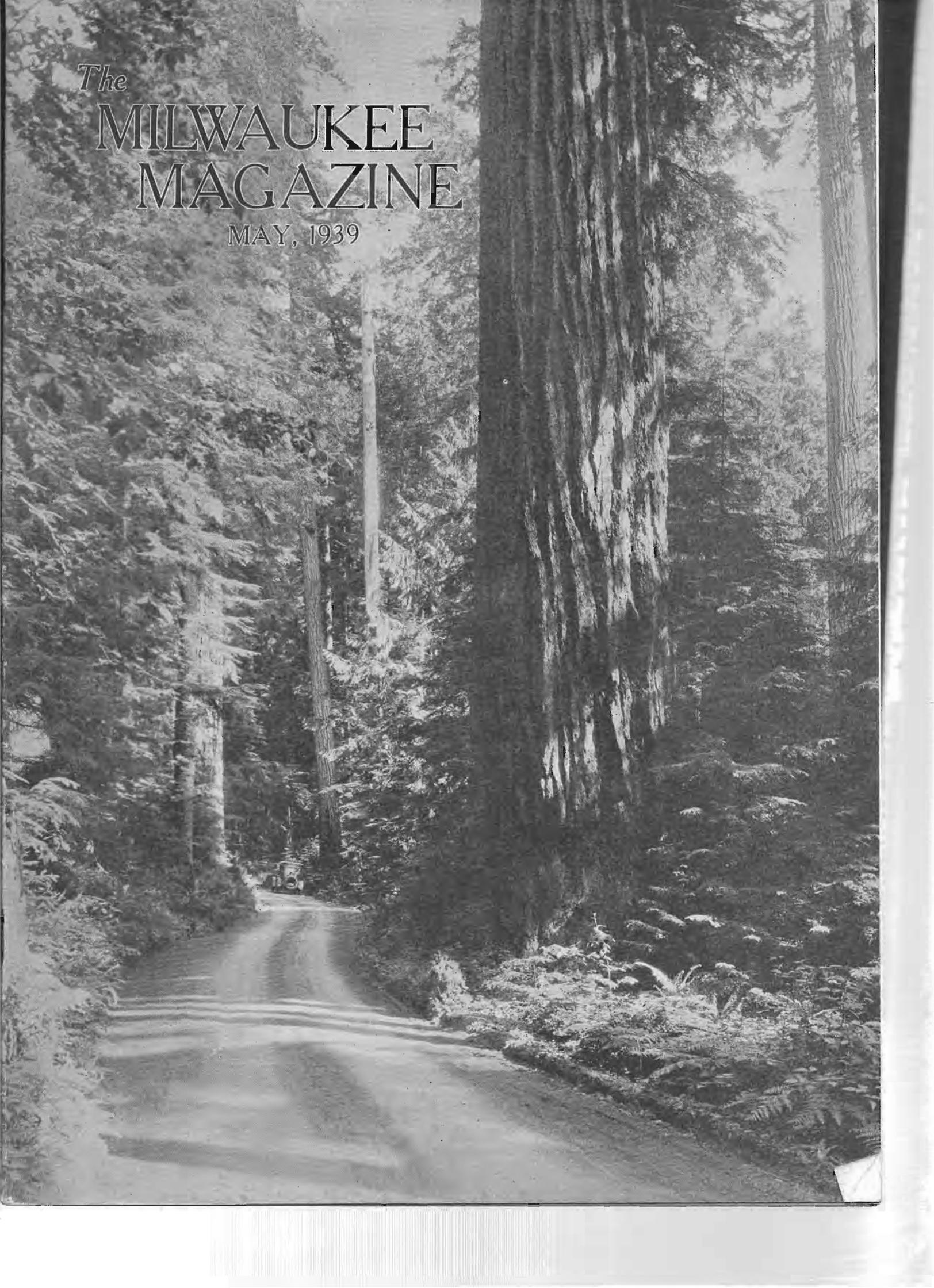
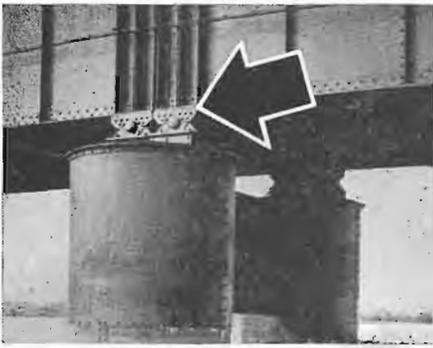


The

MILWAUKEE MAGAZINE

MAY, 1939





Permanent Protection for Expansion Bearings

Now you can protect your expansion bearings against rust and at the same time provide proper lubrication. Simply fill your bearing enclosures with No-Ox-Id. No-Ox-Id contains a chemical inhibitor in a petroleum base. The inhibitor prevents corrosion and the petroleum provides the necessary lubrication. Write,

DEARBORN CHEMICAL COMPANY
310 S. Michigan Ave. Chicago 205 E. 42nd St. New York

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

STIFFER SCHEDULES BUT "Right On Time"



"She is right on time" is a familiar phrase around railroad stations throughout America. Dependable performance of TIMKEN Bearings in modern rolling stock and locomotives helps to keep this phrase familiar in spite of the stiffer schedules set up in recent years.

American railroads can well be proud of their strict adherence to schedule—the toughest found anywhere in the railroad systems of the world.

THE TIMKEN ROLLER BEARING COMPANY, CANTON, OHIO

TIMKEN
RAILWAY ROLLER BEARINGS

Youngstown Steel Sides for Repairs to Freight Cars
Youngstown Corrugated Steel Freight Car Doors
Camel Roller Lift Fixtures

Youngstown Steel Door Co. & Camel Sales Co.

322 S. Michigan Ave.
Chicago

—OFFICES—
The Arcade
Cleveland

500 Fifth Ave.
New York

—PLANTS—
Hammond, Indiana ● Youngstown, Ohio

Faster Faster Faster

MORE Speed, more Comfort, more Safety are the watchwords of modern railroads; and this emphasizes the necessity for stronger, safer, smoother track.

RAIL ANTI-CREEPERS



are important factors in maintaining track to the required high standards.

THE P. & M. CO.
Chicago - New York

BINKLEY COAL COMPANY

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

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

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

BINKLEY COAL COMPANY

230 North Michigan Avenue

Chicago

Branches in Minneapolis, St. Louis, Indianapolis

About Traffic Tips

MILWAUKEE Road Traffic Tipsters are out after new records! The volume of productive tips reported by Agents and Traffic Department Solicitors during March was greater than in any previous month.

The following table of productive and non-productive tips obtained during March shows a successful effort on the part of Tipsters on nearly all divisions to improve their division standings. Only four fell below their records for February.

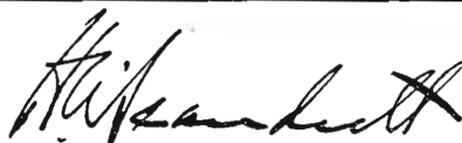
Service Clubs have now been organized over the entire system, except for one or two short sections of line which will be organized in the near future. These Clubs are doing fine work and enjoying it.

As an indication of the spirit of the Milwaukee Road family, its accomplishments by way of Traffic Tip and Service Club activities are most gratifying, and should arouse in those who have not yet taken part a desire to follow the example of their fellow workers.

The great increase in travel expected this summer to the two World's Fairs offers an exceptional opportunity for Tipsters. We are relying on you to take full advantage of this opportunity.

NUMBER OF TRAFFIC TIPS REPORTED BY TRAFFIC TIP SUPERVISORS ON THE DIVISIONS SHOWN BELOW DURING THE MONTH OF MARCH, 1939

Division:	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employees	Division:	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employees
Madison Division	162	46	32.1	Hastings & Dakota Div...	72	45	9.7
Seattle General Offices..	75	10	25.6	La Crosse & River Div. . .	74	96	9.5
Iowa & Dakota Division..	215	88	19.6	Twin City Terminals	110	52	9.1
Dubuque & Illinois Div. . .	56	129	14.4	Kansas City Div.	22	42	8.8
Superior Division	32	57	14.4	Iowa Division	50	66	8.1
Coast Division	163	31	14.1	Milwaukee Terminals . . .	136	72	5.7
Milwaukee Division	80	47	12.0	Trans-Missouri Division..	30	11	4.8
Chicago Terminals	40	282	11.2	Terre Haute Division . . .	4	29	4.1
Rocky Mountain Division.	65	14	10.4				
Iowa & S. Minnesota Div.	28	48	10.1				
Chicago General Offices and Off Line Offices . . .	131	94	9.8	TOTALS	1545	1259	10.93



The New York World's Fair The Big Show Is Now On

GOING to the Fair? Which Fair—east or west? Well, it's a difficult choice, and a grand objective either way. Therefore Traffic Tipsters have a golden opportunity to tell prospective travelers who may come to their notice, of the advantages and pleasures of a summer vacation offered by the Milwaukee road to see the two great Expositions in one swing-around-the-circle trip; and all for almost unbelievable cheapness. It is a "travel bargain" without question—a visit from the home station to New York and the "Greatest World's Fair of all time," then across the continent through the most splendid scenic country in the United States to the glamor and glory of the Golden Gate Exposition in all its unparalleled beauty. Or reversing the itinerary, see the Golden Gate's Treasure Island, San Francisco and its two modern wonders of the

world—the Golden Gate and Oakland Bay bridges; then head eastward for the magnificence of New York's BIG EVENT. This may all be accomplished within the time limit of the low-fare tickets—two months; with stop-over at will at any points at which trains are scheduled to stop.

Let's take a look at the New York Fair which threw open its gates on April 30th, getting off to a grand start with pomp and circumstance that was dazzling and impressive.

This "Fair" is admittedly the greatest show of its kind ever staged. In size it outranks four times even Chicago's Century of Progress, having 1,216 acres of strange "wonders for to see." Its theme is "Building a Better World of Tomorrow" and all the exhibits and gadgets on display are expected to point their index fingers toward better living, greater ease of life,

more enjoyment and more beauty.

The plan of the Fair, so far as its outer arrangements are concerned, is expected to reduce the wear and tear on tired nerves, on weary feet and on overworked brain centers.

The scheme of exhibit is a division into zones each having to do with the varying phases of modern living. There is a zone of industry, transportation, science, art, education, amusement, etc., and the means of locomotion within the Fair take you to whichever zone your particular fancy or flair invites you. The enclosure is enormous but one is not expected to wear himself out going from here to there under his own power. Like those messengers of mercy at the Century of Progress, for the sum of ten cents "the bus" will take you to your objective and there are literally thousands of tree-shaded benches scattered along the wide avenues and "malls" in the midst of flowers and greensward and surrounded by colorful constructions that sound the note of "art moderne" in no uncertain tone. Archi-

teaturally the Fair buildings, "halls" and temples have "seen" Chicago's Century of Progress and gone it many better. It would have to, of course, being a look-in on the Tomorrows. Color is rampant, softened and blended into exotic beauty to which the sunshine of day lends its enchantment; but it is by the lights of the night—that the unbelievable is accomplished. To quote from an authorized report of the great lighting system: "Spectacular new light sources which have never before been worked out on a commercial scale are in the lighting plan, the objectives being that of making the Fair buildings appear to be light sources themselves instead of targets for spot and floodlights; and it is expected that the illumination of the New York Fair will result in scientific advances and improved equipment that will live long after the Fair has closed." This new light source is "the new voltage mercury vapor fluorescent tube which uses chemical powders inside the tube to convert its invisible ultra-violet rays into soft pastel tints of light with a

son of their own special kind and quality of tone. The great symphonic orchestras of the country will be there at different times, great vocalists and the opera, too.

There are pictures and television and night clubs and all the glamor and glory of all-Broadway.

In the limitations of this Magazine it is not possible to do more than outline in a very sketchy way what are the first sights and scenes to impress World's Fair visitors. From time to time, there will be more to tell of special value and interest. H. G. Wells introduces the Fair in the following:

"The Worlds Fair in New York is to differ from most World's Fairs in being a forward-looking display. Its keynotes are not history and glory but practical anticipation and hope. It is to present the World of Tomorrow. It is arranged, not indeed as the visible rendering of a Utopian dream—there is to be nothing dream-like about it—but to assemble before us what can be done with human life today and what we shall almost certainly be able to do with it, if we think fit in the



Railroad Exhibit Building

space and will lead to a circular theme hall 180 feet in diameter, surmounted by a dome approximately eight stories in height. Sponsored by the Eastern Presidents' Conference of the railroads, the exhibit includes a building nearly a quarter of a mile long, an outdoor exposition occupying 3,600 feet of tracks, a colorful pageant telling the history of American railroads and the largest working miniature railroad ever constructed. The building contains 150,000 square feet of floor space and is the largest at the Fair.

Permit for Use of Railroad Property

The following permit for use of railroad property for garden purposes has been issued by J. T. Gillick, Chief Operating Officer:

This company will continue during the year 1939 the issuance of permits for the use of railroad property, not needed for railroad or industrial purposes, as gardens, and will encourage the organizing of garden clubs to be handled by former railroad employes and part-time employes as a means of providing employment and food, in the same way that such privileges have been handled in the past.

Superintendents are authorized to grant the privilege at any point to use vacant property in any community where it is available for the growing season of 1939 and by its use will not endanger in any manner the safety of the people using the ground; and with the assistance of the Women's Club and others organize so-called garden clubs.

In granting such privilege, what is known as the standard employes crop permit should be issued, and, of course, no charge will be made for such privilege.

It should, however, be borne in mind that the use of railroad property for home gardening as a means of providing employment and food does not include the use of land for pasture purposes.

(Signed) J. T. Gillick.

No Place Like Home

The artist was of the expressionist school. He had just given the finishing touches to a purple-and-blue canvas when a friend entered the studio.

"Just the fellow I want to see," exclaimed the artist. "I have completed my landscape, and should like you to suggest a title for it."

"Why not call it 'Home'?"

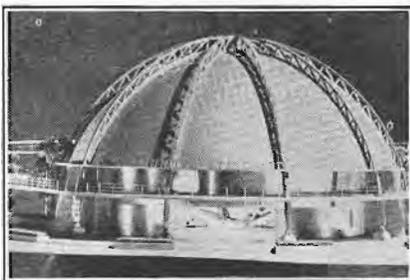
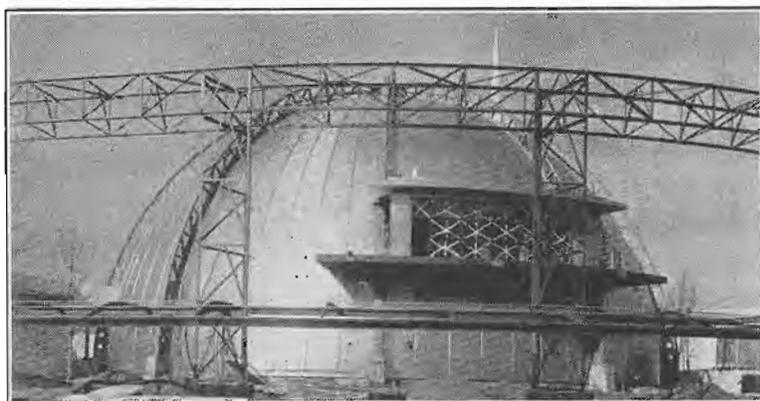
"Home?" cried the artist, puzzled. "Why call it that?"

"Because there is no place like," replied the candid one.

Graved Excitement

"Here, Aunt," said the returned traveler. "is a franc I brought you from Paris as a souvenir."

"Thank you," said the dear lady. "I wish you would have brought me one of the Latin quarters I read so much about."



The pictures above show the "Inside Out" construction of the U. S. Steel Building at New York World's Fair.

wider color range and more delicate shading of hues than it has ever before been possible to achieve with electric light'... "Effort is directed toward giving buildings a night appearance very different from their daytime aspect, producing lights and colors that could not possibly be achieved in daylight." The "zones" each display their own special color effect and the magnificent spectacle of the Perisphere dominates the entire picture—when 270 great floodlights mounted on roofs of the nearest buildings bathe the giant sphere in a deep blue light never before seen. Cloud effects at the top of the sphere, and movement of light give the great ball the appearance of rotating. Other light effects and achievements give this whole night picture a dazzling unreality.

New York may always be expected to provide the ultimate in amusement, and the Fair's Amusement Zone is no discredit to the big metropolis. Theaters, dancing, music—everything contributing to the lighter vein of living is present and each in the latest concept of its particular function.

New York is the musical Mecca of the United States and the music-minded will have their fill throughout the sea-

near future. It is to go back to the original meaning of the word, a prospectus of tomorrow. It is a promotion show."

\$3,000,000 Railroad Exhibit for New York World's Fair 1939

Looming up in magnificent size and appearing very much like a glorified and modernistic roundhouse for steam locomotives, the entrance to the \$3,000,000 railroad exhibit for the New York World's Fair 1939 is shown above in an architect's sketch. The lobby contains 20,000 square feet of floor

The Service Clubs

BY the time this Magazine reaches you Service Clubs will have been organized over practically the entire system, bringing the total number up to 101. The New England line as yet has no Club, and one or two Clubs cover too much mileage and must be divided.

Mr. W. E. Beck, who for the past 9 months has devoted his entire time to assisting in this work, will have accomplished a big and important task, which is expected to be of lasting value to the Railroad as well as to the members of the Clubs.

The enthusiastic manner in which Milwaukee Road people have entered into Club work, combining business with social affairs, indicates they welcome the opportunities afforded by these Clubs.

Following items are taken from the minutes of those Clubs that included special activities in their programs during the past 30 days. It is regretted that we do not have space to mention the meetings of all Clubs.

Service Club Activities

The Middle H & D Division Milwaukee Road Service Club held a joint meeting and banquet with the Milbank Community Club in the dining room of the City Auditorium at Milbank, S. D., on Monday, March 27th. About two hundred guests were present. Hon. Dwight Campbell, solicitor for the Milwaukee Road at Aberdeen, was guest speaker, Mr. R. D. Jones of Milbank, toastmaster. After the dinner, the Milwaukee Road Women's Club of Milbank held open house at the club room.

The Sioux Valley Service Club held a meeting at Canton, S. D., April 3rd, at which 215 were present. Schools from Dell Rapids, Canton, Parker and Fairview, S. D., furnished a musical program which included tap dancing and an acrobatic act. Following the showing of the sound-slide film, Mr. A. G. Dupuis, assistant public relations officer of Chicago, and Mr. R. B. Finn, professor of the Fairview schools, were guest speakers.

Members of the Eureka Civic Club of Eureka, S. D., were guests of the West H & D Service Club at a meeting held in the city hall at Eureka, on March 23rd. After the showing of the A.A.R. sound-slide film, refreshments were served.

The Marion Line Service Club met March 23rd at the home of Mr. and Mrs. C. C. Carnes. During the social hour the club was favored with musical numbers by Mrs. Mary Smith and a solo and dances by Master Jerry Humphrey. Mrs. Gladys McAllister, Mrs. Tom Hall, and Mrs. Clyde Henson assisted Mrs. Carnes on the refreshment committee.

The East End Wisconsin Valley Service Club held a drawing following the showing of the A.A.R. sound-slide film at their meeting at Wisconsin Rapids on March 22nd. Mr. John Shamanski of Wisconsin Rapids won the \$5.00 cash prize.

The Council Bluffs Area Service Club is planning a pot luck dinner May 2nd at the Y.M.C.A. There will be music and community singing, and Mr. Voss of the Chamber of Commerce will speak on the subject, "What the Railroads Mean to the Community."

The Central Montana Service Club held the second in a series of Goodwill parties at Lewistown on April 3rd. Nearly 200 business and professional men, company employees and their wives were present at the dinner. Mr. Tom Stout, Editor of the LEWISTOWN DEMOCRAT-NEWS, was guest speaker, and the sound-slide film was shown. This Club performed a very credit-

able service to the railroads by having published in the LEWISTOWN DEMOCRAT-NEWS of April 4th, a full page advertisement urging support of the railroads, which was paid for by the business people of Central Montana.

The Monticello Area Service Club arranged for a showing of the A.A.R. sound-slide film on April 13th. Business men of the local community attended the showing, which was followed by an open discussion centering on courtesy and cooperation. It was agreed that those employees in attendance would strive to give the utmost in courtesy, service, and cooperation to the public, in their own interest and that of their employers.

A "New Idea Plan" was brought up at the April 3rd meeting of the Mason City Service Club, whereby every employe can turn in any idea that would improve the railroad situation. Any sound idea that will benefit the railroad financially or otherwise is to be given consideration at Service Club meetings.

The Old Line Service Club's March meeting in Beaver Dam, Wis., was well attended, and, in addition to discussion of traffic tips, purchase slips, truck competition, and other subjects, it was decided to hold a Service Club picnic this summer, time and place to be agreed upon later. Arrangement also was made to collect 25c per member as dues when the new Service Club buttons are distributed. Next meeting will be held in Ripon.

The Menominee River Service Club met on March 29th with a good number present. They discussed the various circulars received, traffic tips, certain instances of truck patronage, and other matters. An entertainment committee was appointed to plan date, place and program for next meeting. A social gathering followed when lunch was served, and the group played cards and visited till midnight.

The Botna Valley Club met on March 27th with 26 present. A recording by Rudy Vallee was played, followed by discussion of tips and courtesy. It was voted to invite the ladies to future meetings. Next meeting, April 24th.

The Miles City, Montana, Club meeting on March 27th brought together about 75, including Women's Club members. Necessity of aiding Traffic Department solicitors by obtaining traffic tips was stressed, and ways of obtaining tips were suggested. Figures showing progress made in tip returns, on the system and on the Trans-Missouri Division, were presented. Several vocal and instrumental numbers were rendered, after which the A.A.R. sound-slide film, "This Railroad Business" was shown. Judge G. W. Farr then gave an interesting talk on the importance of railroads, and the necessity of giving them fair and equal treatment.

Mobridge Service Club held a meeting in the Women's Club rooms on March 20th, attended by 76 members of both Clubs. The ladies arranged for entertainment and provided the refreshments. The tip card plan was thoroughly discussed and all present urged to lend their support. Mrs. Charles Nath read a paper on the subject of transportation, outlining the history of railroads, and the difficulties encountered during recent years due to unregulated and subsidized competition. Meeting was then opened for general discussion, and various items of interest were brought up. After closing the meeting, the group played bridge and other games, and enjoyed the lunch served by the ladies.

Meetings of the other Clubs held during the month were devoted to discussions of traffic tips, courtesy, and other matters that had been brought to the attention of Club chairmen, and a general disposition has been shown to take advantage of the opportunity afforded by these clubs to get together for social and business purposes. By the time the next number of this Magazine is published, we hope to have sufficient space allotted us to say something about each Club meeting held during the preceding month.

There have been several changes in names of Service Clubs, and in the officers of some Clubs as shown by the following:

The Jackson (Minn.) Service Club has been changed to the Mid-Southern Minnesota Service Club.

The Bristol (S. D.) Service Club has been changed to the Middle H & D Division Service Club.

The Cle Elum Service Club has been changed to the Kittitas Valley Service Club.

The Avery Service Club has been changed to the Shadowy St. Joe Service Club.

The Three Forks Service Club has been changed to the Sacajawea Service Club.

The Lewistown Service Club has been changed to the Central Montana Service Club.

The Great Falls Service Club has been changed to the North Montana Service Club.

The Wisconsin Valley Service Club has been changed to the Wausau Valley Service Club.

The Wisconsin Rapids Area Service Club has been changed to the East End Wisconsin Valley Service Club.

The North Valley Service Club has been changed to the Northwoods Hiawatha Service Club.

The Southwest Limited Service Club has been changed to the Southwest Employes Service Club.

The Cereal City Service Club has been changed to the Marion-Cedar Rapids Service Club.

The Clinton Area Service Club has been changed to the Eastern Iowa Service Club.



Trainload of Chrysler Automobiles

ABOVE is a picture showing an unloaded trainload of Chrysler au-

tomobiles in the movement of which our line participated. The trainload moved from Detroit, Mich., to Denver, Colo., consigned to the Leeman Auto Company at the latter point.

ORGANIZATION OF SERVICE CLUBS

- GOLDEN BUCKLE SERVICE CLUB**.....Chairman—G. B. Hughes, agent, Adaza, Iowa; V. Chairman—Wm. Myers, section foreman, Lohrville, Iowa; Secretary—Paul Quinn, agent's clerk, Rockwell City, Iowa
- LAKE TO LAKE SERVICE CLUB**.....Chairman—E. Faehn, agent, Rembrandt, Iowa; V. Chairman—S. M. Anderson, section foreman, Marathon, Iowa; Secretary—H. G. Lee, agent, Fostoria, Iowa
- WHITEWATER AREA SERVICE CLUB**.....Chairman—Frank Holmes, agent, Milton, Wis.; V. Chairman—Floyd Dunbar, section foreman, Waukesha, Wis.; Secretary—Frank Tarpley, agent's cashier, White-water, Wis.
- BOSCOBEL AREA SERVICE CLUB**.....Chairman—E. F. Bender, telegrapher, Lone Rock, Wis.; V. Chairman—Guy May, telegrapher, Boscobel, Wis.; V. Chairman—M. J. Keppel, section foreman, Boscobel, Wis.; Secretary—E. N. Brown, agent, Woodman, Wis.
- BRODHEAD AREA SERVICE CLUB**.....Chairman—D. C. Collins, agent, Brodhead, Wis.; V. Chairman—L. J. Berg, section foreman, Brodhead, Wis.; Secretary—A. G. Verch, telegrapher, Brodhead, Wis.
- PECATONICA RIVER SERVICE CLUB**.....Chairman—C. A. Howard, agent, Darlington, Wis.; V. Chairman—John Stover, section foreman, Darlington, Wis.; Secretary—L. W. DeLorimer, agent, Gratiot, Wis.
- RACINE AREA SERVICE CLUB**.....Chairman—Wm. Henrich, locomotive engineer, Racine, Wis.; V. Chairman—W. J. Krummel, car foreman, Racine, Wis.; secretary—Herman Flehweg, agent's clerk, Racine, Wis.
- FOX LAKE AREA SERVICE CLUB**.....Chairman—H. L. Honeman, agent, Round Lake, Ill.; V. Chairman—L. M. Oskins, agent, Fox Lake, Ill.; Secretary—J. P. Hanna, agent, Walworth, Wis.
- FREEPORT AREA SERVICE CLUB**.....Chairman—L. E. Martin, ticket clerk, Freeport, Ill.; V. Chairman—R. L. Fuller, telegrapher, Freeport, Ill.; Secretary—M. R. Askey, freight house cashier, Freeport, Ill.
- ROCKFORD-MILWAUKEE SERVICE CLUB**.....Chairman—John Cerri, freight house clerk, Zenda to McNabb and branches south of Davis Jct. Organized April 4, 1939
- RIPON AREA SERVICE CLUB**.....Chairman—E. A. Kent, agent, Ripon, Wis.; V. Chairman—G. C. Meigher, agent, Waukau, Wis.; Secretary—H. F. Zeidler, agent's clerk, Ripon, Wis.
- MOMENCE AREA SERVICE CLUB**.....Chairman—G. W. Armstrong, agent, Cheneyville, Ill.; V. Chairman—D. F. Miljour, agent, Webster, Ill.; Secretary—A. T. Purcell, signal maintainer, Delmar, Ill.
- SOUTHEASTERN SERVICE CLUB**.....Chairman—E. L. Kenney, conductor, Terre Haute, Ind.; V. Chairman—M. C. Faris, agent, Terre Haute, Ind.; Secretary—Wm. Nadzeika, rate clerk, Terre Haute, Ind.
- STONE CITY SERVICE CLUB**.....Chairman—H. O. King, agent, Bedford, Ind.; V. Chairman—L. R. Sims, agent, Burns City, Ind.; Secretary—J. B. Dede, agent's chief clerk, Bedford, Ind.
- QUAD CITY SERVICE CLUB**.....Chairman—R. E. Tathwell, agent's chief clerk, Davenport, Iowa; V. Chairman—Henry Louisfield, yardmaster, Nahant, Iowa; Secretary—Frank Brenton, store-keeper, Nahant, Iowa
- MISSISSIPPI PALISADE SERVICE CLUB**.....Chairman—John H. Fisher, car foreman, Savanna, Ill.; V. Chairman—John H. Mui-der, chief clerk to master mechanic, Sa-vanna, Ill.; Secretary—Anthony C. Novak, chief clerk to assistant superintendent, Sa-vanna, Ill.

Mr. E. G. Boyd, freight and passenger agent at Dubuque, has succeeded Mr. R. E. Beauvais as chairman of the Elder-Dubuque Service Club.

Mr. R. L. Goltz, chief clerk in the DF & PA's office at Mason City, has succeeded Mr. Charles E. Mutschler as chairman of the Mason City Service Club. Mr. Max Brager, clerk in the superintendent's office at Mason City, has succeeded Mr. R. I.

McGregor as secretary of the Mason City Service Club.

Mr. A. E. Kemp, roadmaster at Marquette, has succeeded Mr. James H. Bell as chairman of the Marquette Service Club.

Mr. C. V. Peterson, of the operating department at Butte, has succeeded Mrs. Pearl Jones as secretary of the Butte Service Club.

The Retirement List

- | Name | Location |
|-------------------------------|----------------------|
| Ben Snyder | Miles City, Mont. |
| Charles Gaulke | Marquette, Ia. |
| Emil Ferdinand Waterstrat | Othello, Wash. |
| James Edwin Dame | Freeport, Ill. |
| George Bowman | Cedar Rapids, Ia. |
| Henry Edward Miller | Austin, Minn. |
| John Frederick Theodore Krohn | Perry, Ia. |
| Lincoln Clay Benson | Chula, Mo. |
| Lewis Edwin Hayden | Oxford Junction, Ia. |
| George Dollmair | Delmar, Ia. |
| John William Foulkes | Milwaukee, Wis. |
| William Henry Horan | Milwaukee, Wis. |
| William A. Cusick | Terre Haute, Ind. |
| William Foesch | Milwaukee, Wis. |
| Alphonse DuFrane | Savanna, Ill. |
| Herman Fred'k Beyer | Janesville, Wis. |
| Carl Muetzel | Portage, Wis. |
| Christoph H. A. Libke | Tomah, Wis. |
| Herman Fred Krouse | Milwaukee, Wis. |
| William Thomas Rice | Oshkosh, Wis. |
| Oscar Schmidt | Milwaukee, Wis. |
| Charles Edward Bell | Eldridge, Iowa |
| Daniel Drummond | Tacoma, Wash. |
| Charles Fremont Peterson | Slayton, Mont. |
| Jeremiah Joseph McCarthy | Chicago, Ill. |
| Sever Larson Herreid | Minneapolis, Minn. |
| Herman F. Schwichtenberg | Redfield, S. D. |
| Peter H. L. Kockum | Minneapolis, Minn. |
| Lee Roy Blackledge | Marion, Iowa |
| Thomas Edw. Rochford | Green Bay, Wis. |
| William John Smith | Mason City, Iowa |
| William Dale Cogswell | Terre Haute, Ind. |
| Christian Hardman Meek | Ferguson, Iowa |
| Benjamin F. Story | Miles City, Mont. |
| Henry Ferd. Schwanz | Portage, Wis. |
| George Legvoid | Des Moines, Iowa |
| Charles Clay Whitney | Cambridge, Iowa |
| Nicholas Edw. White | Mapleton, Iowa |
| Jacob Hoff | Portage, Wis. |
| Cyrus Ague | Long Grove, Iowa |
| William James Casey | Marquette, Iowa |
| Alfred Louis Hawley | Tacoma, Wash. |
| Truman Ketcham | Miles City, Mont. |
| Benjamin Frank Klammer | Missoula, Mont. |
| George Asbury Blake | Tacoma, Wash. |
| Sadie Allcott Fraser | Milwaukee, Wis. |
| Henry Furtney | St. Paul, Minn. |
| William M. Jones | Minneapolis, Minn. |
| John Holub | Milwaukee, Wis. |
| Charles H. Hintz | Milwaukee, Wis. |
| John William Cox | Harris, Mo. |
| Ben Hendrickson | Mason City, Iowa |
| John Fred'k Corcoran | Mason City, Iowa |
| Henry Falk | Milwaukee, Wis. |
| Swante Swenson | Minneapolis, Minn. |
| William Henry Smart | Tomah, Wis. |
| Enbret Odegard | Minneapolis, Minn. |
| Andrew Schlogel | Milwaukee, Wis. |
| Jeremiah Mehegan | Milwaukee, Wis. |
| Daniel McGraw | Mitchell, S. D. |
| Frank Swiatek | Milwaukee, Wis. |
| Grant Lincoln Noyes | Janesville, Wis. |
| Walenty Rewolinski | Milwaukee, Wis. |
| Philip Vanderveren | Green Bay, Wis. |
| Carl Ernest Wegner | Tomah, Wis. |
| Andrew Schader | Cedar Rapids, Iowa |
| John Peterson | Tacoma, Wash. |
| Joseph Zugner | Tacoma, Wash. |
| Gerald Callahan Cotter | Milwaukee, Wis. |
| Martin P. Graven | St. Paul, Minn. |
| Roland R. Woods | White Bluffs, Wash. |
| John Maliszewski | Milwaukee, Wis. |
| Thomas Keating | Butte, Mont. |
| Edward Collings | Persia, Iowa |
| Frank Louis Krause | Tacoma, Wash. |
| John Charles McConnell | Seattle, Wash. |
| Thomas A. Lavers | Minneapolis, Minn. |
| William A. Morrissey | Terre Haute, Ind. |
| Edward J. McGrath | Milwaukee, Wis. |
| H. (Larry) Hammerli | Monticello, Wis. |
| Michael M. Conley | La Crosse, Wis. |
| James Smith | Tomah, Wis. |
| John Wm. Phillips | Tacoma, Wash. |
| John A. Johnson | Red Wing, Minn. |
| Fred LaFavor Waters | Chicago, Ill. |
| Patrick Jos. Handley | Dubuque, Iowa |
| William Brown | Janesville, Wis. |
| Hugh Alex. Ross | Miles City, Mont. |
| James Edw. Smith | Terre Haute, Ind. |
| Charles B. Perron | Kirkland, Wash. |
| Claus Lind | Minneapolis, Minn. |
| John F. McGuire | Terre Haute, Ind. |
| August Rob't Smith | Channing, Mich. |
| Thomas Wilson Jones | Lewistown, Mont. |
| Frank Hammon | Elwood Park, Ill. |
| John Mickelson | Minneapolis, Minn. |
| Herman Rauch | Milwaukee, Wis. |

(Continued on Page 16)

An Interesting Anniversary



"CONNECTING UP," MAY 19, 1909.

1. Conductor; 2. W. R. Lanning, Gen. Frmn., B&B; 3. Mr. Copland, Gen. Frmn., B&B; 4. J. W. Fry, Gen. Frmn., Telgh.; 5. U. J. Fry, Supt. of Telgh.; 6. R. F. Weeks, D.F.&P.A., Butte; 7. J. F. Pinson, Dist. Engr.; 8. C. H. Marshall, Supt.; 9. Dr. Spottswood, Missoula; 10. E. J. Pearson, Chief Engr., CMPS; 11. J. H. Ellison, Supt. Contractors; 12. C. H. McLeod, Missoula Mere. Co.; 13. C. F. Loweth, Chief Engr. CMSEP; 14. W. O. Winston, Contractor; 15. Frank Conley, Warden, Montana State Penitentiary; 16. Fred Sterling, Missoula Merc.; 17. Geo. Niek, Dist. Engr.; 18. Mott Sawyer, Asst. T. M.; 19. W. H. Davidson, Asst. Engr.; 20. H. E. Stevens, Winston Bros.; 21. J. D. McVicar, Dist. Engr.; 22. J. J. Harding, Engr., B&B; 23. A. L. Stone, Editor, Missoula; 24. W. P. Warner, D.F. & P.A.; 25. Eugene Greenwald, B&B Foreman.

ON MAY 19th occurs the thirtieth anniversary of the driving of the golden spike on the Puget Sound Line when the construction forces from east and west met at Gold Creek, Montana. To mark the place where this important event occurred, a monument has been erected, consisting of a large yellow spike, located on the south side of the track about five miles west of Garrison and two and a half miles east of Gold Creek, Montana.

The pictures above show the official group which was present at the driving of the golden spike and the monument which commemorates the event.

Gold Creek

THIS fitting that the time and place be known,
Not only to the heroes in the Roll,
But to the native citizenry that's shown
A gleam of satisfaction with each soul.



The Golden Spike Monument

Aye, more than this the land that teems
with pride
O'er each triumphant step for betterment
Such as we celebrate today, clear eyed,
To give a golden page its measurement
That history may rejoice in days to come,
As we rejoice today when thirty years
Permit us to drive home, with ideal drum,
The Golden Spike that each proud Veteran
cheers
When he remembers signals that first flew
"For all aboard, the Coast, our Goal's in
view."
—Edward Murray.

Taxes: How You Can Help

O. G. EDWARDS, Tax Commissioner

DURING the year 1938 the Milwaukee Road paid *ad valorem* taxes totaling almost \$5,200,000.00. These are the taxes paid upon its tracks and right of way, station grounds, rolling stock and other tangible property and the amount stated does not include the tax on gross revenues paid in the State of Minnesota, or Income, Social Security, Railroad Retirement and other taxes of that character paid to the federal and state governments. There was paid or accrued during the year 1938 on account of these latter exactions almost \$3,000,000.00 additional. This tremendous total represents over \$22,000.00 per day or almost \$1,000.00 per hour.

The *ad valorem* taxes of over \$5,000,000.00 were collected in the twelve

states in which the company operates for state, county, city, village and town, road and bridge, and school purposes, and in some instances, but in comparatively small amounts, for other purposes such as fire prevention, flood control and so on.

This means that eventually the money goes to assist in the support of the activities of the states, several hundred counties, several thousand school districts and the construction and maintenance of many hundreds of miles of roads, highways and city streets. By far the greatest single proportion is devoted to school purposes—almost 43 per cent of the *ad valorem* taxes or well over \$2,000,000.00 of the amount paid on the system as a whole. About 4 per cent went

for state purposes, 24 per cent for county purposes, 16 per cent to cities, villages and towns, and 13 per cent to roads and bridges.

It is therefore apparent that any reduction in the amounts expended by any of these governmental bodies means a proportionate reduction in the company's tax bill, for practically all of the revenues of such bodies are from taxes. It is often possible for an employe or group of employes to be of great benefit to the company in bringing about such reductions in a particular taxing unit. If such an employe is a taxpayer, he is at the same time benefiting himself by a reduction in his own taxes. It is not often that an individual or local group can exercise influence on state expenditures or even county expenditures but opportunities to do so do occasionally arise. Much may be done, however, in the smaller units such as cities, towns and villages and particularly in school districts.

In most of such districts a tax levy cannot be made without the publication of a budget of proposed expenditures, with respect to which the resident voters and taxpayers have a right to be heard at school meetings and, generally speaking, no indebtedness can be incurred without the approval of the taxpayers affected. Sometimes the matter must be favorably acted upon by a majority of the voters, whether taxpayers or not, at an election on the proposition.

Every employe is a resident of some school district and many, if not the majority, are home owners and taxpayers. If each made an effort to keep informed as to the cost of conducting the schools in his district and the proposed expenditures for such purposes, and used the information thus obtained in protesting or voting against excessive costs and unreasonable expenditures, he would not only benefit by reductions in his own tax bill, as hereinbefore suggested, but would also perform a very worthwhile service to the company.

The company has no purpose or desire to curtail the facilities of any governmental organization, particularly school districts. On the contrary, it is willing to bear its just share of the cost of educating the young people in the territory it serves. It objects only to excessive, unnecessary and unreasonable expenditures such as are apt to occur in those places (of which there are a number on its lines) where it pays a substantial proportion of the taxes.

An interesting case in point occurred recently in a district where the company pays a large proportion of the tax. It was proposed to construct a new schoolhouse, with Federal aid to the extent of about one-half the cost, of sufficient size to accommodate two hundred pupils. The cost to this company would have been in the neighborhood of \$8,000.00. The company's agent, a taxpayer in the district, attended a meeting of the school board at which the matter was being considered and called the attention of the authorities to the

(Continued on Page 9)

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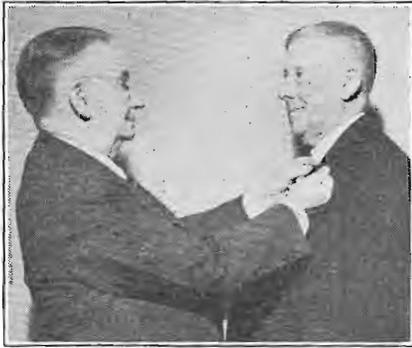
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CARPENTER KENDALL, *Editor*

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

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Mr. Wilson Presenting the 60-Year Veterans Button.

On April 21, 1939, Mr. Benjamin A. Dousman completed sixty years of continuous service with the Milwaukee Railroad, all of which has been in the Accounting Department.

In commemoration of this achievement, a dinner was tendered Mr. Dousman at the Traffic Club, Chicago. There were in attendance thirty-seven of his friends and associates, all of whom, with the exception of Messrs. H. H. Field and T. W. Burtness, were Accounting Department officers and employes.

Mr. Walter V. Wilson, comptroller, acted as Toastmaster and read the following letters.

"Dear Mr. Dousman:

I have just learned that today marks the completion by you of sixty years of service with the Milwaukee Railroad. The name Dousman is inextricably intertwined with this railroad, and you have faithfully and worthily carried on the fine Dousman tradition through all these years.

I congratulate you most heartily on this long and fine record, and I am happy that you are well and still going strong.

With all good wishes,

Sincerely yours,

(Sgd) H. A. Scandrett"

"Mr. Walter V. Wilson,

Comptroller.

Dear Mr. Wilson:

I am leaving tomorrow on a business trip to Kansas City and, therefore, deeply regret that I will not be able to attend the dinner to be given Friday night to Mr. B. A. Dousman in commemoration of the Sixtieth Anniversary of his entry into the service of the Milwaukee.

Sixty years of service with one company is a wonderful record, but to have worked sixty years for one company and still be in harness and performing valuable work, is a unique record seldom attained. This record absolves Ben Dousman from being called a "rolling stone" and, in accordance with the well-known proverb, I can vouch that he has gathered a lot of moss, symbolized by a fine character and the respect, esteem and friendship of all who know him.

Ben Dousman has upheld the tradition of the Dousman family. That is an enviable record and one that any man may well be proud of.

Will you please extend to Ben Dousman my hearty congratulations and good wishes, and present this letter to him as a mark of my esteem and regard.

Sincerely,

(Sgd) W. W. K. Sparrow"

Congratulatory telegrams were received from Messrs. J. Welch and L. G. Weiffenbach, of New York, and from Messrs. C. F. Rank and R. J. Walker, who were in Washington at the time on business, all of which were read by Mr. Wilson.

During the course of the dinner a telegram was received from Mr. R. J. Marony, of New York, asking that Mr. Dousman be "crowned" with a Borsalino hat, as a gift from him. Following the crowning Mr. Wilson pinned on Mr. Dousman's coat lapel, on behalf of the Milwaukee Veteran Employees' Association, a gold button symbolizing sixty years of service. He also presented Mr. Dousman with a pen and pencil set, a gift from those present at the dinner.

Mr. H. H. Field was called upon and made a very interesting talk, reciting certain incidents in the life of Mr. Dousman, whom he has known for almost all of the sixty years Mr. Dousman has been with the company.

Mr. F. J. Owens, who has been associated with Mr. Dousman for more than forty years, entertained the guests with funny stories and led the bunch in singing "For He's a Jolly Good Fellow."

Mr. Dousman, in response, made a very interesting talk on the varied experiences during his sixty years of service, and at the conclusion received the personal congratulations of all those present.

Arthur S. Dudley

MR. Arthur S. Dudley, for many years Tax Commissioner of this county and who retired August 1, 1936, died at St. Petersburg, Florida, Sunday, April 9.

Funeral services were held in Milwaukee on Friday, April 14.

I. & S. M., West

E. L. W.

The Best Will Come Back.

"Give love and love to your life will flow,
A strength in your utmost need.

Have faith and a thousand hearts will show
Their faith in your word and deed.

For life is a mirror of king and slave,

'Tis just what you are and do.

Then give to the CMSTP&P the best you have,

And the best will come back to YOU."

K. W. Gebhart of Wessington Springs, S. Dak., is relieving E. W. Wood of Wirock, Minn., for an indefinite period.

R. E. Gilbertson of Erwin, S. Dak., relieved M. C. Bloom, agent at Okabe, Minn., while Mrs. Bloom was taken to the hospital. At this writing Mrs. Bloom is on the way to speedy recovery.

J. E. Bennett of Egan, S. Dak., relieved A. A. Horton as agent at Fairmont, Minn., for a few days while Mr. Horton was taken to the hospital at Fairmont. Mr. Horton resumed his duties as agent on April 8th.

L. E. Ludwigsen, trucker at Jackson, Minn., took in the Ice Follies at Minneapolis on Sunday, March 26th. He also spent Monday visiting his friend, Hunter Gillespie, who is attending business college in the cities. While in Minneapolis Skinnie took in the dance at The Hotel Lorraine. Who accompanied you to the dance, Skinnie?

Mrs. H. R. Laugen, wife of agent at Jackson, Minn., left for Chicago Saturday, April 8th, to spend the summer vacation with her son, Gordon, who is employed in Chicago.

A. D. Smith, passenger condr. on the Bristol Branch, is taking a month's vacation visiting relatives in Seattle, Wash. He was accompanied by his wife on the trip. Fred Wagner is relieving Mr. Smith as conductor on the Bristol Branch while Mr. Smith is taking his vacation in the west.

A. D. Daniels, divn. engr., has been making an inspection trip over the SM west inspecting bridges. He is accompanied by chief carpenter W. E. Tritchler of Austin, Minn.

M. P. Ayars, trainmaster, made a business trip over SM West on April 4th. He rode the supply train from Bristol to Madison and thence to Woonsocket. He returned to Austin on April 8th.

Walt Coppin, freight condr. on 94 and 95, is taking a couple of weeks off visiting relatives and friends at Cleveland, Ohio. He is being relieved by Al Brakke.

The Fulda, Minn., to Jackson, Minn., patrol was discontinued on March 20th, and now 94 and 95 run through between Madison and Jackson. Mr. Klaser, who was conductor on the patrol, is now braking for condr. Wagner on these trains. We sure miss your songs, Nick, and come on in the office and see us once in a while. Skinnie sure misses that most pleasant "hello, boys," every evening.

Railroad Competition

"IT WOULD help them (the railroads) a lot also if the government would stop artificially favoring their competition. The subsidy of some almost useless inland waterways—the almost free ride on public roadbeds of truck and bus transportation and its relatively smaller burden of rates and labor regulation—the lack of equal regulation of rates and practices on coastal and intercoastal transportation—all are inequities that should be leveled off." From article by Gen. Hugh S. Johnson.

The Alternative

Whipper: "My college son is poor at football and worse at track."

Snapper: "He might as well go in for an education."

ENTHUSIASM

Nothing is so stimulating or more effective than enthusiastic endeavor.

The driving power of enthusiasm is not automatic and needs constant nourishment to keep one well, active, useful and reasonably happy. Without enthusiasm in our every day accomplishments patrons are not so readily attracted to our service, or to the many individuals who by their enthusiastic efforts to please do secure and hold business to the railroad.

The Traffic Tip Plan and Service Clubs afford many opportunities for renewing our enthusiasm with mutual advantage.



Chief Operating Officer

Taxes, How You Can Help

(Continued from Page 7)

fact that there were less than fifty children attending the existing school, with no immediate prospect of any substantial increase; that the Railroad Company would have to bear half of the cost and that its business at that point had decreased during the past few years by considerably more than half. He suggested that a building be planned to take care of about one hundred pupils and this entirely reasonable and sensible suggestion was favorably received by the school board. If and when acted upon, it will cut the cost of the new structure in half and will, consequently, mean a direct saving to the Railroad Company of approximately \$4,000.00.

This incident illustrates two points; first, the tendency of taxing bodies to expend more money than is necessary when the funds are coming from outside sources, and second, the wholesome and effective result of opposition on the part of an aggressive, well-informed and loyal company employe residing in the district.

The same results could be secured in greater or lesser degree in innumerable other places. The officers and particularly the Tax Department of the company are continually working along these lines, but it is practically impossible for them to learn of all matters of

this kind pending in the many districts it traverses, or to be sufficiently well-informed about those coming to their attention to pass on the merits of the individual cases, and in any event, the opposition of a local resident and taxpayer is immeasurably more effective than that of a company representative

from general headquarters or some other far-distant point.

The Tax Department is glad, and indeed anxious, to furnish at any time information about the company's tax payments in any particular district or other taxing unit and to give every assistance it can in matters of this kind.

Danish Royalty Rides the Hiawatha

On their visit to Chicago, the Crown Prince and Princess of Denmark, who are visiting this country, made the trip from Minneapolis to Chicago on the HIAWATHA, arriving in Chicago at

7:30 P. M., April 23rd. The party consisting of the Prince and Princess, the Danish Minister, Chamberlain of the Royal Household, Ladies-in-waiting, secretaries, maids, valets, etc.

Mr. H. A. Sengstacken, General Passenger Agent accompanied the party from Minneapolis to Chicago.



Danish Royal Couple Greeting the Danes of Milwaukee from the "Hiawatha"

The Agricultural and Colonization Department

To Fatten More Stock

TO help keep the packing plants in and near Southeastern South Dakota operating to capacity a program to increase raising, feeding and fattening livestock in that section of the state is proposed. Our department initiated a program that has been cooperatively worked out and will be jointly pushed by all interested parties. South Dakota State College, its Extension Service, local county agricultural agents, bankers, other business men, representatives of the terminal stock yards, livestock commission companies, the packers and leading farmers, have jointly pooled their efforts to awaken people in the area regarding the opportunity for more and better livestock. Special emphasis is to be put on fattening cattle and lambs. 4-H Club members, Smith-Hughes Agricultural High School Students and young men on farms will be encouraged to fatten range grown steers and lambs.

The program includes provision for growing necessary feeds which in turn will aid in diversifying and stabilizing the farm income of the area. It also provides for necessary finances and opportunities for farmer feeders to observe best practices followed through competitive showings of finished animals and tours to the homes and feed lots of the most successful.

The plan as worked out has the approval of the meat packers, other livestock interests, leading farmers and the State College who believe that through combined "team work" the area can and will again become a leading Corn Belt Feeding territory.

Twice as Much Flax

IF WEATHER conditions are normal during the coming growing season, farmers in Milwaukee served states will have one hundred per cent more flax to ship and sell this Fall. In 1938 there were 982,000 acres of flax grown in Minnesota, Iowa, North Dakota, South Dakota and Montana.

A recent report of the United States Department of Agriculture states that farmers in these states expect to sow 1,935,000 acres to flax this Spring. Montana leads all states in percentage increase, with a jump from 60,000 acres in 1938 to 180,000 acres in 1939. South Dakota farmers will grow 75,000 acres more in 1939 than were grown during the past year.

To Grow More Potatoes

"THEY were grown in Montana." That may be a common statement of brokers and others, a few years hence, who sell potatoes in some of the leading eastern consumer markets.

Men who have observed potato production in Montana believe, because of the recent increase in irrigated acres, growers can produce good yields of U. S. No. 1 potatoes on a much larger scale than has heretofore been possible. Many old irrigated projects have been rehabilitated and a large number of new ones built during the past few years. A number of the projects have soils particularly suited to potato production.

The crop is a favorite of irrigation farmers for many reasons one of which is that it furnishes a good source of annual income which farmers can depend upon. Another reason why Montana irrigation farmers are planning to increase their potato acreage is that they have reached the permitted limits of sugar beet acreage and need another dependable cash crop. They have grown potatoes for local trade, they have done well on small acreages so that the natural step is to increase the acreage. A first step in that direction will be taken this spring.

The Most Alfalfa

WISCONSIN farmers expect to have 3,765,000 acres of hay to cut this year. It will be the largest acreage ever harvested in the state.

Observers point out that this Wisconsin hay acreage is due to an unprecedented spreading of agricultural lime on lands that needed sweetening so that alfalfa can be grown successfully. A liming program financed and manned by the Works Progress Administration in Wisconsin has made liming farm fields a particularly attractive investment for farmers. They have seized the opportunity and, as evidence, farmers in the state point with pride to the largest alfalfa acreage of any state in the Union.

More Soy Beans

IN 1938 Iowa farmers grew about 33 1/2 per cent more soy beans than were grown in that state in any previous year. They produced a crop amounting to 5,733,000 bushels. Yet 1938 production by no means supplied mills within the state with sufficient beans to keep plants in operation more than a fraction of the year.

As a consequence processors again sought our aid in securing increase soybean acreages in areas served by our road. A series of several meetings were held in communities where it is known soy beans can be grown successfully on many more farms.

The meetings were arranged by representatives of this department of our road on approval of and in cooperation with Iowa State College, local county agricultural agents, elevator managers, farmers, processors and others interested in growing, marketing and processing soy beans.

A similar series of producer meetings were held in the spring of 1938. A check on results showed that they were responsible for increasing the acreage sown about 35 per cent. Everyone who participated in the meetings this Spring are hopeful they will result in increase acreages and total yield as did those of last year. All know that there is no reason to believe they will not be equally as effective.

Iowa processors are hopeful farmers in the state may soon be harvesting annual crops of ten or more million bushels of soy beans. They point to plants that are now ready to handle crop that large.

Restocking Ranches

WHEN a large number of carloads of livestock are shipped from range point to market or to feeders in the corn belt no one gets excited, it just isn't news, it is the expected. But when 42 carloads of sheep and four carloads of cattle are shipped to Grass Range, Montana, that is news and good news. It is the best evidence that ranchmen in the range country are restocking their ranches following several years of subnormal rainfall during which time they were forced to cut their herds and flocks to a mere fraction of usual numbers.

These inbound shipments at Grass Range took place during 1938 and were not unlike others at many points served by our road.

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Farm income is usually best and most dependable where good livestock is raised and fattened.

ACCIDENT SAFETY FIRST PREVENTION

Safety on the R. R. and in Our Private Lives

Paper by Ass't Sup't E. G. Kiesele, at Chicago Terminal Safety Meeting

IN preparing this paper, I have endeavored to give my views and conceptions on the ever important subject of *Safety*. The thought occurred to me that instead of confining my remarks entirely to railroad operation, perhaps I would be able to impress you more seriously by giving you thoughts of *Safety* in our private lives as well.

Fatalities and injuries to men, women and children, resulting from accidents, sweep this civilization of ours every minute of each day, on our railroads, on the highways and city streets, in the factories, in the air, and last but not least, right in our own homes.

There are potential accident hazards in every field of human activity and in every individual act. Performance of duty on the railroad *contrary* to the provisions of the Standard Code of Rules and Special Instructions, disorder in the home, improper driving, the careless hunter, the unguarded machine, are but a few of the all prevailing causes of accidents which each year cause deaths to 75 to 85 of every 100,000 people, and injure 100 times as many. No occupation, no recreation, no avocation is secure from the oft times disastrous consequences of unsafe practices.

In such a highly educated nation as ours, why should this continual slaughter of human lives continue? What precautions must be taken to reduce the accidents which statistics inform us are increasing every year? What are you and I as individuals going to do about it? That is the problem that confronts the leaders of Safety Bureaus on the Railroads, in the Factories, and Safety Committees of Communities throughout the country. Personally, I feel that continued vigorous educational programs should continue on the railroads, in the schools, through the medium of the press, and Safety Bureaus which are functioning in all well regulated private industries. Carelessness and haste are two outstanding causes of disastrous accidents that result in fatalities and permanent injuries. Let us cast aside carelessness and avoid haste and I am sure we will reduce, to a great extent, the number of accidents that are brought to our attention every day.

The individual employe on the railroad must be alert, Safety minded and ever obedient to the rules and special instructions pertaining to the branch of service in which he is engaged. Once again, let me remind and warn you, that sooner or later the habitual violator of Safety rules and regulations will meet with an accident. It is your job and mine, to *correct* the man who indulges in the unsafe acts, thereby preventing death and permanent injuries. Let us all strive to work to that end in our daily thoughts of Safety.

We, as railroad men have an important profession to follow, as it is generally conceded that the railroads are vitally important to the progress and continued development of our nation. Therefore, it is equally important to demonstrate our ability as safe workers and produce a record that will convince the public that successful operation can be accomplished without accidents that result in loss of lives and countless injuries. Strict compliance with the rules and regulations is the answer for avoiding accidents and producing Safety

records. With the great majority of men working today, we find that they have many years of service to their credit, and with the knowledge they are required to have of the rules, accumulated throughout the many years of service, there should be no occasion for failure in observing them.

The continual drive on the part of supervisors to correct the rule violations and unsafe practices has its effect. However, I am inclined to believe that if the individual will realize his responsibilities, avoid taking chances, and apply himself to the rules and regulations in his every day performance of duty, our Safety standing will improve.

The rank and file should also be honest and fair with one another so that everyone will feel free to discuss Safety without fear of being ridiculed by others. Safety should be a live topic in every switch shanty, and caboose, in lunch rooms, shops and so on where employes congregate. However, it is my opinion that in most cases, one would find that the subject of Safety is rarely mentioned in those places. When we can entirely wipe out the feat of the individual to approach a fellow worker with advice or corrective measures for a violation of the rules, and when that fellow worker will be man enough to accept that advice in the right spirit, I am sure we will be on the right track for a perfect Safety record on our railroad.

The management has carefully prepared the working tools for our profession, and it is our duty to use them as prescribed, and in a safe manner.

Train Accidents

I do not want to overlook the opportunity of presenting a few facts regarding this subject:

In a recent year there were 8,286 train accidents on all the railroads, in yards and on the road. 1,767 were collisions, 4,926 derailments, 15 locomotive boiler accidents, 674 other locomotive accidents, and 904 miscellaneous accidents. There was a total of 242 persons killed and 1,513 persons injured, due to these accidents.

When these accidents were classified into causes, it was found that 2,456 were due to negligence of employes, 3,411 due to defects in, or failure of equipment, 1,004 due to defects in or improper maintenance of way structures, and 1,141 due to miscellaneous causes.

Collisions—

Of the 1,767 collisions, 1,614 were due to negligence of employes. Such negligence, which is most disastrous from the standpoint of human casualties, is found in the following forms:

1. Overtaking meeting points with their trains.
2. Failure to properly identify trains at meeting points.
3. Disregard of fixed signals.
4. Failure to properly protect by flag.
5. Excessive speed in violation of restrictions.
6. Switches set in wrong position.

Derailments—

Of the 4,926 derailments which occurred during this year, 620 were due to negligence of employes, 2,316 to defects in or failure of equipment. 993 to defects in or failure of maintenance of way and structures and 997 miscellaneous causes.

It will be noted that the principal causes

of derailments are defects in or failure to equipment, and under this are listed—arch bar breaks and failures, overheated wheels, burned journals, brake rigging down, etc. It is evident that many of these should and could have been detected or remedied by closer mechanical inspection and through greater watchfulness of train crews while en route, together with close inspection of passing trains by all employes along the right of way.

Negligence of employes was responsible for 620 derailments. Analysis shows that the principal forms of such negligence were:

1. Disregard of signals.
2. Running through switches.
3. Failure to secure hand brakes.
4. Switches set wrong, or not secured.
5. Switches thrown under trains.

In giving you these statistics, it is my hope that you have been impressed with the accidents in which causes were due to negligence on the part of employes. It should again remind us that strict knowledge and observance of the rules is essential for a safe and successful operation.

Now let us turn to the subject of Safety in the home. I often wonder if parents, particularly the mother, on whom falls the burden of household duties and discipline among the children, is giving the subject of Safety sufficient attention and thought. I believe if the rules of safety were applied in the home as they are elsewhere, and were considered a little more seriously by all of us we would be able to reduce the appalling number of accidents which statistics indicate are occurring in this manner. Parents should educate and train children in the fundamental principles of safety, not only in the home, but during their recreational hours and particularly when crossing streets. Instructions on this important matter should be—to look in both directions before crossing, and to *walk* across, *not* run, because in running, one may fall directly in the path of an approaching vehicle, resulting in serious accidents.

If Safety measures are instilled in the minds of children, who in the future will take up our positions on the railroads as well as in other fields of industry, I am sure they will enter the realm of their future endeavor with a better understanding of the necessity of conducting themselves in a safe manner.

Let us not overlook the school patrol. The boys on the school patrol are performing a wonderful service in protecting children crossing streets going to and from school. They and their instructors are to be congratulated on the good work that they are doing. All automobile drivers must recognize the importance of observing speed restrictions in school districts, and adhere to signals given by these patrol boys. I am sure these boys realize their responsibility and we as automobile drivers must co-operate with them.

What Causes Traffic Accidents

A fifth horseman is riding the streets and highways of America every year. His name is carelessness. Death and injury he leaves in his wake. Motor vehicle deaths continue to rise to new high figures each year with injuries correspondingly higher. No one can say how many motor vehicle accidents in the United States are due to particular causes, because few accidents are investigated carefully enough to determine exactly what was the cause, and because most accidents have not one, but a combination of several causes. Starting with the less important causes, we know that many highways are not yet as safe as they could be made. They are too narrow, curves are too sharp, signs and signals are

not standard, and so on. These, when combined with inattention or ignorance on the part of the driver often result in accidents. The careful, skillful driver, however, rarely has an accident even on a defective highway. Vehicular defects contributing to traffic accidents mainly consist of defective brakes, and deficient or glaring headlights. The pedestrian acts unsafely under many circumstances, children play in the street, either because they do not know better, or because they have no other place to play. Adults take foolish chances by crossing a street in mid-block or against the signal with disastrous results. Some drivers have accidents because they are actually defective in mind or body. They have bad eye sight or are not strong enough to control a heavy vehicle, or their senses are dulled by alcohol, fatigue, or carbon monoxide or by any combination of these things. The greatest number of drivers who have accidents, however, are neither physically defective nor ignorant of traffic rules. They don't really want to have an accident, but neither do they sufficiently want *not* to have one. They take chances by going too fast, they pass other cars on hills and curves, they cross railroad tracks without first coming to an absolute stop and looking in both directions, they do not slow down at intersections but they do expect other drivers and pedestrians to get out of their way regardless of traffic conditions.

Little children cannot be held accountable for their actions. They cannot be expected to take care of themselves in

traffic. Drivers must think for them and protect them. Elderly persons are at an equal disadvantage. The mind may be clear, but the footsteps falter and the necessary nimbleness has left their limbs. Drivers must look out for them, too.

Deaths from automobile accidents at night are steadily on the increase. In nearly all the reports of night time accidents, there is evidence that someone was driving faster than his eyes could see, or into darkness that wasn't dispelled by headlights or highway illumination. Human eyes are not like owl eyes. Light rays from head lamps do not bend around curves, or over hills. And highway illumination, as far as fast driving is concerned, has not improved greatly since the arc-lamp era. Good highway lighting is possible, but the investment has not been made. The facts urge every driver to slow down when the sun goes down, to have two self-imposed speed limits. One for clear days, and a slower one for nights and bad weather. Fear the dark as you do a fog, a snow or a heavy rain. The hit and run driver is a careless, irresponsible person. He is lower than the worst criminal or gangster, and is a menace on our highways as well as city streets. If caught, he should be dealt with to the fullest extent of the law.

How Do You Drive?

People CAN—drive reasonably, slowly, and carefully. This is proved by the way we crawl along the first 500 or 1,000 miles when we've bought a new car. There's a sticker on our new windshield which tells us how fast to drive, and we try pretty

hard to follow these instructions. After that we cut loose and give her the gun. Too bad we can't have some kind of sticker on our windshield forever—maybe one that says: TAKE CARE OF YOUR FAMILY THE FIRST 300,000 MILES. (By that time you will have another new car.)

We crawl along meekly the first 500 miles to protect the bearings of our motor, and then we step on the gas like maniacs and take chances with our families who are at least one billion times more precious than any bearings in any automobile.

You can replace a burned out bearing. You can't replace the life of another motorist. You CAN'T replace a little girl or little boy. You can't replace YOU, with a hole in your skull.

Impose on yourself a continuous temperance in driving, a conscious restraint for safety's sake . . . always—as you do, for your car's sake those first 500 miles. A spectre stalks the highways. Drive forever cautiously. The Owl and the Pussy Cat see better at night—but you can't—so SLOW DOWN.

In closing, let me add that with the National Pension Act now in full effect, we as railroad men have something to look forward to, and should make a firm and steadfast resolution that we will take every precaution in performing our duties so that when the time comes to retire and enjoy our remaining years, in peace and happiness, we will be able to do so with a clear conscience and be able to say "I have been a careful and loyal employe." Think it over, gentlemen. I thank you.

Milwaukee Employees Pension Association Annual Report for the Year 1938

Chicago, Ill., March 15, 1939

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

The Annual Report of the Milwaukee Employees Pension Association for the year 1938, as prepared by the Secretary-Treasurer, together with Balance Sheet as at December 31, 1938, certified to by Charles L. Brown & Company, Certified Public Accountants, is herewith submitted.

Respectfully yours,

L. C. BOYLE,
President.

Secretary-Treasurer's Report

Herewith Balance Sheet showing the financial condition of the Milwaukee Employees Pension Association, as at December 31, 1938, as prepared from the books and records of account by Charles L. Brown & Company, Certified Public Accountants. The Balance Sheet may be summarized and compared with the Balance Sheet as at December 31, 1937, as follows:

ASSETS	December 31, 1938	December 31, 1937	Increase Decrease*
Cash	\$ 163,249.38	\$ 106,840.52	\$56,408.86
Accrued Interest Receivable, including Interest Accrued on Defaulted Securities...	54,215.79	67,883.85	13,668.06*
Investments at Cost, including Securities in Default	1,974,451.59	2,020,088.82	45,637.23*
Furniture and Fixtures in Buildings owned	6,958.21	5,994.08	964.13
Office Equipment	1,841.81	1,851.81	10.00*
Accounts Receivable	4,352.32	1,184.10	3,168.22
Notes Receivable	720.00	335.00	385.00
Prepaid Insurance	5,927.45	7,453.38	1,525.93*
	\$2,211,716.55	\$2,211,631.56	\$ 84.99
LIABILITIES			
Refund Certificates Payable	\$ 79,945.43	\$ 81,614.54	\$ 1,669.11*
Sundry Liabilities and Deferred Credits....	1,702.72	1,007.51	695.21
Mortgages Payable	5,095.06	5,263.78	168.72*
Net Worth: Members' Contributions Account	1,650,183.67	1,687,246.70	37,063.03*
General Fund	695.89	13,818.83	13,122.94*
Income	474,093.78	422,680.20	51,413.58
	\$2,211,716.55	\$2,211,631.56	\$ 84.99

BALANCE SHEET As of December 31, 1938 ASSETS

Cash	\$ 163,249.38
Accrued Interest Receivable	\$ 54,215.79
Accounts Receivable	3,485.14
Accounts Receivable, Sundries	867.18
Notes Receivable	720.00
Total Receivable	59,288.11

Twelve

The Cash Account represents amount on deposit in bank subject to checks and shows an increase of \$56,408.86. Cash is being accumulated in this account for the purpose of making further distribution to members as soon as possible.

Accrued Interest Receivable: This account represents interest accruals to the end of the year and shows a decrease of \$13,668.06 from the previous year, the decrease being due principally to discontinuance of accruing interest on properties acquired and now held in the Real Estate Holdings Account, and also the partial collection of past due interest, liquidating investments, charging back uncollectable interest accrued in previous years, etc.

Investment Account: This account shows total investments at cost at the end of the year as \$1,974,451.59. This amount is a decrease of \$45,637.23 from the previous year, and the decrease is accounted for as follows:

Decrease in—		
Bond and Mortgage Investments	\$114,540.82	
Contract for sale of Real Estate....	9,029.24	\$123,570.06

Less:		
Increase in—		
Real Estate holdings	\$ 25,314.57	
Masters' Certificates and Foreclosure Judgment	52,618.26	77,932.83
Net Decrease		\$ 45,637.23

Furniture and Fixtures Account: This account represents at cost furniture and equipment such as gas stoves, refrigerators, etc. in properties owned by the Association to the total amount \$6,958.21. The increase of \$964.13 represents the cost of additional equipment purchased during the year.

Total Cash and Receivables		\$ 222,537.49	
Investments:			
Bonds at Cost	\$ 447,803.75		
Mortgages	260,245.10		
		\$ 708,048.85	
Add: Amortization Mortgage Discount	\$ 326.78		
Amortization Bond Discount.....	1,311.67		
	\$1,638.45		
Less: Amortization Bond Premiums.....	1,419.51	218.94	
Total Bond and Mortgages	\$ 708,267.79	708,267.79	
Masters' Certificates		65,086.40	
Real Estate Contracts		5,887.75	
Real Estate Holdings	\$1,203,423.79		
Less: Depreciation	8,214.14		
Total Real Estate		1,195,209.65	
Total Investments		1,974,451.59	
Deferred Charges:			
Prepaid Insurance		5,927.45	
Equipment:			
Office Equipment	\$ 1,841.81		
Furniture and Fixtures in Buildings owned.....	6,958.21		
Total Equipment		8,800.02	
		\$2,211,716.55	
LIABILITIES			
Refund Certificates Payable	\$ 79,945.43		
Mortgage Payable	5,095.06		
Total Liabilities		\$ 85,040.49	
Deferred Credits:			
Interest Collected Unearned and Sundries		112.47	
Reserves:			
For Accounts Receivable	\$ 976.46		
For Real Estate Taxes	329.51		
For Social Security Taxes, Federal and State	284.28		
Total Reserves		1,590.25	
Net Worth:			
General Fund	\$ 695.89		
Members' Contributions	1,650,183.67		
Income Account	474,093.78		
Total Net Worth		2,124,973.34	
		\$2,211,716.55	

To The Executive Committee,
Milwaukee Employees Pension Association,
Chicago, Illinois.
Gentlemen:

The above Balance Sheet of the Milwaukee Employees' Pension Association as of December 31, 1938, is compiled from our audit report for the past calendar year and is in accord with the books of the Association.

Respectfully yours,
CHARLES L. BROWN & COMPANY
By CHARLES L. BROWN,
Certified Public Accountants.

Office Equipment Account represents furniture and office equipment in the office of the Association carried at cost, and shows a decrease of \$10.00, being amount received for window ventilators left in office formerly occupied.

The Accounts Receivable Account represents miscellaneous items temporarily charged to this account and the increase of \$3,168.22 represents items charged to this account during the year awaiting final adjustment.

Notes Receivable Account represents notes taken from tenants for unpaid rent, and payments are being made from time to time on same.

Prepaid Insurance represents unearned premiums on insurance policies. This account shows a decrease of \$1,-

525.93 due to amortization of premiums paid.

Refund Certificates Payable Account shows the amount due members who hold certificates. This account shows a decrease of \$1,669.11, representing certificates redeemed in like amount.

Sundry Liabilities and Deferred Credits Account shows an increase of \$695.21 due to setting up reserve in connection with Federal Social Security Act and Illinois Unemployment Compensation Act, prepaid interest, tax money deposited on mortgage loans, etc.

Mortgage Payable Account represents balance of \$5,095.06 due on a mortgage covering property acquired

by the Association. The decrease of \$168.72 represents the amount paid off during the year on this mortgage.

Members Contributions Account shows a decrease of \$37,063.03. This decrease represents amount paid to beneficiaries of deceased members and adjustments in membership accounts.

General Fund: The decrease of \$13,122.94 in General Fund Account represents total operating expenses for the year.

The Income Account shows an increase of \$51,413.58. This represents net income for the year from investments and real estate operations.

No distribution was made to members during the year because it was not possible to dispose of assets at a reasonable value and accumulate sufficient cash to do so. However, it is hoped that general business conditions will improve during the year 1939 so assets can be converted into cash without unduly sacrificing values, thereby making it possible to accumulate sufficient cash to make further distribution to members.

The Executive Committee canvassed the votes cast in the March 1939 election for two members of the Board of Directors and their report filed in this office shows that Messrs. L. C. Boyle and Claude A. Peterson were re-elected as members of the Board of Directors.

Respectfully submitted,
M. F. KOLBE,
Secretary-Treasurer.

La Crosse River Division, Second District

Ira G. Wallace

ENGINEER and Mrs. J. H. Hafener were week-end guests of Mr. and Mrs. Erick Leipelt at Denver, Colo., enroute to the World's Fair at San Francisco. They expect to be back home at St. Paul in about three weeks.

L. A. Dreese has returned to his position as bill clerk in the Hastings freight office, having recovered from a long illness. Frank Anderson has returned to Lake City, where he is working as ticket clerk.

Mrs. Ole Winjum of Red Wing has returned from Harrisburg, Pa., where she spent a short visit with her daughter.

Sure signs of Spring—Carl Ellingson of the roadmaster's office has again opened his turkey ranch at Hager City, and has over three thousand eggs in incubators at this time. Looks like another busy summer for Carl. As usual, Harry Tebbe is now passing out generous samples of flower seeds which he raises each year, and he takes quite a delight in helping to get flower gardens started.

L. M. Truax attended the Claim Prevention committee meeting which was held at Portage on April 5th.

C. W. Moore has returned to work at St. Paul Yard after recovering from a brief attack of the flu.

John Zuzek of Hastings is relieving section foreman Howard Larson at Frontenac for the summer months. Howard is now in charge of a large extra gang on the east end of this division. Lester Barnholt of Red Wing also is relieving George Polyard of Wabasha, who has taken an extra gang in Iowa for the summer.

The recent warm weather brought with it the usual high water in the Chippewa River. The C. V. Division managed to keep our roadmaster and his track men very, very busy, and service was resumed with a minimum delay.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Austin Chapter

Mrs. H. J. Keck, Historian

AUSTIN Chapter lists the following accomplishments for the months of January and February.

Mrs. O. C. Peed, mutual benefit chairman, reports the expenditure of \$41.43 for coal and \$10.27 for groceries, reaching four families.

Mrs. F. M. Valentine, good cheer chairman, lists 337 personal and telephone calls, with fifty families reached; also many cards and letters, as well as gifts of fruit, flowers and food given by various members at no expense to the club. There has been much sickness and several deaths among relatives of club members. It seems as though our club song should be "Blest Be the Tie That Bind," for that close tie that exists between members of the Milwaukee family is never shown more greatly than at such times. It is impossible to check accurately for purposes of report the many personal calls and deeds of kindness extended to those in trouble, but our estimate is always far under the actual figures. This may not be so true in larger towns, but certainly is in smaller ones where we are all so well acquainted.

Mrs. M. P. Ayers, ways and means chairman, reported \$9.50 raised by donations and club house rentals.

Mrs. A. C. Anderson, membership chairman, has only just gotten away to a good start on the membership drive, but we hope to qualify for our share of the generous cash prizes offered by the General Governing Board.

Mrs. Geo. Haseltine, treasurer, reported \$121.39 balance at the close of February.

Mrs. H. C. Munson, safety first chairman, has made her part of the meeting a very interesting one. At the January meeting she read a fine paper on Safety First in the Home, and gave out printed copies of safety first rules and suggestions by the National Safety Council, which, if read and acted upon, would result in a great decrease of common accidents.

For the February meeting Mrs. Munson had clipped a large number of items from our daily papers for the preceding week telling of disastrous fires mostly in our own locality, all of which could have been prevented by a little more care. N. P. Jensen, who has served as fire chief in Austin for the past thirty-five years, was at this meeting, an answered questions from a list prepared and read by Mrs. Munson. At the close he was given a rising vote of thanks for his talk as well as a recognition of his long years of service to the community.

Our programs, under the direction of Mrs. Arthur Reilly, have been very entertaining. Frederick Devir gave an interesting talk on "The Possibilities of Television" at the February meeting. Two of our club members, Mr. and Mrs. A. A. Seeman, recently returned from vacation trip to California, and Mr. Seeman showed several reels of pictures taken on this trip, among them being very beautiful ones of the Pasadena Rose Parade, all in color.

One of our youngest members, Harriet Hinkley, has been in St. Mary's Hospital, Rochester, gravely ill for the past several months, but we are glad to know that she is now on the mend. Our secretary, Mrs. E. J. Blomily, also was in St. Mary's Hospital for several weeks, having undergone a major operation. It is good news that she also is recovering nicely.

Bank night contests have added to the interest of the meetings. In January Mrs. F. T. Luskow and L. L. McGovern were the recipients, and in February Mrs. E. J. Blomily and George Haseltine. As the contributing members outnumber the voting two to one, there seems to be

something slightly inequitable in the fact that the contributing members (the men) receive only 25 cts. as an attendance prize, while the voting members (the women) receive \$1.00. If these voting members ever get to Congress they will have had good preliminary training in the power of the vote.

Austin Chapter has received invitations to attend the district meeting and luncheon at the Hotel Lowry, St. Paul, on June 7th, and it is hoped a large group from here will attend.

Seattle Chapter

Mrs. J. T. Nordquist, Historian

ACTIVITIES of Seattle Chapter for the month of February were a bridge luncheon on the 10th, as well as the regular monthly luncheon and business meeting on the 23rd. The card party proved to be all that the committee in charge had hoped for, as the rooms were filled to capacity by members and their friends. At the monthly meeting Mr. J. O. Jones showed pictures about sugar; the planting and harvesting in Hawaii and the various processes of refining. At this time we were also told of plans which are materializing for an Exposition to be held in Seattle in 1942, the theme of which is to be "Our New Electrical Empire." At the business meeting, welfare chairman Mrs. Barrett stated that one family received aid. Good cheer chairman Mrs. Magill reported 31 personal calls, 10 telephone calls, 3 letters and cards and 8 families reached. Mrs. Murray, treasurer, reported \$2.10 realized from raffling a present sent to the club by Mrs. Saunders of Avery, Idaho, who has been on the coast for some time as a shut-in.

Members who wished to help with sewing for the Washington Children's Home met at the club rooms March 16. Several very pretty spring dresses were made for the girls at the Home.

March was also a busy month. At the business meeting, March 23, the treasurer reported a balance in the bank of \$259.73. Membership chairman Mrs. C. G. Hurlbut, whose campaign for a larger membership proved successful, told us that March 9th we had 70 voting members and 199 contributing. This brought us the coveted \$25 prize. The program for that day included an informal talk of a World Tour made by Mrs. G. Rowland Tutthill.

There will be a tea on April 20, at which Mrs. A. J. McCarthy, one of our members, will give a talk on "Interesting People of the Theatre." Mrs. McCarthy was at one time leading lady with David Warfield.

Tomah Chapter

Mrs. V. J. Blaschke, Historian

TOMAH Chapter met on the afternoon of April 12th in the American Legion Hall. A delicious one o'clock luncheon was served to about 70 members, including several Sparta ladies.

The regular business meeting was then conducted by our president, Mrs. A. Harris.

The ways and means committee sold chances on an apron and a card table cover which were won by Mrs. J. Opal and Mrs. A. Gnewikou. The door prize was won by Mrs. E. E. Erdman.

A program followed the business, consisting of a piano solo by Mrs. J. Toohey and several violin selections by Mr. A. J. Lambert, retired engineer, accompanied by the piano by his daughter, Mrs. E. Horning.

It was decided to hold our May and June meetings in the afternoon instead of evening. A number of members plan to attend the district meeting and luncheon at Hotel Sherman, Chicago, on May 4th.

Avery Chapter

Mrs. R. F. Randall, Historian

OUR March meeting was held in the club rooms on the first. Twenty-four members answered to the roll call on their "hobbie." A short business meeting was held, after which luncheon was served by hostesses Mrs. Shook and Mrs. Lombardie. Pinochle finished the evening.

On March 11th the chapter presented a musical comedy entitled "Joys of Life." Ruth Lindow, Misses Mathews, Consulas, Dittman, Maybelle Shaw, Elise Spencer, Mmes. Wallace Decker, Arlene Hoover, Prentice Price, Pears, Earl Shook, Jack Hillsdon, Ralph Townsend, Paul Blair and Richard Randall comprised the cast.

On April 5th the chapter met for their regular session, with nineteen members present. Ways and means committee reported \$17.30 realized on the play given. May 13th was named as the date of the spring party. Refreshments were served by the hostesses, Mmes. Pears and Heigle. Bingo was the entertainment for the evening.

Mr. and Mrs. James McEntee have left Avery for Iowa, where he expects to work this summer.

Aberdeen Chapter

Mrs. Max A. Hansen, Historian

THIS chapter met in regular session on Monday night, February 20th, in the club rooms. Mrs. E. H. Soike, our president, called the meeting to order at 8:00 o'clock p. m. The club motto was repeated after which all members joined in singing "America the Beautiful." After all committee reports were read, Mrs. W. Beckel introduced Miss Edna Overby, who presented her pupils in a one act patriotic play. Two readings were given by Ralph Peterson. This program received much applause and was also given a vote of thanks.

Aberdeen Chapter wishes to extend thanks to Mr. J. T. Gillick and Mr. Scantrett of Chicago, Ill., for sending their membership to our chapter.

Plans were drawn up for a card party to be held March 6th. Our card parties are always enthusiastically attended and the results are most gratifying.

We wish to thank our hostesses at this time who so painstakingly decorated the club rooms in harmony with the holiday. Flags in all sizes were in evidence. The menu was carried out in red, white and blue, small flags were at each plate and the effect was very pleasing and appropriate.

The meeting closed.

Hostesses for the evening were: Mrs. W. H. Armstrong and Mrs. W. W. Arnold.

On March 6th, characteristic St. Patrick colors and symbols marked appointments at our public bridge-tea at the club rooms sponsored by Aberdeen Chapter. Mrs. E. H. Soike, our president, awarded prizes to the following: Mrs. Blaine Rowlee, Mrs. Leah Hanson, Mrs. Ren. Wheeler, Mrs. A. N. Carrier.

Our March meeting was held on Monday, the 20th, at 8:00 p. m., in the club rooms. President, Mrs. E. H. Soike, opened the meeting. Mrs. W. Beckel introduced her program as follows: Turell Van Patten, who pleased the audience with two beautiful tenor solos, and Miss Marie Rinke, who gave a lovely piano solo. These young entertainers were given a vote of thanks by club members.

Routine business followed. A letter of resignation from Mrs. J. R. Lowe was read. The resignation was accepted with regret. Mrs. Lowe was our ways and means chairman. An announcement of the district meeting to be held in St. Paul on June 7th, was read. Many cards of thanks were also read. Each officer read her duties from the Constitution and By-Laws and accepted same.

Plans were made for a dance early in April in the Milwaukee depot waiting room. This is our annual dance and is always a big success. Mrs. John Achtien was awarded the Club's lace table cover.

At the close of the meeting lunch was served by the following hostesses:

Mrs. Cathryn Cully, Mrs. Arthur Birdseye and Mrs. Arthur Anderson.

Sioux City Chapter

Mrs. Ben Rose, Historian

SIoux CITY chapter welcomes Mr. and Mrs. J. T. Hanson, formerly of La Crosse. We realize that moving from the old home to a new one calls for readjustments, but we are all members of the BIG Milwaukee family and we hope that the comradly spirit which this relationship inspires and creates will manifest itself in such a manner that Mrs. Hanson will be very happy with us. Already those of us who have met her feel that she is an old friend.

With several new members on the Board, our president, Mrs. J. W. Carney, has the work for 1939 outlined and well started.

At the February Board meeting the membership drive started on the road to victory with the arrival of the yearly dues from Mr. Scandrett and Mr. Gillick. Mrs. John Hansen, membership chairman, reports 105 members to date, which is very encouraging considering the Spanish influenza handicap which invaded our ranks and raged for several weeks.

Mrs. Harvey Hoffman of ways and means reported due to the flu the galloping teas which were inaugurated in January had slowed down. Mrs. Carney gave the first, Mrs. Hoffman the second and Mrs. Jess Jamison the third. However, as each member of the Board has been asked to give a tea our ways and means chairman hopes to realize a nice sum of money now that everybody is getting back to normalcy. The teas and a ham netted \$14.35.

For our needy ones \$9.87 has been expended so far this year.

Our January pot-luck and general meeting was also a farewell to Mrs. Doud, who with Mr. Doud and children, has gone to La Crosse. We take this opportunity to thank both Mr. and Mrs. Doud for their splendid support while affiliated with our chapter.

We regret to record the faces we shall see no more. Mr. Bert Small, conductor, who had been ill for some time, died last month. Also Mrs. Robert Schenck, who also had been in ill health for a number of months. And Mr. Gilbertson of the Riverside shops passed away April 10th. To these bereaved families we wish to assure them of our sympathy and our desire to serve them in any way we can during these trying hours. The chapter served dinners in the homes and sent other expressions of help, but we feel there is also the spiritual comfort, of friends silently supporting and mitigating the grief, that is perhaps of greatest value.

Davenport Chapter

Mrs. F. L. Brenton, Historian

AT THE February meeting the social committee had planned a delightful surprise for those who attended. Following the business session an evening of cards was enjoyed with prizes for each table. A delicious luncheon was served from attractively decorated tables, the valentine color scheme being carried out in candles, place cards and napkins. Because of the "flu" epidemic the attendance was small, but those who were able to go reported a wonderful time. Mrs. E. A. Johnson and Mrs. George Volrath were in charge of the pleasant evening. Glen Edwards received the attendance award.

The membership committee has been actively conducting a campaign for new members as well as paid up "old" members. At present writing there are 89 members. The car department at Nahant reports 100 per cent. Other departments will surely want to follow suit.

The sunshine chairman has been busy the last two months keeping track of the numerous cases of illness. The "flu" was responsible for much of the trouble.

J. J. Flanagan is still in Mercy Hospital,

recovering from a serious accident, but we are glad to know he is greatly improved.

Mrs. Henry Louisfield is improving after an operation for the removal of badly infected tonsils.

Gus Magnus has been a patient in St. Luke's Hospital for several weeks, receiving treatment. We trust he will be in much better health.

The welfare committee report several families helped with milk.

A card party was planned at the April meeting, to be held at the Wonder Bakery, with Mrs. Wm. Ervin in charge of arrangements. The date for the affair has not been definitely decided.

Mrs. Florence Salzer, treasurer, reported an April balance of \$96.56.

The district meeting of the club was announced for May 4 in Chicago. Mrs. Salzer was appointed to represent Davenport Chapter and several others plan to attend.

Fullerton Avenue Chapter

Margaret McCarthy, Historian

ON TUESDAY, March 14, supper was served to 110 members in the cafeteria at 5 p. m. Following this the general business meeting was held, presided over by Mrs. Kraebber, who spoke of the annual luncheon to be held at the Sherman Hotel May 4, and asked all members of our chapter who could possibly do so to attend.

Fullerton Avenue Chapter is planning an early fall dance to be held in October, during which month our club will celebrate its fifteenth anniversary. All members are urged to keep this date in mind and help make this a real celebration.

The meeting was turned over to Miss Neumann, acting program chairman, who introduced Mrs. Joseph Lewis. Mrs. Lewis entertained with a grand book review of "Yoke of Stars." The assembly as a whole is looking forward to a return engagement of Mrs. Lewis at an early date.

A circular has been passed among the employes describing the advantage of being a club member. The purpose of our club is welfare work among employes. Your membership, in addition to entitling you to the advantages of the chapter, will materially assist us in carrying on our work.

The chapter also wishes to remind you of your tip card for freight and passenger business. If any of your friends are planning a trip to the California Fair, convince them that the route via Seattle is the only way to really enjoy a trip to California, to take advantage of the most scenic route, and this will also give you another tip card to send in promoting business.

Beloit Chapter

Mrs. William Stenek, Historian

THE February meeting was held on the 8th with 34 members present, which was a fine attendance. The meeting was called to order by the president, Mrs. W. McIntyre. Treasurer read a balance of \$148.57 on hand. Welfare chairman Mrs. Flannigan reported \$10.60 spent for food and clothing, 4 personal calls, 15 telephone calls made and 15 families reached. Sunshine chairman Mrs. Cheadle reported 4 good cheer cards sent and 1 plant sent at no expense to the club; 14 personal and 19 telephone calls were made. Ways and means chairman Mrs. Montcrief reported \$22.70 made on last bingo party. Membership stands at 11 voting and 6 contributing so far.

The membership drive is in full swing and it is hoped to have them all in by the next meeting. More bingo parties were planned for February, one the 11th and another the 25th. Officers and chairman are planning a dessert bridge to be held some time later. Two new members, Mrs. Swanberg and Mrs. J. Stewart, were welcomed. Mrs. Nate Morgan again was the lucky lady for the attendance prize but was not present. There being no further business the meeting adjourned. A social hour with refreshments followed. Each member received a comic valentine which was read, causing much laughter and fun.

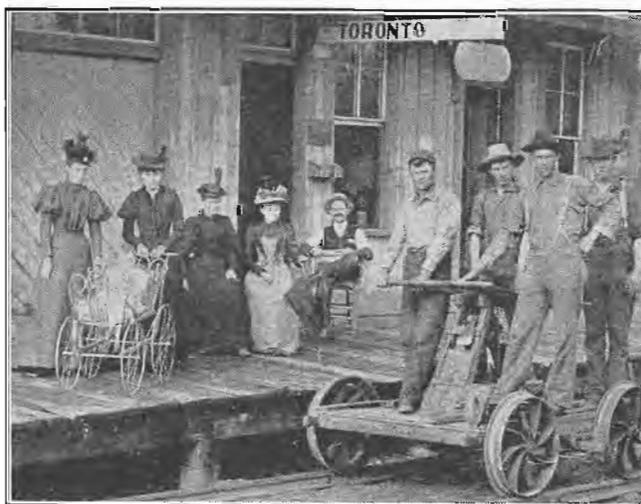
The March meeting was held on the 8th with 32 members present.

Treasurer reported a balance of \$219.19. Welfare reported \$3.20 spent for food and clothing, 22 telephone calls made and 1 family reached. Sunshine made 5 personal and 20 telephone calls, 5 messages of good cheer sent and 30 families reached. Ways and means reported \$16.04 made on 2 bingo parties during February.

Membership is voting 83, and contributing 120, making a total of 203.

Mrs. Thurber and Mrs. Novey worked hard to have all memberships in by Mar. 1. Mrs. Thurber's side was the winner with 50 voting and 80 contributing members. Mrs. Novey's side having 33 voting and 40 contributing. The losers are to give the winners a pot lunch dinner at the April meeting. Mrs. Cheadle received the attendance prize of \$1. Two new members were also welcomed, Mrs. Mike Butler and Mrs. Jess Spurgeon. We would like to see more of our new members at our meetings. All business being finished the meeting adjourned. Bunco was played and refreshments served.

Way Back When



When the above picture of the Milwaukee railroad station was snapped in 1895, N. J. Edwards had been station agent for four years. And now, 44 years later, the veteran railroader remains on the job. In the above picture Mr. Edwards is the man

seated on the platform. On his right is his wife and seated next to Mrs. Edwards is Mrs. E. B. McLaird, deceased.

Standing at the left front of the old type handcar is George E. McLaird, deceased, and on his right is E. B. McLaird. William Lenahan, deceased, stands on the left side of the handcar in the rear, and on his right is Alfred Hertig.

Contrast the high-wheeled, ornate baby buggy in the above photo with the present day sleek and streamlined numbers. And, oh, can't you almost hear those bustles rustle and Mr. Edwards' celluloid collar crack. As for the handcar, just try to find one of that model these days. Read the story below for Mr. Edwards' reminiscences of the old days in railroading.

The Retirement List

(Continued from Page 6)

Name	Location
William C. Barden.....	Tacoma, Wash.
John Luepke.....	Milwaukee, Wis.
Thomas Conlan.....	Milwaukee, Wis.
Robert Starkie.....	Minneapolis, Minn.
John Morrison Clement.....	Savanna, Ill.
John Wenger.....	Monticello, Iowa
Karl Hanson.....	Houston, Minn.
John H. Waggener.....	Miles City, Mont.
George C. Weycker.....	Green Bay, Wis.
Herman E. Wilke.....	Milwaukee, Wis.
Gottlieb Raddatz.....	Milwaukee, Wis.
Jay Austen Tubbs.....	Butte, Mont.
Christ Lundblad.....	Tacoma, Wash.
Cyprien Gardapee.....	Bensenville, Ill.
August Damrow.....	Glencoe, Minn.
Peter Justen.....	Milwaukee, Wis.
George Wm. Miller.....	Marion, Iowa
George C. Sims.....	Milwaukee, Wis.
Leo Schley.....	Milwaukee, Wis.
Wm. H. Worthington.....	Milwaukee, Wis.
Charles Alonzo Carmer.....	Harris, Mo.
Obadiah Monroe Case.....	Adel, Iowa
Thomas Jos. Scanlon.....	Tacoma, Wash.
Robert Stephen Gilker.....	Green Bay, Wis.
Gilbert G. Lier.....	Green Bay, Wis.
Peter Kocha.....	Green Bay, Wis.
Lyman Trumbull Moyer.....	Chicago, Ill.
Joseph R. Grow.....	Evanston, Ill.
Charles Rob't Blythe.....	Dana, Ind.
George Jacob Disburg.....	Manilla, Iowa
Dexter V. Stephenson.....	Alberton, Mont.
Charles A. Van Horn.....	Tacoma, Wash.
James A. Wolverton.....	Puyallup, Wash.
Daniel Jos. Mahoney.....	Tacoma, Wash.
Adam Rauch.....	Bellingham, Wash.
Varnum Willard Price.....	Wauwatosa, Wis.
Adolph G. Erickson.....	Hartland, Wis.
Joseph Smrz.....	Milwaukee, Wis.
Henry Monroe Little.....	Perry, Iowa
Carl E. H. J. Luetjohann.....	Milwaukee, Wis.
Charles Melvin Newman.....	Austin, Minn.
Alfred John Neveu.....	Green Bay, Wis.
Lorenzo Millonzi.....	Milwaukee, Wis.
George Wm. Saunders.....	Elgin, Ill.
Thomas Quigley.....	Green Bay, Wis.
Magnus Johnson.....	Minneapolis, Minn.
Wm. Fred'k Krause.....	Milwaukee, Wis.
Christian C. Johnson.....	Minneapolis, Minn.
Henry Jos. Fraiken.....	Minneapolis, Minn.
Peter Paul Radajak.....	Green Bay, Wis.
Harry Clarence Hoffman.....	Savanna, Ill.
Egbert Monroe.....	Minneapolis, Minn.

Odin A. Quarstad.....	Lanesboro, Minn.
Herman Carl Wolgram.....	Sparta, Wis.
Arthur Wm. Jones.....	Milwaukee, Wis.
Harry J. Mendlik.....	Milwaukee, Wis.
Melville E. Hatch.....	Miles City, Mont.
Harry W. Conger.....	Mobridge, S. D.
Charles F. H. Schulta.....	Tacoma, Wash.
John Holmes Joslyn.....	Chicago, Ill.
Joseph A. Ball.....	Tomahawk, Wis.
Johan A. Johnson.....	Minneapolis, Minn.
George E. Orman.....	Perry, Iowa
Herman A. Korff.....	Watertown, Wis.
Edmund B. Dawes.....	Milwaukee, Wis.
Jonh Nolan Glover.....	Milwaukee, Wis.
George P. Karch.....	Deerfield, Ill.
Edward S. Richards.....	Tacoma, Wash.
John Dewitt Lyons.....	Milwaukee, Wis.
George Havill.....	Perry, Iowa
Frank C. W. Prohl.....	Wauwatosa, Wis.
Louis Graham Kerr.....	Eldon, Iowa
Lawrence Farrell.....	Minneapolis, Minn.
Clarence Thos. Bickell.....	Chicago, Ill.
Joseph Murphy.....	Minneapolis, Minn.
James H. Harding.....	Mason City, Iowa
Ezra Mason West.....	Tacoma, Wash.
Grant W. Parker.....	Black Earth, Wis.
Charles Edw. Leonard.....	Sioux City, Iowa
John Ludwig Johnson.....	DeKalb, Ill.
Andrew Gustafson.....	Minneapolis, Minn.
August H. H. Doepke.....	Milwaukee, Wis.
John O. Norquist.....	Minneapolis, Minn.
Lucas Mortl.....	Minneapolis, Minn.
Isaiah Timmins.....	Ottumwa, Iowa
Emil Max Trommer.....	Milwaukee, Wis.
Douglas Whitten.....	Kansas City, Mo.
Milford A. Stowers.....	Oxford Junction, Iowa
John Semrau.....	Tomah, Wis.
Henry Kuhn.....	Wadena, Iowa
Charles J. Westcott.....	Rhodes, Iowa
Robert A. Bishop.....	Independence, Mo.
Fred Lewis Hudson.....	Wausau, Wis.
William C. Schroeder.....	Milwaukee, Wis.
Gust Fred'k Natzel.....	Manilla, Iowa
Moses Jos. Laluzerne.....	Green Bay, Wis.
Albert L. Kimball.....	Minneapolis, Minn.
S. E. Hollingsworth.....	Council Bluffs, Iowa
George Wm. Catlin.....	Chicago, Ill.
Edward Peter Morrison.....	Tacoma, Wash.
Oren W. Osborn.....	Powersville, Mo.
August F. Sommer.....	Millville, Minn.
Adam Sitter.....	Ipswich, S. D.
William S. Biddison.....	Miles City, Mont.
Elling Olsen Melby.....	Winifred, Mont.
Ellis A. Noland.....	Spokane, Wash.
William T. Emerson.....	Spokane, Wash.

known to the public, although the wedding date is we understand of some months ago, is that of Mrs. Jessie Tripp and Mr. Charles Rader of this city. They are both well known here and the entire division extends to them best wishes for happiness, Mr. Rader has been a Rocky mountain division engineer since Jav Bone days working on the east end out of here and Mrs. Rader, who came here from Denver about a year ago, is a sister of the late Mrs. Pearl Rader.

They expect to make their home in Three Forks and we wish them a long and happy life.

Occurred at Deer Lodge April 9th the death of James A. Dunn of that city, after several weeks of illness. Mr. Dunn was a well known and popular engineer working west out of Deer Lodge since 1909 and he leaves besides his wife Helen, a son and a daughter.

Mr. Dunn was 65 years of age and was making arrangements to retire on pension when he was taken ill. We extend our most sincere sympathy to this family.

Engr. Johnnie Smeltzer and his wife expect to leave the last of April for a long trip, visiting relatives in Penn., New York, Conn., Minn., and Oklahoma. Before returning home, they will take in the sights of the New York Fair and buy a new car at the same time and if any one can beat all that step right out and say so.

Harry Hamilton, a popular pioneer Rocky Mountain engineer, passed away suddenly the evening of March 28th in Three Forks.

Mr. Hamilton was born in Wisconsin and was about 60 years of age, and had been a passenger engineer on the Rocky Mountain division for about 25 years, also working a few years on the Northern Montana returning here about a year ago. His wife died several years ago. He was a brother of asst. supt. T. J. Hamilton, of Tacoma. We extend our sympathy to him.

News of another wedding reached us the other day, when that of Miss Mary Mogus of Missoula and Harold Torgrimson, son of engineer and Mrs. A. A. Torgrimson of this city was announced. However, they have been married about three years and have been very successful in keeping the secret, as the date was 1936 and the place San Francisco.

Mrs. Pogreba has returned home after a week in the St. James hospital in Butte, she is some improved in health and we hope will soon be up and around again.

Mrs. William Donner, wife of condr. Donner of the Bozeman switch engine, is recovering from a major operation in Bozeman, and Mrs. Harry Hamp is up and around again after a major operation in a Butte hospital, we are glad indeed both these ladies are convalescing so rapidly.

Operator Fred Byrne who for a number of years has worked in 'GS' office in Butte and who was always one of our favorites over there, has retired on pension, Mr. Byrne has lived in Belgrade for many years, where he owns his home, and was postmaster there for eight years, in years of service on the Milwaukee he is among the oldest and we join the large crowd who wish him the best of everything from now on.

A most engaging person stopped to say hello, the afternoon of April 13th enroute home after a visit on the west coast and the 'Fair.'

Mr. W. J. Swennig, operator at 'MS' office with Mr. J. E. Fennigan, at Omaha ...our line. He was accompanied by his daughter and son-in-law, I understood, and he said the 'Mrs.' stayed at home to take care of their grand child....my eye, they do stay young looking back there in Nebraska,....I came from Nebraska myself,....

A wedding of interest to Rocky Mountain division employes was that of Miss Eunice Heim and Mr. John Lander at Bozeman, March 18th. Eunice is the eldest and popular daughter of fireman and Mrs. Otto Heim, of this city, where she has grown up and graduated from Three Forks high school. Mr. Lander comes from Butte where they will make their home. We extend our very best wishes to this young couple.

Restocking Ranches

(Continued from Page 10)

Montana and the western Dakotas and while inbound carloads of livestock to range destinations are news that ranch men believe they will have sufficient grass and other feeds to resume normal operations, they are also good news for the railroads, local businessmen and the livestock industry as a whole.

Public Finance

"It is freely admitted that certain areas in Western South Dakota are reasonable insofar as crop risk, however, the major portion is of high crop risk nature.

"Western South Dakota is a grass country and livestock production should be its major agricultural business—its 'Proper Land Use.'"

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

Nora B. Decco

SPRING has arrived in earnest now, and the lilacs are about to bloom....Well maybe not right away but soon....the pit at Three Forks which some times beats the robins, is going full blast and we don't mean maybe either; three shifts and gravel trains meeting each other just like rev. freight trains on the east end....when we

look up and see Ted Gustafson's smiling face over the train register first thing in the month of March, then we all know spring is here (wonder where he spends his winters....) he and his good looking wife are here for the summer again. Nichols and family, and Schultz also, here. Both men on the other shifts. Graveling is to be done on about 60 miles on the east subdivision, from Harlowton west to Lennep and from Higgins spur to Fanalula, and understand some on the Gallatin Valley and the west end also. Looks like a summer's job at least. With prospects for a good passenger business for the two fairs, and the regular Park and tourist business we should be '25' most of the time....which is what we all wish for.

A splendid joint Service Club and Milwaukee Womens Club meeting was held at the Club house at Three Forks Monday evening April 17th with a fine crowd present and a good dinner served to them at six p. m.Supt Sorensen and train master Herven accompanied by roadmaster Jersey, were present, as were visitors from Bozeman, Manhattan and other out of town points. Talks were made by Mr. Sorensen, Mr. Herven, and several others, and a most enjoyable evening was spent.... more of them to follow, says chairman Tommy Fairhurst....who is also His Honor the Mayor of Three Forks now, having been elected last week to serve as Mayor of our city, we elected Tommy on his past record, and so of course he has to be good from now on....Fireman Wade, Condr. Jenkins, fireman Chollar, were also elected alderman, Condr. Westbrook, who is retired on pension resigned in favor of another man, on a tie vote in his ward.

A wedding of interest to every one who knows them and which has just been made

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Ruby M. Eckman.....	Care Chief Dispatcher, Perry, Iowa	Miss F. A. McCauly.....	Care Local Freight Office, Minneapolis
John T. Raymond.....	Care Superintendent, Marion, Iowa	Lucille Millar.....	Care Store Department, Dubuque, Iowa
Miss E. L. Sacks.....	Care Asst. Superintendent, Dubuque, Iowa	Mrs. Dora M. Anderson.....	Care Local Agent, Moberly, S. D.
Miss O. M. Gohmann.....	Care Superintendent, Ottumwa, Iowa	F. B. Griller.....	Care Ticket Office, Sioux Falls, S. D.
Miss E. Stevens.....	Care Superintendent, Savanna, Ill.	Mrs. Pearl R. Huff.....	Care Superintendent, Miles City, Montana
C. W. Dubaven.....	Care Yardmaster, Mason City, Ia.	Mrs. Nora B. Decco.....	Telegrapher, Three Forks, Montana
Mrs. O. M. Smythe.....	Care Car Department, Minneapolis, Minn.	E. R. Tulele.....	Care Agent, Tacoma
Ira G. Wallace.....	Clerk, Red Wing, Minn.	E. D. Smith.....	Operator, Portage, Wis.
H. J. Swank.....	Care Superintendent, Austin, Minn.	E. J. Montgomery.....	Mechanical Dept., Milwaukee Shops
Mrs. Lillian Atkinson.....	Care Asst. Superintendent, Wausau, Wis.	J. J. Staele.....	Care Davis Yard, Milwaukee, Wis.
E. L. Wopat.....	Care Superintendent, Austin, Minn.	V. C. Williams.....	Care Agent, Council Bluffs, Ia.
J. B. Philips.....	Care Superintendent, Green Bay, Wis.	C. R. Taylor.....	Care General Agent, Cedar Rapids, Iowa
Miss C. Hammond.....	Care Superintendent, Terre Haute, Ind.	C. D. Wangness.....	Care Dispatcher, Mitchell, S. D.
		Leonard Jahnke.....	Fullerton Avenue, Chicago

H&D Division—"Where the Olympians Meet"

Freda Taylor Lessler

SORRY folks, that we missed the April issue with our news items. Your correspondent was in the hospital last month when the news was due but am glad to report that I am feeling fine and hope I can make up this month with interesting items for you.

First I feel that I should tell you of the very important event at the "Bill" Geer home the 7th of April. We all knew that something was wrong from the anxious worried look on Bill's face all morning. During the afternoon we called his home and found that he was nervously pacing back and forth in front of the "maternity ward," joyously accepting each additional "peep." We are pleased to report that "Bill" and his 50 baby chicks are doing nicely.

Then too, the "mothering instinct" seems to have been prevalent at the roundhouse this past month. In addition to the animals already down there, two stray cats, and a dog have been added—to say nothing of the six little puppies added to the family about a week ago. With such a responsibility, no wonder the boys down there have been unable to settle down to the business of the railroad.

Train dispatcher A. J. Starks returned from Minneapolis last week where he has spent a few days consulting a physician. We all extend our best wishes and hope that Mr. Starks will soon be fully recovered.

The many friends of Rose Cummings extend their deepest sympathy for the recent loss of her mother, who passed away very suddenly on April 4th and the many of us who knew her will remember her as a very lovely beautiful woman.

Ray Hoefs, of the division accountants office, Minneapolis, was a caller at the local offices on April 1st.

Retired engineer Jim Keough returned from California during the latter part of March. Mr. Keough spent the winter in California and reports that he had a very enjoyable vacation.

Mr. Jerry Jackson, retired switchman, died very suddenly on March 12th. He is survived by his wife, to whom we all extend our deepest sympathy.

Bill Nye, operator at the Aberdeen yard office, is planning a vacation trip that will take him through Washington, California, Oregon, Colorado, Utah, and Nevada, a total of about 5,000 miles. Any chances for a few stow-aways, Bill?

Roadmaster A. J. Anderson, Aberdeen, passed away on April 10th. Mr. Anderson has been employed by the Milwaukee for around 40 years and is held in the highest esteem by all those who knew him. Our deepest sympathy is extended to his wife, three daughters, and son.

Leo Lutgen, cashier at the freight house, was all "dolloped up" last week but our suspicions were allayed when we learned that

he went to Chicago to meet his wife who was returning from a Democratic meeting in Washington, D. C. Mrs. Lutgen stopped at several points in the east, including New York and Chicago.

Mr. Frank Robinson, machinist, who has been off sick for some time, is still in the hospital but is recovering slowly, and we all hope to see him back on the job soon.

We all extend our deepest sympathy to Jos. Griffin, whose wife passed away on April 12th. Joe is employed in the local store department at Aberdeen.

Clarence Mesick, who is an engineer on the West H&D Divn., and who spent the winter in Hudson, N. Y., writes that the World's Fair is wonderful and all who possibly can, should see it.

Jas. B. McGovern, engineer West H&D Divn., has been absent from work because of illness, but is reported much improved and we hope to see him back on the job soon.

Evidently the "reducing garment" has served its purpose because a certain party at the freighthouse has abandoned the exercise of walking back and forth to work and has purchased a new car.

Wm. Kane, chief clerk in the supt's office, is again managing the Milwaukee baseball team and he says that we have a good team this year. Incidentally, our boys were runner-ups for the state title last year and we hope they have even better luck this season.

Oh! yes, Mr. Feddern, freight agent, is the proud owner of a new Chevrolet.

R. W. Reynolds, Commissioner, Agricultural & Colonization Dept., Chicago, spent a week with Evan W. Hall making various calls throughout the North and South Dakota territory.

"The New Hub of the I&D"

F. B. G.

THE 2nd District of the I&D Division was saddened by the death of conductor Bert J. Small, which occurred at Sioux City on March 24, 1939. Bert was one of the most popular conductors on the division and his loss will be keenly felt by his many friends. Our sympathy is extended to his widow and the fine boys who survive him.

Chester C. Smith, former Sioux Falls employe and now stationed at Perry, Iowa, announced the arrival of a fine baby boy. He informed his old friend Bill Lagan of the fact and Bill went around with kind of puzzled expression, but the reason was that Bill's ancestors were some of the "Lace Curtain Irish" from around County Cork and he couldn't understand why Chester named the boy Leland instead of Patrick due to the fact the boy was born on St. Patrick's Day.

F. L. Harvey, who has been agent at Harrisburg, drew the permanent position of operator at Charter Oak. Knowing that the "Model A" would not stand the trip a trade was made in the "V-8" class before departing.

Agent Geo. G. Thorpe at Tripp finally made up his mind as to the make of the

new car and it turned out to be a Pontiac.

Ethel Flemming, daughter of L. J. Angle at Sioux Falls, was married to William Peters of Pipestone, Minn., on March 21st.

The Sioux City office was recently cheered by a visit from Ray McGovern, the genial time inspector from Chicago Accounting Department. (In case you read this, Ray, we're only kidding.)

The New Mapleton Area Service Club held their first meeting April 6th at Mapleton. Mr. O. P. Bennett, company attorney at Mapleton, Messrs. Wolverton and Stuben of Sioux City, gave talks on Service Club work and railroad business in general. W. H. Deveny, now retired and former agent at Grant Center, was also present.

Retired engineer C. L. Weaver, formerly of Sioux City, has moved to Seattle, Wash., to enjoy his annuity. His address is Loch Kelden Apts., 1809 41st Ave., Seattle, Wash.

Miss Esther Berg, now of the Chicago Accounting Department, and formerly of the superintendent's office at Sioux City, is enjoying a six-month leave of absence with her mother at Sioux City.

Mrs. B. C. Hershberger, wife of the agent at Elk Point, returned the fore part of April from a month's visit to Pittsburgh and other eastern cities.

Mapleton is proud of their local enterprise of a liquid bottling plant and agent Simpa states that cylinders are shipped to six or seven states at the present time and that 500 were shipped during the month of March.

On April 4th the sound slide film "This Railroad Business" was shown to 325 at the Cathedral High School Auditorium, Sioux Falls, which was well received by the student body.

Yard foreman Geo. E. Popper of Sioux City has just returned from a two weeks' vacation in Houston, Texas. George says the Texas oranges are only fair, but the 1939 crop of bathing beauties is super-super-colossal.

Operator A. W. Sather relieved operator Harvey at Charter Oak for a couple of nights so that the moral support of Harvey was available at a wedding. Do not exactly know who was married, but am very suspicious.

The Sioux City passenger station's beautifying program was further advanced by the installation of brand new benches. The new benches are much more comfortable as well as much better appearing than the old ones, which had seen service for 10, these many years.

Mrs. L. W. Bergham, wife of section foreman at Gayville, who recently had to be returned to Yankton hospital for further treatment, passed away April 2nd. Short funeral services were held at Yankton on April 4th and burial was made in Minneapolis.

The Milwaukee Road Bowling teams at Sioux Falls attended the Tri State Tournament at Madison, S. Dak., April 16th, also participated in the City Tournament in Sioux Falls, April 28th. On May 7th they will attend tournament at Sioux City.

Wedding bells will ring in June,

Operator Bridenstine will hear the tune. Suggest best man operator Harvey be, For he is next for the matrimonial sea. Retired conductor W. B. Anderson, now living at 1052½ Carmona Ave., Los Angeles, Calif., is an ardent reader of the Milwaukee Magazine and especially this column. Says his good friend agent Geo. Thorpe at Tripp sends the magazine to him. He is boosting and enjoying California a great deal, but the thoughts centered around the old SC&D are foremost in his mind.

The feud between the Sioux Falls bowling teams is over. It developed that the "ARROW" team pierced a hole right through the "SFSX" team by winning two out of three. It happened Sunday, April 2nd. The members of the sorrowful losing team tried to grin and bear it, but it can't be done.

Retired roundhouse foreman, Peter Forsberg, Sioux Falls, came out of hibernation the fore part of April and made a visit to the roundhouse and saying that he feels fine and looks the part. We are glad to hear that Mrs. Forsberg is on the road to recovery after being laid up for several months.

Engineer A. B. Main and Mrs. Main, Sioux Falls, left on April 4th for an extended trip to the West Coast.

Roundhouse foreman E. C. Todd, at Sioux Falls, says it's almost time for boiler foreman Mike Perry of Madison to make locomotive stay bolt tests. Mike leaves Madison every month for three days to do up the necessary boiler work at Sioux Falls. How quiet it must be at Madison without him and how noisy it is in Sioux Falls. Poor Mike never gets a break.

West End Trans-Missouri Division

P. R. H.

J. E. BJORKHOLM, asst. supt. motive power, Milwaukee, was a business caller in Miles City April 6th, and with master mechanic H. E. Riccius went to Harlowton April 7th.

Mr. and Mrs. Willard Blake of Moberge visited at the home of Mr. and Mrs. Fred Schultz in Miles City the week-end of March 25th.

Miss Betty Lou McCoy, formerly employed as stenographer in the engineering department at Miles City, and who is now a student at Drake University, Des Moines, Ia., called at the general office April 6th, while home for the Easter vacation.

Miss Shirley Johnson, daughter of division engineer E. H. Johnson, is home for the Easter vacation from her studies at St. Theresa College, Winona, Minn.

Mr. and Mrs. A. G. Norskog of Miles City have announced the engagement of their daughter Ethelyn to Roy Richardson of Buffalo, Wyo. The wedding will be a June event.

Vernon Seals of Harlowton was a business caller in Miles City the latter part of March.

On March 21st, at 10 a. m., Miss Bernice Runyan became the bride of Elmer Olson at a very pretty wedding ceremony, at the home of the bride's parents, Mr. and Mrs. T. F. Runyan, of Miles City. We wish this young couple many years of happiness and prosperity.

Miss Barbara McMahon, daughter of chief clerk superintendent, Miles City, spent a week's vacation with her parents from her studies at the University of Washington, the latter part of March.

Mr. and Mrs. Wm. Anderson have returned from New York, where they spent the winter with their daughter. Their many friends are glad to see them back again.

Miss Virginia Wolfe, daughter of Mr. and Mrs. F. M. Wolfe, spent the Easter vacation in Miles City with her parents. She is a student at St. Catherine College, St. Paul, Minn.

Division master mechanic H. E. Riccius was elected Mayor of Miles City April 3rd by a nearly three to one majority. His many friends have been congratulating him on his overwhelming victory. This is Mr. Riccius' fourth term as Mayor. F. L.

Denson, boiler foreman at Miles City, was elected to his eighth term as alderman and machinist W. J. Lancaster to his third term.

Wm. J. Shline, retired conductor, Miles City, is in the Holy Rosary Hospital. We hope he will soon be able to return to his home fully recovered.

Mrs. Adolph Carufel, wife of trainmaster's stenographer, was called to Boise, Ida., April 7th, by the serious illness of her brother.

Mr. and Mrs. Geo. Bennett of Miles City have returned home after spending the winter months in Miami, Fla., and other points in the southland. They report a most enjoyable time.

Mrs. Mal Spurling is spending ten days in Miles City, assisting at Epstein's while Mrs. Lillian Fox, their regular saleslady, is recovering from automobile injuries. Mr. and Mrs. Spurling are now living in Milwaukee.

General manager C. H. Buford of Seattle was a business caller in Miles City the latter part of March.

T. A. Childers, first trick operator at Marmarth was a patient in the hospital at Miles City week-end of April 8th, for tonsilectomy.



Hiawatha Bowling Team of Miles City who rank high in the City League, having won two rounds out of four in the League, and placed second in one round. They are left to right—McKinley Gilmore, Baldy Smith, C. A. Nummerdor, Donnie Storms, L. P. Seaman (Captain), J. J. Peschel. The team has a season's average of 897. They are entered in the State Bowling Tournament to be held at Great Falls the latter part of April and should make tough competition for other teams. Any Milwaukee team caring to take them on for a match, they would be glad to hear from them.

Mickey Gilmore and Louis Seaman of Miles City store department, went to Cleveland, Ohio, March 17th, representing Miles City bowling team at the ABC Tournament. They bowled 1210 in the doubles, and figure they are "in the money."

Mrs. H. R. Winship, wife of dispatcher, Miles City, spent a month or six weeks in Miami, Fla., during February and March.



Bernice Comstock, Ardella McCoy, Gladys Grills, Helen Kern, Joyce Lindeberg, Phyllis Lewis—and streamlined train made and exhibited by them at Coed Ball, Custer County High School, Miles City, in February. The train was made out of paper boxes and the girls won first prize.

Fullerton Avenue Building—Chicago

MR. RUDY THORSEN, head clerk of the freight auditor's office, passed away on April 1, 1939. This news came as surprise to most of us, although we knew he was ill and confined to John Murphy Hospital for some time. Many friends and fellow employes attended funeral services. Interment was at Montrose Cemetery.

We received the following from the revising bureau of the freight auditor's office and we pass it on to you:

Slowly and surely, time passes on. The revising bureau claims the distinction of numbering among its employes a twenty-five year veteran who is no other than

Carl William Bodecker, or "Bill" as he is affectionately called by all of us. Bill says it was a short twenty-five years and a priceless education under W. F. Miller, his boss, so he fears not the short time it will take to round out the half century mark."

We are reprimanded for omitting so many persons from the list of Florida "vacationeers," so here are a few more who have returned recently from the land of palm trees, oranges and sunburned backs:

John Maloney and his wife were two people who had quite a vacation down there; then there are Sophie Walker of the computing bureau and Virginia Preihs of the abstract bureau, who have quite a bit of tan in their complexion. Art Dryer is another returned cold weather dodger. Well, we will have the laugh in the good old summer time when we head out.

A marriage of note took place on March 18 when Elenor Rehfeldt of the computing bureau was married to Norman Gunderson of Chicago. The gals really dished up some nice gifts and we wish the young couple a carload of good luck.

Our colleague and partner in crime, Mr. Harry Reinhardt, comes forward to ask us a few questions about people around the building and as we are unable to answer the following is inserted:

Things we'd like to know:

Dave Ramsey's choice for the coming baseball campaign . . . When Gene Heing is going to stop punishing the gate posts as he comes into the yard with his new De Soto . . . How the Green eyed republicans accepted the recent mayoralty outcome . . . If the tennis club is to be revived . . . Whether Paul Jacobsen will uphold his dear old White Sox this coming season . . . If M. M. is still having her ups and downs at the roller rink parties . . . When George Buman will lift his jinx from the Arrows . . . If Handicapper Stanton is picking any winners . . . and last but not least, we should like to know the milliner who sold the Easter chapeaux (hats, to you) to some of our gals. What imagination he had!!!

Bowling is rolling into its final weeks and it looks as though the Arrows have first place sewed up, even though they have been very bad in the last couple of weeks. The Hiawatha, Sioux and Marquette teams are all near second place, so there is still quite a fight for that berth.

Here are the first ten highest averages to date:

1 Peterson	185
2 Tobin	182
3 Becker	181
4 Malczynski	177
5 Haldys	174
6 Larson	174
7 McCloskey	174
8 Patrickus	173
9 Rosenmayer	172
10 Finn	172

Drafts from the Drafting Room

H. J. Montgomery

ON March 19, a group of "talented pin crushers" called the Tommyhawks, met and defeated the highly touted (before game time) Culls. The reason for defeat might be laid to the fact that Cull No. 1, one Gustav Koester, was not on hand to lead his "Cullies" into battle. However, his shoes were capably filled by Lysle Horton, Schultz, Cochrane, Armstrong, Odegaard, Kuntz, the honorable Mr. L. L. Lentz, and Mrs. J. J. Fedler represented the "experienced" league bowlers. (Note: Hoppe, Chandler and Wellnitz couldn't tear themselves away from the fireside.) The Culls lineup included "Pappy" Engelke, Hooks Erdmann, Green, Fedler, Petrie, Matje (of step and a half fame) and Lysle Horton. After watching both teams one would think "all came from the same barrel."

Congratulations to Mr. and Mrs. Robert Engelke on the arrival of another son. March 7. The youngster tipped the beam at 9¼ pounds and is the second boy to be eligible for athletics at University of Wisconsin in the future. Bob is now bearing down twice as hard in his work.

Gordon Pynn has replaced Ed. Wirth as

apprentice from Locomotive Dept. machine shop. Gordon will likewise be with us for a period of 3 or 4 months. Welcome to our midst.

Dick Cowper is now back after a period of sunning himself down in the sunny south. Dick had been a man of the world seeking adventure during the quiet period.

Jackie Armstrong is again leaning over the board as is Bill Reitmeyer. Jackie had been pushing out blue prints and Bill had been firing. It's nice to be back.

Rollo Erdmann is now the master of the blue print machine. Adam Keidl is pounding the typewriter on new freight car work. Welcome back, boys.

The last six weeks the Tomahawks have been a rejuvenated bunch of pin crushers, having won 13 games while losing only 5. In this spree is a continuous string of 7 victories, and every game over 800.

Fred Wiegatz has accepted a position with Mr. Otto Kuhler in New York City.

Now whenever one sees Fritz he will say "I'm from the city (the great big city)." We all wish you well in your new venture and know you will make good.

The Milwaukee Road Bowling League just closed its regular league season. It was the biggest and best year in the life of Road League Bowling. And what a finish. The Olympians won the play-off after finishing in a tie with the Arrows for the last half championship of a split season. And they won by only 10 pins. The winning team: Capt. Don Askew, James Kozourek, Alphonse Epp, "Chuck" Horlivy (league leader), J. Meyer, E. Grislus. On April 17 these boys will tackle the Pioneers (first half winners) to decide the league championship. This lineup includes Capt. Walt Marshall, George Kempf, Al Beier, Walter Foesch, Carl Rieman and Ed Walsh. It's hard to choose between these battling lineups, but whoever wins is deserving of the league's best wishes as it sure was tough going for teams that had to give handicaps continually.

in a plug for the Milwaukee whenever possible.

This is the time of year when Carl Leach gets the wanderlust, so if you find Carl over in Lincoln Park he is merely satisfying that lust.

Terre Haute Division

C. Hammond

IT is gratifying to note that the Indiana limestone industry is showing signs of business recovery. A mill on our line has been reopened and others are working night forces. The Walsh Quarry at Oolitic has begun operation this spring after being idle for the past three years.

Mr. W. E. Beck of Chicago has organized service clubs on the division. On April 11th he formed the Momenca Service Club at Momenca, Illinois; on April 12th organized service club at Terre Haute which will be known as the Southeastern Service Club, and on April 13th formed service club at Bedford. All of the meetings were well attended and all were enthusiastic as to the prospects of additional business and better relationship with the public which will result through the activities of these clubs.

Mrs. Roberta Bair, clerk in the chief carpenter's office, is enjoying a visit from her son, Gordon G. Carmichael, medical student at Duke University, Durham, No. Car. Gordon will receive his MD. degree on June 5th and will begin his internship at the Grant Hospital in Columbus, Ohio, July 1st.

This division was represented at the Railway Appliance Exhibit, which was held in Chicago week of March 14th, by Messrs. Lakoski, Bracy, Burt, McBride, and Jonas.

Conductor E. B. Braden retired from service on April 1st to enjoy pension after many years of faithful service. Section Foreman George Mathieu has also recently retired.

During the month of March we were threatened with serious damage to property in the vicinity of Terre Haute due to the Wabash River achieving a dangerous depth, but the crest was reached and the river receded in time to relieve us of a serious situation.

General car foreman Lentz is recovering from a recent attack of influenza.

We are sorry to report the death on March 25th of W. W. Griffith, veteran employe of this division, due to a heart attack. Mr. Griffith began his railroad career with this company on November 3, 1899, as brakeman, and for a number of years has worked as brakeman and extra conductor on passenger trains 4 and 1, retiring from service on December 1, 1938.

Operator Hehman says: "Conductor George Bain has dusted off the old rubber rule to see if it has the old stretch it had last summer when the game warden questioned the ownership of the finny creatures in his basket. The boys at the yard office have begun to gather around and tell about the whoppers they caught up along the Little Raccoon and wondering if they will be biting as well this year. When the fellows begin doing this, one can figure that spring is really here."

Agent McCart has returned to work at Humrick after being confined to his home for a few days with the flu.

Mr. John F. Smith, retired section foreman, passed away on April 11th at Bedford, Ind.

Mrs. A. S. Pearce, wife of engineer Pearce of Bedford, underwent a major operation at the Union Hospital in Terre Haute on March 27th and is improving satisfactorily.

Brakeman Fred Gallatin lately has moved his family from Martinsville, Ill., to St. Bernice, Ind.

It is noticed that yardmaster Guy Kelly, having worn out several Fords, has switched to a "Chevy."

William Seaton, trackman at West Clinton, has a new baby boy in his family.

Sympathy is extended to Joe McMahan, clerk in the store department at Terre Haute, on account of the death of his father.

MILWAUKEE SHOPS BOWLING LEAGUE

Final Week of April 10, 1939

Name of Team	Total Games Won (Season)	Second Half of Season		Average
		Won	Lost	
1. Olympian	55	31	14	.689 855-43
2. Arrow	53	30	15	.667 829-39
3. On Wisconsin	49	26	19	.578 841- 8
4. Pioneer Limited	53	24	21	.533 850-11
5. Hiawatha	50	24	21	.533 824-36
6. Day Express	42	24	21	.533 778- 8
7. Copper Country Limited	48	23	22	.511 880-17
8. Tomahawk	45	22	23	.489 766-36
9. Southwest Limited	39	21	24	.467 830-39
10. Chippewa	48	21	24	.467 819- 5
11. Iron Country Limited	40	21	24	.467 748- 4
12. Fast Mail	39	18	27	.400 808-44
13. Sioux	39	17	28	.378 754-30
14. Varsity	30	13	32	.289 752-24

Chicago Terminals

Sparky

WE EXTEND our sincere sympathy to Dick Ruggets, who has lost a brother living in Minnesota; and to Andy O'Malley who also lost a brother living at Hibbing, Minn.

Mrs. Laura Beckel and children spent Easter week with Mr. and Mrs. W. A. Darling at Bartlett. While there, she renewed her acquaintance with old friends and neighbors.

Teddy Kargleder, switchman from Div. St. is spending a few weeks at Mayo's, Rochester, Minn., after which he expects to visit relatives in So. Dakota while he is convalescing.

We'll have to retract one item in last month's news. Charley Jones is still working, he is having trouble getting his papers fixed up.

Wm. Murphy, better known as "Cream Puff," has returned from New York, and will soon be guarding a crossing. He reports that his health is fine.

Leon Paradise has been holding out on us. He was married last December and just let us in on it. Just to show that the honeymoon isn't over yet, Leon has a new car and his wife lets him drive it to work. We wish Mr. Paradise and his bride lots of happiness.

Harry K. Smith, switchman, has a son. The son has a pair of roller skates. The son left the roller skates on the steps. Harry K. was walking around on crutches for a while.

H. H. Wise, switchman, not to be outdone by the February flu sufferers is now suffering from a sore throat and a general cold on his own hook.

Dave Rands took the old fiddle down town the other day for light repairs and some upholstering. His neighbors showed up for work the next day looking unusually fresh and rested.

We were all examined on the new book of rules. Rule 702, page 110, line 3 reads: "All employes are prohibited from entering into altercations with any person regardless of provocation." Now, then, we can go on from there.

Sometime in the near future Roy Metcalf will be known as Dr. Metcalf. Roy

is studying surgery and bone setting as applied to the canine family, man's best friend to be exact, or if you still don't get it, "dogs." He expects his degree soon, and he is going to have cap, gown and all the trimmings.

Frank Murphy, switchman, discovered a brake-rigging dragging on a passing freight train at Halsted street, and succeeded in getting the train stopped before any damage occurred. And while the bouquets are being passed around, many a pig owed its stay of execution to the efforts of George Vlasik, car inspector and Archie Van Alstine, switchman, during the wreck at Bartlett. And before we leave that subject I hereby deny that my basement is or was filled up with hogs from the said wreck. The basement had just been painted and the wife wouldn't stand for it anyway.

Herman Wulff, switchman, with Mrs. Wulff and son, Robert, expect to leave on a vacation soon to the west coast. They plan to visit relatives in Los Angeles and also the fair at Frisco. There's some kind of a ranch at the fair Herman seems interested in.

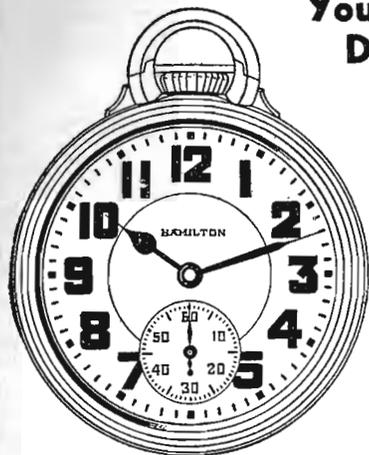
Engineer Jimmy Brown seems to have been doing real well at the hat-check racket. The dimes must be rolling in. Jimmy wants the twenty-six days back.

Engineer Wm. Fritz is looking for a cottage at Fox Lake for the summer. (It might be all right if you bring your own grub.)

We always thought that Tony Whitmer, crane operator at Bensenville, had an idea that doing something for the community welfare would be to start a pinochle game. But here's Tony elected to membership in the Bartlett fire department; which by the way is one of the best in the country, for the size of the town. We congratulate Tony on his selection and know he will discharge his duties there in the same efficient way he does on the railroad.

Roy Visger, engineer, after being Commander of Watch City Post 1307 at Elgin, and Commander of the Kane County Council, has been appointed Judge Advocate of 1307. Any of you vets desiring information on veteran matters will find Roy with all the dope. Being an accomplished public speaker it goes without saying that he puts

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While crossing Fruitridge avenue, Terre Haute, in an auto on April 12th, brakeman William McGee was struck by a Pennsylvania passenger train and fatally injured.

Correspondent Harry King of Bedford advised: "April 1st was no fools day for the fruit growers. Thousands of acres are literally covered with a pink carpet indicating a bumper peach crop, that is, if some of our northern brethren do not become careless, and let one of those bud killing, whisker shaving blasts get down this way." Too bad, Harry, but the heavy frost experienced the last few days no doubt indicated that April 1st is still fools day.

Iowa (East) Division

J. T. Raymond

JOSEPH GREEN, who worked in train service on this division some years ago, is reported to have died at Los Angeles March 5.

On March 6 the Milwaukee Service Club was organized at Cedar Rapids with a large, enthusiastic attendance. R. G. McGee of Cedar Rapids presided. After several speeches the following named were elected as officers: R. G. McGee, Cedar Rapids, chairman; C. T. Rowe of Marion, vice chairman; K. K. Taylor of Cedar Rapids, secretary and treasurer. All employes in this territory are requested to cordially cooperate in promoting the interests of the Milwaukee Railroad.

Mrs. George A. Schrimper of Marion passed away Wednesday, March 15. She was married to locomotive engineer Schrimper in 1919 after having taught in

the Marion schools for eight years. Besides her husband, her mother and a son, Richard, survive. The funeral service was conducted March 17. Interment was in Oakshade cemetery at Marion. The Employes Magazine unites with many friends in extending sympathy to the bereaved family in their great loss.

Mrs. Robert Strayer of Marion passed away Wednesday, March 15, after a brief illness. She was married to locomotive engineer Robert Strayer Nov. 9, 1899. They had lived at various times at Calmar, Oxford Junction and Savanna, Ill., and for the last 21 years at Marion. Besides her husband she is survived by a son, Robert and his family of Minneapolis, and a daughter, Blanche, at home. Funeral services and interment were in Marion. The Employes Magazine joins with many friends in extending sympathy to the bereaved family.

Agent L. E. Brown of Welton returned from Florida March 16 after a winter's vacation. E. T. Clauson, who had been relieving, returned to Paralta the 18th.

Kenneth Humble, a machinist at Milwaukee in the Milwaukee shops there, visited many friends in Marion March 18. Kenneth lived his boyhood days in Marion.

A freight claim prevention conference was held at Marion March 22, attended by all of the Iowa Division staff officers. Supt. W. G. Bowen presided. W. L. Ennis of Chicago was present and gave an address on the subject of "Claim Prevention" which was replete with many profitable pointers. Suggestions were made by other members of the conference.

Frank J. Hardenbrook of Marion, after completing 53 years of service for the Milwaukee Railroad, retired from active service March 31. He began working for the Milwaukee road when 16 as a water boy for the extra gang at Maxwell in 1886—was for 17 years a passenger brakeman—was then promoted to train baggageman, working for 15 years between Omaha and Chicago. In 1921 the family moved to Marion where he ran between Marion and Omaha.

The funeral service of locomotive engineer Harry Conger was held in Marion Tuesday, March 21, conducted by the pastor of the Presbyterian church at the Yocom chapel. Mr. Conger spent his boyhood at Marion. He had been running an engine for a number of years on the coast line out of Moberge, S. D. Many old friends regret to learn of his death.

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

D. H. A.

OUR community was again saddened by the passing of one of our veteran engineers, Harry Conger, whose death occurred on March 17th. He submitted to a major operation about a year ago, at the Tacoma Hospital and had not been in the best of health since. He was one of our pioneers, having worked on this division since 1907. Masonic funeral services were held at the Temple on Monday morning, March 20th, and the remains were taken to Marion, Iowa, for burial. He leaves to mourn his loss his wife and daughter Helen, and a niece, Mrs. Walter Perry, who has made her home with the Congers since she was two years old, also a host of friends who join with me in extending deepest sympathy to the bereaved family. He was a charter member of the Moberge Masonic Lodge and a member of the Eastern Star, and railroad engineers. Out of town friends who came to attend the funeral were Mr. and Mrs. J. S. Griffith, of Tacoma, Wash., Mr. and Mrs. Jack Rummel and Mrs. Sidney Chaddock, of Waubay, S. D.

Mrs. A. Podore, who has spent the winter here with her daughter, Mrs. Frank Schneider, left for her home at Menominee, Michigan, on Monday, accompanied by Mrs. Schneider. They planned to stop enroute at Milwaukee to visit another daughter.

A son was born to Mr. and Mrs. Donald Keating on March 17th and has been named David Harold.

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A new daughter came to gladden the home of Mr. and Mrs. E. L. Hoehn, on March 29th. The little Miss has been named Doreen.

Mr. and Mrs. Arch Robison of Seattle are spending a few days here with old friends, enroute home from Wisconsin and points east.

Mr. and Mrs. John C. Fuller have moved from their apartment at the Brown Palace Hotel, to the Farquhar residence.

Mrs. V. C. Cotton returned from a month's stay in Chicago with her aunt, Mrs. Kratsl, who has been ill. Her aunt passed away at Mercy Hospital.

James Caldwell, Jr., spent his Easter vacation at home from his studies at the Minneapolis School of Art. While here he assisted his mother in the Caldwell Beauty Shop.

Miss Jean Sarchet, who is attending Vassar College, spent her Easter vacation here with her father, Dr. G. A. Sarchet, and her sister, Mrs. Paul Nylen.

Mrs. H. A. Mosher accompanied her daughter, Mrs. Donald Keating, and three little sons, as far as Seattle, where they embarked for Juneau, Alaska, to join Mr. Keating, who has been employed there since last November.

Mrs. Ivan Kern of Seattle has been visiting Dora Anderson and the J. L. Caldwell family.

Mr. John Farquhar, who has spent the winter with his daughter, Mrs. Irving Rudolph, at Evanston, Illinois, has returned to his old position at the local roundhouse.

Mrs. Isabelle Richmond of Marmarth, N. D., is visiting her daughters, Mrs. Clarence Dahl, and Miss Ann Richmond.

I. & S.M. Divn., East

H. J. S.

A FITTING way of starting out the notes this month, I think, would be to enumerate a couple of true harbingers of Spring: first, the new storm windows arrived and were fitted on the Round House office on March 20th. Second: Condr. Bill Smith was seen raking his lawn. Third: Al Seeman and Bob McCoy played two rounds of golf—they reported the course playable, but it was a good idea to take a retriever along to get the ball out of the puddles.

Art Peterson, who had been relieving the Section Foreman at Mankato for three months, returned to Albert Lea on Mar. 15th. Alfred Hotzler, who was in Art Peterson's place, returned to his home at Okabena.

Divn. HQ bowling team defeated the team from the Shops (who were playing short-handed), so we don't claim much of a victory. Now that spring is just around the corner, we hope, the conversation is turning to golf, so get your clubs limbered up, boys, and let's get up a team to take on the Hornell office team.

L. M. Flannery and Carl Voelker will attend the 10th annual Credit Union Convention to be held at the St. Paul Auditorium on April 29th, as delegates from the Austin Credit Union.

Former Supt. R. C. Dodds, wife and son Bob were Austin visitors in April. From the looks of the new Chrysler, the Hiawatha has some competition.

Glad to see that Maynard Bloom is back on the job at Okabena, after being confined to the hospital at Mitchell for an operation.

Condr. M. J. Killoren made his last trip on No. 222 the night of March 30th, and has applied for the pension as of April 1st.

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Don't forget to drop in and see us occasionally, Mike.

Have you noticed the flashy new green and blue top coats around the Dispatcher's office? The ladies aren't getting all the breaks this year.

Mr. and Mrs. F. J. Holmes have returned to Austin, after spending the winter in La Crosse.

Have you noticed the smile on Condr. Geo. Johnson's face lately? No wonder, he was elected trainmen delegate to the convention in Cleveland to be held starting May 8th.

Serials from Cereal Center

C. R. T.

ENGINEER L. Taylor was off duty for several days during March suffering from an attack of the flu.

We wish to extend our sympathies at this time to the family of Mr. M. Graph, who passed away on March 17, 1939. "Mike" worked for a time on the Iowa Division with headquarters at Cedar Rapids, and made a host of friends who were shocked to hear of his untimely passing.

Mr. W. L. Ennis, manager of Claim Prevention, attended the freight claim meeting held in Marion on March 22, and also called at the office of general agent F. W. Houston, in Cedar Rapids.

John D. Feiereisen, Jr. messenger at Cedar Rapids, had the misfortune, while playing basketball at the "Y" to sprain his ankle so severely that it was necessary for him to entertain himself at home for a few days. Glad to have you back, John, but it was rather quiet while you were gone.

Thos. Manton was called to Ottumwa, March 19, account the serious illness of his brother, Martin Manton, who was acting as P.F.I. at that point during the winter months. Martin contracted the flu and it was necessary for him to be taken to the hospital for treatment.

TO THE CREW OF THE

ARROW

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We have been informed that the roundhouse foreman's office is all dressed up with a new linoleum, and that the office force are pretty particular as to people getting it all dirty.

Mr. V. Rawson, of Chicago, visited with the old gang at Cedar Rapids early in April.

Earl Manholtz appeared on the stage at the Iowa Theatre in Cedar Rapids, Thursday, April 6, with his novelty bottle act. Earl got a big hand from the audience, and as he was announced as a Milwaukee Railroad engineer, he of course got a little publicity for the "home team."

Roundhouse foreman W. E. Cooper spent Sunday, April 2, in Milwaukee visiting with his son Gerald and family. On his return he was accompanied by his grandson Eddie, who will spend a few days in Cedar Rapids.

Mr. and Mrs. Carl Powers were called to East Moline, Ill., April 2, account the seri-

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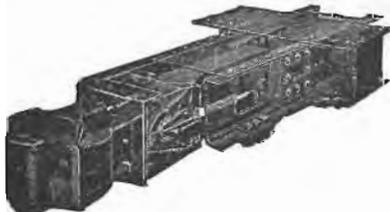
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ous illness of Mr. Powers' mother, who resides in that city.

Retired conductor J. L. Clark and wife, of Perry, Ia., were called to Cedar Rapids the latter part of March, account the serious illness and death of Mr. Clark's mother, Mrs. Elizabeth Lafferty. The Perry folks accompanied the funeral party from Cedar Rapids to Omaha, where interment was made.

Engineer W. E. Peterson visited with his daughter in Chicago over Easter Sunday.

We have been informed that we should advise claim clerk John Kelly that the trusty Ford must have gasoline if he expects to drive it. Of course we don't exactly know what is meant by this, but were told that he would know exactly what was meant.

Mr. and Mrs. Otto Lambertson, of Freeport, Ill., visited with relatives and friends in Cedar Rapids over the week-end of April 8.

Our Poet has again been inspired to pen a few lines, which we will pass on to our readers:

"Kenny" went out to "Flats" cabin one day
And with the fish he started to play.
The fish took his bait, then flickered away,
Till "Kenny" had fished most half the day.

One fish came up to play with him
And hit its head on the boat's hard rim,
Alas! the poor fishie was no more
So "Kenny" reached in and pulled it ashore.

And now with no more bait on hand,
One "Bohemie Bass" was all he could land,
But with wifery away, one fish was enough
So "Kenny" went home "a-struttin' his stuff."

Anon.

Iowa (Middle and West)

Ruby Eckman

RAYMOND CAREY, agent at Jolley, was off duty in March due to an attack of appendicitis. Clarence Bartle was on the job during his absence. Bartle had previously relieved at Grimes station a few days as V. C. McGee was off duty on account of the death of a relative.

Conductor W. J. Brumbly was also off duty the latter part of March to make a trip to the northern part of the state to attend the funeral of a relative.

William O'Brien was off duty during March to make a trip to his home in Dubuque on account of the sickness and death of his brother. This is the second bereavement in Mr. O'Brien's family in the last few months as his wife passed away recently following a long illness. Mr. O'Brien is on the depot force at Perry.

Mrs. Skulie Einarson, wife of the traveling engineer at Green Bay, was renewing old acquaintances at Perry during March, being a house guest at the home of assistant round house foreman A. A. Brown.

Line man Howard Millard was "best man" at a wedding the latter part of March. Evelyn Mills, who has lived in the Millard home for several years, was the bride. Evelyn was married to Keith Monroe of Lake View, Iowa. A wedding dinner was served at the Millard home.

There was just one too many icy spells during the late winter months in Perry for fireman Dale Taylor. Dale kept his footing until the last one of the season when he slipped and fell, breaking his left leg.

John Krohn, retired section foreman, who lives at Perry, got a hand full of foreign passes and started out on his first pleasure trip in March. He and Mrs. Krohn went to Florida, then through Texas to California, returning home by way of San Francisco. John had never before had a pass on a foreign railroad in the fifty-two years that he was working for the Milwaukee.

Chief dispatcher J. J. Kindig and wife had a nice surprise one Sunday evening in March. Their son, Gene, who is located in San Francisco, went out to the Fair to spend the day. The Telephone Company have an exhibit where visitors can register and at stated intervals, the persons whose

names are drawn can talk to anyone in the United States without cost. Gene was fortunate in having his name drawn so had a nice little chat with his parents. Gene has already absorbed some of the California Chamber of Commerce spirit and is boosting for the San Francisco Fair at every opportunity.

During March, engineer Guy Emerick's daughter Agnes was awarded two cash prizes for essay she had submitted in contests, and his son won two superior ratings in the State Highschool music contest.

Charles A. Lee, brother of operator D. E. Lee, and agent Fred Harvey's wife, died at the Harvey home in Manilla in March. He had been ill at Manilla for a few weeks having given up his work as clerk for the Des Moines Union about Christmas time. His father was for many years agent at Dawson.

Painter Ben Spence and wife returned home the fore part of March from their annual winter vacation trip to California. Ben spent a few weeks with the bridge inspector before starting his season's work with the paint crew.

General foreman William Moberly had a gang of men on the Iowa division during March laying rail between Coon Rapids and Dedham. The work was done in less than the schedule time and without a personal injury.

J. T. Loftus and wife and their son-in-law Don Hurley and his wife were down from La Crosse in March to visit at the home of road master D. W. Loftus.

Death claimed two of the Perry railroad men during March. Conductor Newell Hayes died as the result of injuries he sustained at Madrid on March 16th, and Fred Cooper, painter at Perry round house, died after an emergency operation. Both left families including small children.

Conductor Richard Gilbert, who is on the Storm Lake way freight run, had to take his young son to the Mayo Clinic during March. The boy has been sick for some time.

Engineer E. E. Clothier was elected Mayor of Perry for the third consecutive term in the March election. Elmer received a three to one vote over his opponent.

F. M. Blakslee, agent at Defiance, celebrated his fiftieth year as a Milwaukee employe the latter part of March. A dinner party with twenty guests present was served by Mrs. Blakslee at their Marion home.

Des Moines division conductor C. V. Shannon was off duty in April to go to Holden, Mo., to attend the funeral of Mrs. Shannon's mother, Mrs. Wier. Mr. and Mrs. Wier had spent the winter in Perry with their daughter and her husband and had only been home a few days when Mrs. Wier suffered a stroke of paralysis and died without gaining consciousness. Mrs. Shannon was with her mother when she passed away.

Ted Carney, who has worked in the Maintenance department on the Des Moines division for some time, is working as an extra gang foreman with William Moberly this summer.

Train dispatcher Chester Smith of the Perry office force passed out the cigars and candy to the office force during March. The occasion was the birth of a son, who was named Leland Chase. The lad weighed nine and one-half pounds.

Engineer Charles Swift, Sr., who has been making his home in Perry with his son, engineer Chas. Swift, Jr., was in the hospital in Perry for treatment during April.

Harry L. Balsbaugh, who retired two years ago, after having worked for the Milwaukee for thirty-seven years, died on April 8th. Mr. Balsbaugh was seventy-three years of age and is survived by his wife and two sons, George and Orville, who are both engineers on the Iowa division.

Michael Utzig came to Perry the first part of April to take the place of painter made vacant by the sudden death of Fred Cooper. Mr. Utzig worked for a long time in Dubuque and went to Milwaukee when the Dubuque shops were closed.

West I&D Division

Clarence D. Wangness

Condr. Quass and wife spent the weekend at Sioux City visiting with relatives.

Roadmaster P. McMahon left for Philadelphia Monday noon, being called there by the death of his sister. We extend our sympathy.

"This railroad business" slide sound film was held in the legion hall at Canton April third with 215 present. Canton high school students gave a very good instrumental program after the showing of the picture. Also featured on the program were students from Fairview, Parker and Dell Rapids. Talks by A. G. Dupuis of Chicago, R. B. Finn, Supt. Schools at Fairview, H. L. Hoskins, C. D., of Sioux City, all were very interesting and appreciated by the audience.

Mack Carrick left for Rochester April 4th for treatment, and was accompanied by his mother, Mrs. B. A. Carrick, wife of Lt. Police.

Understand operator Burke at Canton has had quite a bit of trouble with the installation of a radio in his new Ford. Seems as tho the music was coming out through the exhaust pipe until a few minor repairs were made.

A. Bartelson, who started as a laborer on the section at Parker in 1887, was promoted to section foreman in 1889, retired under the retirement act April first. Mr. Bartelson has been in continuous service on the same section at Parker establishing a record for continuous service on one section. He is in very good health and expects to enjoy his remaining years leisurely. Albert Boult-house will succeed Mr. Bartelson as section foreman.

Messr. E. H. Platt, H. B. Peterson and P. McMahon attended a safety first meeting at Mason City the fore part of the month.

A work train has been in service the past two weeks between Chamberlain and Rapid City.

Members of the Mitchell service club held an interesting meeting at the clubrooms the fore part of the month and after regular business was transacted luncheon was served by the members of the women's club.

Storekeeper John West is sporting a new Ford sedan.

Agent Powell and wife of Kennebec left for a short visit with his parents at Missouri.

Roundhouse foreman Al. Parker visited a few days at Sanborn with friends.

Condr. Lyle Hopkins, who has been in California for the past year, returned to Rapid City and intends to resume duty in a short time.

Condr. W. C. Buirge bid farewell to his many friends at Mitchell the first of the month. Mr. Buirge is retiring on the pension and he states that the rest of his days are going to be spent in peace and contentment.

Seattle Terminals

G. W. Garrison

Car Department and Yard Office

CAR inspector Joe Barnreiter has been working hard on his country retreat at Bellevue, where he plans to spend his

time after he retires next fall. It seems Joe put too many sticks of dynamite under a stump and a 400-lb. root knocked the roof of his house loose. Better luck next time, Joe.

We are glad to see our sea faring barge captain Lee Ward back on the job after a siege of sickness.

Kenneth Alleman, yard clerk, left our midst March 20th to bump in Tacoma. Sorry to see you leave, Kenny.

Milwaukee Road Bowling League

April 3, 1939

	Won	Lost
Local	28	11
General	22	17
Yard	17	22
Engineers	11	28
High indiv. game—Kord,	242	
High indiv. aver.—Villata,	175	
High team game—Local,	920	
High three games—Local,	2,490	

At the present time our car foreman and Service Club chairman Clyde Medley is serving 30 days on jury duty. He has been telling so many new jokes lately that we are wondering just how much time a jury puts in actually deliberating a case.

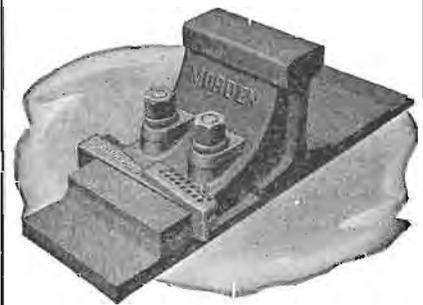
Now that the skiing season is over our "pillow tied on all sides skier" M. P. Cellyham is returning to the more moderate sport of fishing, etc. I'll bet now we'll hear more of the fish Celly catches than we heard of the spills and groans he took last winter. It's funny what a sportsman will tell and what he won't tell, but more power to you, Celly.

The news has just leaked out that our new roundhouse helper John Derig became



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 Because YOUR turn may be next.
 Because When it comes — YOUR PAY STOPS.
 Because The CONTINENTAL will pay for your LOST TIME.
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a benedict in February. We don't have the fair one's name but we do wish the new couple success in everything they may have in mind.

Local Freight Office

Mrs. E. F. Underwood, age 86, mother of our Alma Carpenter of the Oriental Department, passed away March 18th at her home in Seattle. Cremation March 20th. Our sympathy goes out to Alma and her family.

John Robinson, who has been janitor at the local freight office, Seattle, since 1912, passed away at the Providence hospital April 6th. His many friends in and out of the railroad circle mourn his passing. He will be greatly missed about the local freight office. Our heartfelt sympathy goes out to his family and friends who are left behind.

Our popular chief clerk Guy Anderson of the local freight office is the proud owner of a new Pontiac coach, having purchased it last month. We understand there is a standing invitation to his many friends to take that long looked for vacation with him. Guy will furnish the transportation and maybe the balance of the expenses if you talk to him right.

General Offices

It's a girl at the Warren Dulins, and Mr. Dulin of Mr. Sanders' office is receiving congratulations.

A fine summer tan has been acquired in advance by Art Brett, Edward Notske and Max Sarchett, of the general offices. These three are the official ski representatives for the Milwaukee here, and their last visit to the snow grounds put on a fine even coat of tan which should make them the envy of all beholders during the coming summer.

George Bahl, the goodlooking and courteous messenger, is enjoying his job this fine spring weather. Like the postman, George's beat isn't so good during the winter, but he gets the breaks this time of the year.

Mr. E. M. Stablein, chief clerk to supt. of transportation, and Mrs. Stablein are remodeling their home, installing all of the latest household equipment. It is an arduous task, and is bringing gray hairs to "Stabby's" noble head, especially when it comes to hauling brick in the Mercury at a speed of 75 mph. They hope to have it completed in time to celebrate Stabby's 39th birthday anniversary July 17th. We are all looking forward to an enjoyable time on that date.

Our Service Club is hopping right along. There are always 80 to 100 enthusiastic employes in attendance. This good attendance is because the program always hits the spot and the employes are made to feel so welcome. If you have not attended come out and let chairman Clyde Medley show you how important Traffic Tips are to you as well as the company.

Splinters from the Wooden Shoe

J. B. Phillips

NEWS items for the magazine are still hard to get. However, will try and mention some of the things that have come to pass of late.

A few of the boys passed away of late, and our sympathy goes to the wives and families of these departed ones.

Engineer Walter Pelky died in a hospital of pneumonia on January 1st, 1939.

Conductor Frank L. DeMan died suddenly on March 18th, 1939.

Conductor William Noel, who had been on pension for some time, account ill health, died March 29th, 1939.

Former section foreman and roadmaster John F. Dunn, who had been on pension, died March 3rd, 1939.

Conductor Frank J. O'Malley and conductor Emil F. Landry are at the present time confined to the hospital account sickness and we hope they will have a speedy recovery.

Conductor James Hanahan has given up the way freight out of Green Bay, which run he held for years, in fact he and Harry Meggers and Adolph Eichwald, who were

braking for Jim, worked together so long they seemed almost like brothers. Jim took the patrol job out of Plymouth vacated by conductor D. C. Tibbetts, who has decided to take the pension. Dave decided he had worked long enough and he has worked hard. He had been the local chairman of the trainmen for over twenty years.

Superintendent Buechler has just returned from his vacation, having spent a few days at Excelsior Springs and then went to the World's Fair at San Francisco. He states he had a wonderful trip and was very much impressed in seeing the two new bridges at San Francisco.

E. B. Gehrke, former division accountant at Green Bay and now traveling accountant, was in the other day for a few minutes. Eric looks good and says he always will remember Green Bay.

Twin City Terminals

F. A. M.

RECENT visitors in the Traffic Department were Mr. R. E. Bauvais, general agent, Duluth. Mr. R. A. Burns, DF&PA, Aberdeen, and Freda Taylor, stenographer, Aberdeen.

The sincere sympathy of the Traffic Department is extended to Paul P. Gehrig, special agent, whose mother passed away recently in St. Paul.

When spring is in the air one's footsteps turn toward home so Gus Reuland returned to Aberdeen for the week end and Nick Kosta is spending all his week ends in Red Wing.

In case you are wondering who owns that dazzling new Studebaker, it belongs to Glen Nicolin, office boy. Some class!

Mr. H. L. McLaughlin, GNWFA, spent Easter with his family in Pittsburgh, Pa.



The above is Aloys G. Lakmann, traveling freight agent, and his daughter Delphine Eloise, both of whom became very adept at figure skating the past winter.

Florence Almen is still off duty slowly recovering from an accident.

Nina Moore is on a leave of absence, on account of her mother being very sick.

Dorothy Beidelman returned from Florida with a very nice suntan.

Gretchen Yoder is on a month's leave, visiting her mother in Texas.

Gene Jacobsen entertained her sister, Mrs. Arthur Kniseley, from Madison, Wis., the week of March 11.

Mr. Elmer Davies, who has been on the sick list for several months is back at his desk in the local freight, and telling us he is feeling just fine, and glad to be back on the job again.

Good Old Dubuque Shops

Lucille Millar

OUR sympathy is extended to the family of switchman L. D. States, who passed away at his home in Dubuque. His seniority with our company at Dubuque dated back to July 2nd, 1908.

Our best wishes go to Mrs. Ed. Wiedner, who is confined to her home, due to illness. A speedy recovery is hoped for.

It's a baby girl at the Freiburger home, and is Frank a proud papa? In fact, he says this is the tenth time he has been so honored and he is gettin' prouder 'n prouder. Providentially, on the farm, which is Frank's side line, the arrival of fifteen little piggies took place the same day. (P. S.: The piggies have two mommas!)

Early this year crane operator Taft threatened to buy a car—it was going to be a real car—not one of those make-believe like some of the boys around here are driving (the boss for instance). Well, when Fred got his new car the other day, we couldn't help but wonder who the super-salesman was. Evidently women are not the only people who change their mind, eh?

It is reported that Mr. K. caught "coon" out of season—my word, Charley, what a chance you took!

Will someone please ask Joe Gavin why he didn't call to collect the reward offered for the return of the boy's bicycle. Also, when it was delivered to him, how long the cigars lasted. (Am surprised, Joe, you were so modest about calling at that place—no one was ever detained there for being honest, you know.)

We hear that fireman McKinney is fetching home-made cake to his conductor (Hartley), who says it is delicious. Drop one in here sometime, Merlin, will yuh?

Mr. Schildman, I am told
Has very dainty feet—
They're long and wide and handsome
And to fit them is a treat!
(A worthy brother in his Lodge
Reported this to me
If it's wrong, I'm sorry—
Here's my apology.)

The said reporter has been known to prevaricate occasionally—the letter of his last name starts with 'D'!

The announcement of the forthcoming marriage of Miss Joan Wellman takes ye scribe back in memory to the days of our first ladies' minstrel show. Joan was our baby dancing star! (Can it be that we're getting along? ?)

The A. J. Elder-Dubuque Milwaukee Road Service Club have another carnival dance scheduled for April 22nd. They are getting to be a regular thing—and does everyone have a good time? I'll say! Join the parade to the Metal Trades Hall in Dubuque.

Freight Car Shop

E. Gargen

GEORGE WOOD is back in the freight shop after a long "hitch" in the caboose shop. Every once in a while George gets a glimpse of a westbound train and we fancy we see that far-away-Montana look in his eyes afterward.

Jimmy Stelter and Lloyd Kilgren are welcomed back from long sieges of illness and both have lost quite a bit of weight. Presume Jimmy knows what to do to get back those several lost inches around the waistline—unless he decides meanwhile that his present streamlined figure is more attractive—if not so "famous."

Ray Fendrich's partner, Mr. Barrow (commonly called wheel) got all out of shape recently. Specialists were called in on the case, however, and promptly restored friend Barrow to a healthy condition. When last seen, the two old friends were affectionately holding hands again.

Our office janitor, Gene Szalek, has been flashing that Pep-So-Dent smile so frequently lately that we wondered why, but after digging into the subject we found he sports a new set of teeth. He is now permanently off the soup diet of the last three weeks.

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EMPLOYEES MUTUAL BENEFIT ASSOCIATION

Endicott Bldg.

St. Paul, Minn.



Ted Tanin is skimming around with a new 1939 maroon Chevy, which gives Dick Bauch a little competition in the field of new car models.

It is quite well known that John Krause used to give his dog, Gyp, a lot of water so he wouldn't eat a large breakfast. Maybe the dog's name should have been "Gyped."

We understand Alex Kornfehl has gone into the wrecking business. Guess it was lucky it was you, Alex, and not Art Grothe with that powerful Chevy. He probably would have taken the whole garage down and not just pulled the door off.

Local Freight Office, Tacoma and Coast Division, West

R. R. T.

WE regret to hear that roadmaster C. F. Allen of Spokane was unexpectedly called to Racine, Wis., March 26th, on account of the death of his oldest son, who had lived at Racine. We assure Mr. Allen of our sincerest sympathy.

On March 15th, roadmaster H. C. Davis returned to work again, after being sick in St. Joseph's Hospital and at home for several weeks. His place was filled by R. A. Roy of Mr. Pinson's office at Seattle. Mr. Davis had a bad spell of it and we tender our cordial congratulations on his recovery.

It is with sincere regret that we record the passing away of Mr. Orange Lee Simms, retired locomotive engineer, who died at his home in St. Marie's March 21, 1939. We express our sincere regret at his death.

We congratulate Mr. W. S. Burroughs, ticket agent at the passenger station, Tacoma, on becoming a grandfather twice within a short time; one of his sons became father to a little daughter, named Wendy, in October, 1938, and the other son became the parent of a little daughter, named Antoinette, in January of this year. We regret being late with this, but Mr. Burroughs kept the matter very quiet and we have just now heard of it.

We do not usually pay much attention to rumors, but this time we hear of it from an authoritative source and therefore believe we are safe in announcing that A. L. Pentecost, general foreman of the shops at Tacoma, is showing unmistakable signs of being engaged and that the announcement is liable to break very shortly. The identity of the young lady is not revealed as yet, of course. We tender our heartiest congratulations in advance.

Peter Nickaloff, section man at Tacoma Yard, is confined to St. Joseph's Hospital because of kidney disease; we offer our best wishes for his early recovery.

Conductor H. J. Neff, who suffered an injury to his back recently, is able to sit up at this writing, but is still confined to the hospital; we learn that a piece was chipped off from one of his vertebrae. Our best wishes for his speedy recovery.

Back from an extended visit to the sunny South is Mr. C. F. Negley, who has just returned with Mrs. Negley, both looking well and fit for a strenuous summer at Dunmovin, his refuge at Puyallup. We trust that he will have a long retired age.

W. L. Hubbard, general foreman of sub-

stations and trolleys, returned to work March 27th after an illness of five weeks; he and his wife were about to leave for California on a vacation trip when he was stricken with streptococcus infection. He was very ill, indeed, and it is with genuine pleasure that we see him return to work.

Conductor Harry Hendricks is also still on the sick list, but we are glad to learn of his improvement and hope to see him out before long.

Switchman R. H. Kendall is absent from duty with the "flu" at this writing.

John Burr of the district accountant's office is a chicken fancier and recently broke into print by receiving a shipment of baby chicks by airmail from some point in Missouri. The jokes about "high-flying chickens" and "high-grade chicks" and the like were very numerous, but the chickens survived them and are prospering, while Mr. Burr surveys them proudly.

Conductor C. C. Fay, with his wife and daughter, are on a trip to Southern California at this writing and will visit the Fair at San Francisco.

Miss Ann Johnson, of the district accountant's office, went on a vacation trip to South Carolina, particularly Charleston, about March 15th, but is expected back shortly. My, it must be nice to be rich! However, Edna Duey, of the same office, is going her considerably better, being gone on a two months' leave-of-absence, during which she will visit New York, Boston, Washington, D. C., and Southern California.

Mr. Scandrett, accompanied by Mr. D. C. Curtis, chief purchasing officer, and Mr. J. B. Miller of the store department, gave the Tide Flats shops and yards the once-over on March 21st; apparently the visitors were well-satisfied with conditions as they found them, for they radiated a genial smile as they left.

On Saturday, March 11th, Messrs. George Pyette and W. W. Sheire retired from their labors by the retirement route. Mr. Pyette was formerly district accountant, but was reduced in rank to assistant bureau head due to the consolidation, while Mr. Sheire was timekeeper. Mr. Sheire came to this company in 1902 and came here from Spokane, while Mr. Pyette was with the company for 35 years. A little leave-taking ceremony was held on the date mentioned, at which many well-wishes were passed out for the two, while they were presented with parting gifts. We join with their many friends in wishing them both a long and happy retired life.

Miss Mildred Trombley took Mr. Sheire's job as posting clerk, being formerly sorter. Miss Nellie Hummel is on Miss Trombley's job; she was on the extra roll.

F. E. Socwell has become agent at Ewan on March 23rd vice R. W. Johnston, who died on February 22nd. Mr. Socwell has been on the second trick at Manito.

Chief train dispatcher, T. E. Corbett, has been out on the line during the past month giving the agents and operators instructions on the new book of rules. R. Beal was taking his place in the meanwhile, with Clinton Miles relieving him, and operator W. H. Holly relieving him at the yard office.

Machinist E. J. Collins is back on the job at Tacoma shops, after spending several months down in southern California.

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Council Bluffs Terminal

Vernon C. Williams

ON March 16th, this station was the 33rd member to inaugurate its Milwaukee Service Club, having Mr. W. E. Beck of the Public Relations Bureau of Chicago to organize this branch of the business get-togethers. Preceding the meeting and election of officers, a banquet was held at the Railroad Y.M.C.A. honoring Mr. Beck and Superintendent W. G. Bowen of Marion, and Mr. Wilson of the Union Pacific Boosters Club. With a grand turnout of all departments, a total of fifty-five persons attended the dinner, and approximately eighty at the meeting. And very much in evidence was the surprisingly large amount of women present. Who said the wives don't take an interest in the welfare of the Road?

After a grand plate of baked chicken and all the trimmings the meeting was held upstairs, and interesting talks given by Mr. Beck, Mr. Bowen and Mr. Wilson, with a few amusing jokes thrown in to keep up the general good feeling that prevailed throughout the entire evening. "Sell service, goodwill and cooperative service" was the general theme of the speeches, and with the other first class Roads in the Terminal here forming these Service Clubs, it was interesting to learn from Mr. Beck just how this one started. At Wagner, S. D., thirteen Agents took it upon themselves to go out and promote business and install the general spirit of good feeling among their prospective shippers. With this in mind, the movement grew and prospered until the entire system has joined in and it looks like if any one thing can boost traffic, this Club can and will. And we of this Terminal are going to push with its other members and keep right among the top of the heap with the Traffic Tips and various other means of securing some NEW business.

After the election of officers, which consisted of Ed Lee, Chairman; T. P. Schmidt, Vice-Chairman and yours truly as Secretary, a short talk was given by Mr. Ray Dempsey, representing Mr. J. E. Finnegan, General Agent of Omaha, and promising to give us their complete support and co-operation as far as the Traffic Department could reach. So let's all pull together and show these Eastern Clubs what a real live wire outfit can really do. But one last thing. Let's give TPS some deserved credit for the whole-hearted interest he and the car-men, of which almost the entire force turned out, have shown. Boy, when these Danes get together, something gives. And also to the heads of the other departments, which consisted of E. E. Smith, GYM; W. L. Butler, local Agent, A. C. Law, round-house foreman, and Art Lowe, Storekeeper. The executive committee was named as follows: Messrs. Ray Dempsey, L. E. Underwood, Jack Allavie, Art Lowe, Carl Schonberg, F. O. Bruce, Ray Becker, F. E. Zeiser of Portsmouth, and Mrs. Roy Michael, Jr., president of the Women's Club.

I guess spring is here. Nels Jensen was seen climbing all over his house with a paint brush. The color? I'll never tell you. And I am not color-blind either.

Another harbinger: The new Chevvy's sporting around the tracks. Bill Black and Floyd Lacy both dug down and decided to brighten up the east yard a little. And no end of the bragging, either. And incidentally, Lacy securing some business from the firm he purchased his from. Atta Boy.

Fred Bucknam has been released from the hospital, and is now recuperating at his home from the serious illness we reported last issue. And we hope the next time we send in our "batch" we can report he has returned to work. And so will WLB.

Some people have a lot of faith in their drawing power, for almost every evening FOB "Detroit" Bruce, operator at the freight office, and the very lovely Miss Myers, can be seen entering a local drug store where they hold nightly drawings for prizes. I haven't won yet either, Frank.

Wisconsin Valley Division

Lillian

CONDUCTOR A. F. McDONELL left for Chicago to enter Washington Boulevard Hospital, where he will submit to an operation.

Dr. D. M. Green, who has been the examining surgeon on the medical car "Metz" for the past three years, has established his private practice in Wausau since April 1 and is located in the Wisconsin Valley Trust building. Dr. Green has many friends in this locality, who wish him much success. The railroad employes in Wausau welcome him and his family and hope they will find Wausau a pleasant place in which to make their future home.

Fred L. Duxtader, retired conductor on the Valley Division, passed away suddenly at his home on April 7, death being due to cerebral hemorrhage. Funeral was held April 10 with burial at Tomah, Wis. Until his retirement in July, 1937, Mr. Duxtader was the ranking veteran of the Wisconsin Valley Division on the Milwaukee Road. He was 73 years old at the time of his death. He entered the railroad service fifty-seven years ago at Tomah, moving to Wausau in 1908. The Milwaukee employes extend sympathy to Mrs. Duxtader, who survives.

Mr. and Mrs. R. R. Sternitzky and sons, Arthur and Robert, and the latter's wife, returned from Granton, Wis., where they attended the funeral of Henry Sternitzky, the former's father, which took place on March 26.

Joseph Mercedes, executive director of the Heart O' Lakes Association, with headquarters at Rhinelander, has started on his annual tour with his cabin trailer to the Middle West to advertise the recreational advantages of northern Wisconsin.

Spokane and Inland Empire

Ef Jay Kay

JESSE JONES, switchman, has returned from an extended trip through the Middle West. He visited friends and relatives in Nebraska and Iowa.

W. T. Morris, carman, has moved from Orchard Ave. to Pasadena Park, where he bought a home with two and a half acres of land. Bill is going to do a little gardening, and raise some fruit, chickens, etc. House warming announced later.

Lawrence Lynch, coach cleaner, is back on the job after a two weeks' absence in the hospital on account of sickness. Lawrence had his tonsils removed, and says he is now feeling fine.

M. J. Trudinoski, loading inspector, Tacoma, and Earl Medley, car foreman, Spokane, have been supervising the loading of the all aluminum truck bodies which Brown Industries are shipping over our line to the East. The proper loading and securing of these bodies on cars was a new experience, but a report from Minneapolis recently stated that the first carload arrived there in A-1 shape. Several cars of these bodies went forward during March.

A very interesting meeting of the Inland Empire Service Club was held in the Union Station, Spokane, on Tuesday, March 7th. The big feature of the meeting was the sound film presented by the Washington Water Power Co., which gave the history of electricity in the Inland Empire from the early days up to the present time. There was a very good attendance, and everyone enjoyed the program. Those who do not attend these meetings are missing some real treats.

We are not going to mention any names this time, but two of our prominent Spokane Milwaukee men recently journeyed to Othello to attend a "Milwaukee Service Club" meeting. Here is how it happened: Al, who was in Othello, overheard the agent call his wife and ask when the next meeting would be. On hearing that it was to be that night, Al rushed to the phone and called George in Spokane. George dashed about, stepped on the gas, etc., so as not to be late for the meeting. Everything was going along nicely at the meeting, which was being held in the local

school house. However, there was a sort of "strange" atmosphere permeating the room. Directly, the agent's wife, who was chairman of the meeting, arose to deliver a "pep" talk. She said, among other things that these Clubs should be organized in every possible community, among farmers, etc., etc. Our Milwaukee men began looking at each other inquiringly. Well, to cut the story short, just how would you feel to discover you had trekked all that distance to sit in on a Townsend Old Age Pension meet. The boys might have kept this a dark secret. Had they not been called on for a "report" of the meeting.

Extensive remodeling is being done in the East end of the freight house in Spokane. This portion of the warehouse is to be occupied by W. T. Dunn, Spokane agent for Miller's High Life and Pabst Blue Ribbon.

Now that the weather has moderated, the pouring of cement at Coulee Dam has resumed. The program this year calls for about double the amount of cement that was poured last year, which should give us a substantial increase in cement haul out of Metaline Falls.

Bruce Kibble, yard clerk, bid in the night job in Tacoma, and left for there on March 8th. Clinton Montague of Cedar Falls, is filling the vacancy.

Found—An honest man. A letter received from Chris Finsand from Hollywood, Cal., states that he lost \$4 on the races there. Chris also says there is no "depression" down there. Our guess is that \$4 will be cheap before Hollywood gets through with him.

P. T. O'Neill, roundhouse foreman, Spokane, was instrumental in securing three cars of Knights of Columbus for Seattle in March. Mr. O'Neill made the trip to Seattle with them.

B. J. Casey, brakeman on No. 102 out of St. Maries, suffered a slight leg injury recently at Bovill, Idaho.

The 50,000 gallon oil tank opposite the depot in St. Maries is to be moved to Seattle.

Jas. N. Wilson, section foreman, Dishman, spent several weeks at the clinic at Rochester, Minn., on account of eye trouble. This has been cleared up, and Jim is back on the job.

Guy Chimenti, foreman Spokane Yard section, who has been off duty for several months on account of illness, is shaping up pretty well now, and expects to report back for work about the middle of April.

Wm. A. Huffman, section laborer at Gibbs, Ida., has been promoted to section foreman, and relieved foreman Jas. Wilson at Dishman during the latter's illness.

Second track operator, Frank Socwell, Manito, has been assigned to the agency at Ewan, Wash., filling the vacancy created by the death of agent Johnson.

Tommy Quinn, who has been holding down the Night Watch clerk job, has purchased a pair of dark colored glasses preparatory to taking over the day yard clerk job which he has bid in. Tommy was afraid daylight would not agree with him for a while.

It is reported the fish hatcheries are working overtime in expectation of a fish shortage this spring owing to the fishing parties which Jas. Reagan DF&PA, Spokane, has planned.

C. B. Barrett, agent, Tekoa, Wash., was off for two weeks account illness. Part of this time was spent in the hospital in Spokane, where he had his tonsils removed.

In expectation of increased logging business this year over last, considerable work is being done at St. Maries to get the logging equipment into ship shape.

F. Brotchie and Harry Hill will have to make an inspection of the ball park before long to pick out their seats for the coming season. We understand their old favorite seats of last year were torn out in the remodeling of the grandstand this spring. Perhaps you can still find the old knot-hole, boys.

In case you do not know, our new special agent's name is Frank Daly, and he hails from Deer Lodge.

Northern District Car Dept.

O. M. S.

AT the meeting of the Safety Section of The Association of American Railroads, northwest region, in Saint Paul Hotel on April 3rd, all the members of Twin City Terminal Safety First Committee attended, B. Kanduth, W. Raetz, W. Lunde, A. Tweeder, A. Johnson, T. Carlson, L. Wiken, C. Erickson, H. Olson, A. Cogswell; foreman H. R. Campbell, A. Penny, S. Hollingsworth, J. E. Buell, O. C. Brandt, F. J. Tschohl, general car foreman J. Hemsey, general car dept. supvr. F. J. Swanson, spoke briefly on safety practices in the car shops, repair tracks and train yards. Freeman, L. B. Faltinsky, Sioux City, Ia., also added a few words. Foreman A. Rognelson, Aberdeen, S. Dak., was also present. All those in attendance were urged to impress the public with the safety of travel by TRAIN and attention was called to the excellent record maintained by the railroads so far as train accidents are concerned.

H. Belond, AAR checker from Milwaukee office, checked track and repair card records at Minneapolis shops during the past week.

The membership drive of the Minneapolis Chapter of The Milwaukee Women's Club netted about \$45.00, contributed by 150 car dept. employes of shop and train yard forces.

Carman helper T. Magnuson has returned to work following trip to Florida, Texas and Mexico by auto and to Seattle via the Milwaukee Road.

Grace Junkin, stenographer, has returned from a week's vacation in New York City, sightseeing the Empire State Building, 102 stories, Rockefeller Center, Metropolitan Art Museum; also visiting friends at Dayton, Cincinnati and Columbus, Ohio, and Covington, Ky.

Carman Claus Franson has returned to work following three weeks' illness. Frank Rudolph has also returned to work after three months' leave, and a visit to San Francisco and Treasure Island.

Julius C. Fallbeck, equipment maintainer, Rapid City, S. Dak., has been ill for past two weeks.

GCDS F. J. Swanson, and Foreman F. J. Tschol rode Train 625 and 626, St. Paul to Duluth and return, checking car conditions.

Carman Isaac McLain went to Cedar Rapids, Ia., to bury his sister, on April 4th. Mr. and Mrs. Walter Mehofer are proud parents of 10½-lb. son.

Mr. and Mrs. J. Hentges and family visited relatives at Winona.

Luther Cadow's modern Easter hat won the prize—we hear—in the Easter parade.

A card that really says "Happy Birthday" was presented to Einar Hauger on April 7th by Miss Ella Siegler, and was enjoyed by all, as well as Einar.

Northern Montana

Max

THE second of a series of Milwaukee Service Club dinners was held in the large club rooms of the passenger station at Lewistown the night of April 3rd. Nearly 200 guests and employees were present. The guest speaker was Editor Tom Stout of the Democrat-News, while others called on by Chairman Wood and responding briefly were Paul T. Wilson, of Seattle, assistant general freight agent, C. S. Winship, division freight and passenger agent, C. M. Brown and D. W. Amick, of Great Falls, James Ramsey, agent at Denton, and Oliver S. Porter, vice-chairman of the service club.

A delightful entertainment program preceded the talks with Catherine Gove Scott and Roy Boettger, accompanied by Mrs. Richard Lausch, being heard to advantage in several vocal solos, and Jack Plummer, accompanied by Miss Louise Cochran, delighting his audience with two saxophone numbers of exceptional merit.

Before the dinner, prepared and served by the ladies of the club in a manner that left nothing to be asked as to quantity and quality as well as service, Jack Roberts

furnished some most pleasing accordion music, while at the close Guy L. Kester operated a film with sound record accompaniment showing what the railroads of the country are doing and what they are up against.

Speaker Stout spoke about the real development of Montana beginning with the advent of the Milwaukee into the state, what it had done for the city of Lewistown and the country adjacent. He urged a general co-operation of the people in seeing that a better understanding was had as to the real value that our railroad was to the people and expressed his appreciation of what the payroll and the patronage of the employees meant to the business men of Lewistown and Fergus county.

A full page advertisement prepared and paid for by public spirited business and professional men throughout central Montana appeared in the Democrat-News of April 4th. It featured the fact that five hundred thousand dollars was being spent by the railroads in this territory and asked for the support of all business people in seeing that rail transportation was patronized.

Most of the railroad men of Lewistown tuned in on NBC to hear the broadcast of the railroad problem Thursday night, April 13th. The speakers were Commissioner Eastman, United States Senator Wheeler and J. J. Pelley, president of the Association of American Railroads. The talks were very interesting and instructive.

C. L. Galbraith is on the Harlowton turn which was vacated by conductor Wandell, who went on the Great Falls local for a month in place of Joe Smeltzer, who went to California to be present at the wedding of his daughter Catherine, which took place at San Francisco on April 8th.

Howard Ullery is relief agent at Highwood while Mr. Jost is vacationing at Three Forks and other points.

George Smith has returned from San Francisco, where he took in the fair.

Roy C. Spogan, of Great Falls, has moved his family to Lewistown where he has taken a position in the local freight office.

The crop conditions in Fergus county are the brightest ever there, not having any winter kill and the moisture conditions are better than last year when a bumper crop was harvested.

Mrs. James L. Lindblom left for Cleveland, Ohio, where she will visit with a daughter for about a month.

R. C. Sanders, general freight agent at Seattle, was a visitor to this territory. He was accompanied by Paul T. —, assistant general freight agent.

Mr. and Mrs. W. J. Retallick left April 3rd for Seattle and other coast points where they will visit with their married children.

Milwaukee Terminals

G. W. E.

MACHINIST helper Wenzel (GROSS-FATHER) Dautzmann received a letter of special commendation for his alertness to duty in discovering a defective side



CALLING ALL R.R. MEN!

If you work on "The Milwaukee" our liberal Accident and Sickness Policy is available. Exclusively for Railroad men.

Facts obtainable through Travelers Agents or



Railroad Department

HARTFORD, CONN.

Under all conditions and at all times, T-Z Products give unexcelled service.

"Crescent" Metallic Packing
T-Z Front End Blower Nozzles
T-Z Smoke Preventer Nozzles
T-Z Tender Hose Couplers
T-Z Blow-Off Valve Mufflers
T-Z Automatic Drain Valves
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T-Z Products, as standard equipment, are daily proving their merit.

T-Z Railway Equipment Co.
8 So. Michigan Avenue
Chicago, Illinois



PROTECT YOUR FEET with SAFETY FIRST SHOES

BUILT WITH PROTECTIVE STEEL TOE-BOXES

A wide range of styles available thru your local storekeeper.

SAFETY FIRST SHOE COMPANY
Holliston, Massachusetts

**Keep the Green
Light on your
Income!**

Dependable Sickness and Accident Protection Guarantees money when needed most.

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

**LUMBER
PILING—TIES**

and

MINE TIMBERS

**Egyptian Tie & Timber
Company**

St. Louis

Chicago

LOCOMOTIVE:

**FEED WATER HEATERS
(The Locomotive Water Conditioner)**

SLUDGE REMOVERS

BLOW-OFF COCKS

**CENTRIFUGAL BLOW-OFF
MUFFLERS**

**STEEL TIRES
(Taylor Normalized)**

**GRID UNIT AIR-COM-
PRESSOR RADIATION**

**WILSON ENGINEERING
CORPORATION**

122 So. Michigan Ave., Chicago

**DELICACIES FOR THE TABLE
Specialties**

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

**E. A. AARON & BROS.
CHICAGO, ILLINOIS**

rod on engine at the coal shed March 16th, 1939.

On March 22nd the Milwaukee papers had a fine picture of engineer and Mrs. Ellis F. Ellis, who recently celebrated their 55th wedding anniversary. Congratulations.

Engineer Michael Lyons returned to Milwaukee March 24th, he being the first of the Milwaukee road winter colony in California to return. He expects to be followed by some of the older members as soon as the weather gets warm in good old Wisconsin. He has a very fine picture of

engineers T. F. Cummisford and John Rhine on the golf course at Hollywood batting the golf balls as they did the engines years ago.

Conductor John H. Cavey celebrated the 51st anniversary of his employment by The Milwaukee Road March 26th. Congratulations.

General organizer R. V. Dulen of the Cleveland, Ohio, grand office of the B. of L. F. & E., attended the meeting of Lodge No. 130 on March 27th, and told the members some very interesting things about their insurance which is the best on earth. The Ladies Society of the B. of L. F. & E. were invited and a large number attended the meeting.

Emil Schumacher, retired machinist and yardman Morris Hennessey were welcome callers at the roundhouse office March 30th.

Engineer B. J. Corbett was confined to his home from February 12th to April 7th with pneumonia. He has fully recovered and is back on the job.

Engineer August C. Hinz has been confined to his home from February 12th and not able to return to work at the present time, but gaining slowly.

Yardman Arthur N. Schultz has been confined to the Milwaukee hospital since February 28th. He is getting along just fine and can talk to any of the boys who may call.

Yardmaster and Mrs. D. R. Leaman celebrated their 25th wedding anniversary with a quiet dinner and a few friends at the Hotel Schroeder, April 8th. One of the finest gifts received, in the opinion of Mr. Leaman, was the fifty-five year button which he received from the Veteran Employees Association for 55 years of loyal service to the Milwaukee Road. Congratulations.

Yardmaster Peter Schroeder entered the Soldiers Home Hospital March 15th, for operation, and is getting along just fine.

Roundhouse carpenter Silvester J. (Shorty Wheelbarrow) Weirzba was fortunate in being the winner of a bunch of jack at a bank night recently, and someone placed a sign over his bench in the roundhouse reading, "Bank—Money Loaned," S. J. Weirzba, Pres.

Colonel Elmer A. Keller of North Milwaukee station has a fine charger which operator Thomas Regan secured for him in the country, and the girl with the pleasant voice at the telephone is busy telling people that the nice looking man who rides away from the station noon and night is Colonel Keller.

Yardman August G. Rudolph is sick at his home, 1611 South 26th St., and would like to visit with some of the boys.

Assistant station master Eugene F. Epeneter died April 8th, at the Milwaukee hospital after a short illness. He is survived by a sister, Mrs. John Sullivan and three nieces. He had been an employe of the Milwaukee road for forty years and was a fine man. Funeral April 11th, under auspices of Wauwatosa Lodge No. 267, F. and A. M. Interment Pinelawn cemetery.

It is reported at the roundhouse office that second trick foreman Joseph J. (Sunshine) O'Connor and family will visit the New York World's Fair during Mr. O'Connor's vacation next summer.

Boilermaker Wm. Barry is all smiles and has been since the second week in March on account of a new grandson who arrived at his daughter's home in Milwaukee. (Heil Hitler.)

Yardman John C. Dineen has moved from Port Washington, Wisconsin, to Thiensville, Wisconsin, where he can see the Chippewa go by.

**La Crosse and River Division,
First District**

Scoop

THE many friends of conductor Mike McQueeney will be sorry to learn of his death which occurred at his home in Portage just before Easter. He had been in failing health for some time and the end was hastened by a fall sustained about three weeks ago in which he suffered a broken hip. Mike was one of the real old

timers who grew up and was a vital part of our railroad beginning in the eighties. Mike was a man who was known far and wide as the conductor of "McQueeney's train," as his run was called, between Milwaukee and Portage for many years. His sense of humor and attention to duty won him friends who will remember him a long time to come as a good neighbor and a good railroad man. The sympathy of the division is with his bereaved ones.

The many friends of conductor George Douglas will be glad to know that he and his wife are convalescing at Portage.

Retired conductor P. J. Larkin is waiting for the weather to warm up so he can get out and catch some fish to replace all that winter diet of meat. He is much improved in health.

Conductor John Pate is back on the job on his run after spending the winter in the South where he and the good wife filled up on crab gumbo and plenty of sunshine. On the return trip they drove through the Ozark mountains which proved to be a beautiful scenic trip well worth the detour they made to take it in.

Retired engineers George Bates and wife and C. Warren and wife, Ralph and Walt Woodman and families and retired yardmaster Wm. Stafford and wife are back from the southland where they spent the winter. That southern climate sure agreed with them, as they are all enjoying good health and all tanned up.

A new announcer system has been installed in the depot at Portage to announce trains, the loud speaker can be heard the length of the platform as well as in the waiting rooms. This will be used to good advantage to handle crowds that patronize the Hiawathas and other trains.

Earl Andres is our new agent at Sparta in place of E. A. Cordes, retired.

We welcome our new trainmaster, Mr. G. F. Hancer, and family, who transferred here from the Superior division in place of J. H. Hansen, who was transferred to Sioux City as assistant supt. Seems like JTH should be rewarded after getting us out of the floods last fall but we didn't expect it so soon, and we are glad to see him promoted. Wonder if he can lecture as good as Harvey Roe and trainmaster Hancer on the new standard rules. Since JTH left us, Popeye Eberhardt has only had one brakebeam down and broke it in two twice which is a record, believe it or not.

As this is written comes the news of retired agent E. A. Cordes' sudden passing at Sparta. He had just returned from the south and had been pensioned since the first of the year. He was one of our veteran agents who handled Sparta station during the World War and through his courteous efficient manner made many friends for our railroad. Burial was at Watertown. He will be missed by his many friends on the division. The sympathy of the entire division is with his bereaved family.

Heard the roadmaster lining up work trains recently which means that spring is here, so get out your garden tools and get set for the spring planting.

I&D Notes

C. W. Dunaven

WE are sorry to report the death of our oldest conductor on the I&D Division. On April 2nd, George W. Bryan, age 82 years, while returning home from a short trip suffered a heart attack and died a few minutes later. Mr. Bryan retired two years ago, after a 58-year perfect record as a conductor on the I&D Division. He finished his last run on Christmas day, 1936, and had been living at McGregor, Ia., since then. We extend our sympathy to those left to mourn his death.

W. C. Buirge, I&D conductor, retired March 29th, after 42 years service on the I&D Division. We all wish Mr. Buirge many years ahead in which to enjoy his vacation, which he has well earned in the past 42 years of service on the I&D Division. Don't forget to call on us once in a while, William.

We extend our sympathy to conductor

Earl Bruns and family in the loss of Mr. Bruns' mother, who passed away March 25th at Mr. Bruns' home after a long illness. A sister of Mr. Bruns' who lives in Los Angeles made a record trip from Los Angeles to Mason City. The trip from there to Kansas City was made by plane, and the Rock Island's Rocket, Kansas City to Mason City, making the trip in 15 hours and 50 minutes.

WARNING TO ALL HOUSEWIVES: Mrs. Geo. Wendt, wife of engineer Geo. Wendt, while using some paint remover in a closed room was overcome by the fumes from the paint remover. After calling the yardoffice for George to come home as she felt sick, she passed out and George found her on the floor. Anyone using paint remover or painting should always leave windows or doors open so as to get plenty of air.

Walter Strong, I&D engineer, wishes to announce that he has gone into the boat building business. Walter can build you anything from the new Hiawatha streamline runabouts to the heavy duty S-4-8-1 type barges. All orders should be placed through the chief clerk at the roundhouse.

Mrs. Oscar Larson, wife of our car foreman, who had an operation, is reported as getting along fine, and we hope she will soon be well again.

Al Zack, roundhouse electrician, has invented a nightcrawler trap to catch those large worms the fish like.—A piece of pipe closed on one end and baited with cheese (the worms like cheese). Just put the pipe out on the lawn at night, and next morning the pipe is full of worms.

Funeral services for the son of Fred Howard, bridge and building carpenter, of New Hampton, were held at New Hampton, Wednesday, April 12th. We extend sympathy to Mr. Howard and family in the loss of their son and brother.

Ben Hopkins is back to work after spending a vacation and second honeymoon trip to St. Petersburg, Fla.

The employes of the Mason City offices offer congratulations and best wishes to Mrs. Ina C. Trewin on her recent appointment to the office of assistant secretary. With her ability, cheerful disposition and winning ways, we bespeak for Mrs. Trewin success, and wish her many years of happiness in her new position.

Col. C. S. Pack, dispatcher, Mason City, was in Austin, Minn., a few days helping Mr. M. T. Skeeves with the rules examinations.

Joe Nemitz, agent at Ventura, Ia., retired March 31st, after forty years' service with the Milwaukee. The fish at the head of the lake will have to look out now as Joe will have plenty of time to get them.

L. D. Jones, agent at Sanborn, Ia., is off duty for a few days account the death of his mother. We extend our sympathy

to Mr. Jones in the loss of his mother. Mr. A. Bothmer is acting agent in Mr. Jones' absence.

Duke Moore, chief janitor, Mason City roundhouse, is in line for a life saving medal. While out fishing with a friend, the friend's line got snagged, and while trying to get it loose, he fell in the swift boiling water below the dam. Duke jumped in and after a heroic struggle finally got him to shore. After rolling him over a beer keg they were using for a chair to sit on while fishing, his friend came to, and outside of a good soaking was none the worse for his experience. Dravo, Duke.

Mrs. Marie Randall of the superintendent's office, has declared war on the cockroaches in the office. Having been told of a sure-fire bug powder, highly recommended by our smiling ticket clerk, Mrs. Schultz, she hopes to soon have them all out of the office. We have put up screens on our office doors and windows so they won't move in on us.

B. E. Jennings, agent at Cylinder, and his wife have returned from a honeymoon trip to California. Mr. Jennings and Miss Marion Clarry of Spencer were married recently. Having married a stenographer, Mr. Jennings has a complete record of their trip. For more information about the trip see Mr. Jennings. Congratulations, folks, from all of us on the I&D.

Kansas City Division

K. M. G.

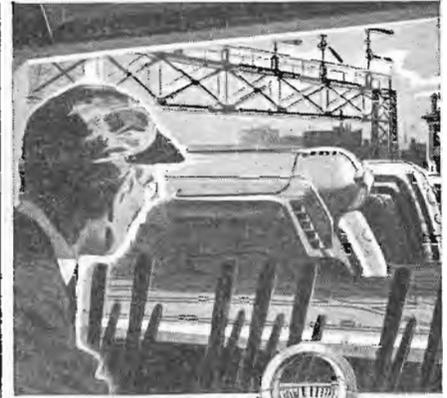
MRS. C. H. McCrum and daughter, Ann Harvey, of Kansas City, went to Watertown, Wis., on April 6 to spend Easter vacation. On Easter Sunday the five months old daughter of Mr. and Mrs. Ulrich, little Gretchen Ulrich, was christened. Mrs. Ulrich is also a daughter of engineer McCrum.

The death of Mrs. J. T. Farrell occurred on April 8 in her home at 225 N. Wapello street, Ottumwa. The funeral services were held the following Monday morning and burial in Ottumwa cemetery.

A heart attack was the cause of the sudden death of Luther Richardson, section foreman at Gault, Missouri, on March 30. He had been in the employ of the company for thirty-four years. Funeral was held the following Sunday afternoon at Excelsior Springs but burial did not take place until ten o'clock Monday morning, April 3, due to his son Earl of Los Angeles not arriving until Sunday night.

Conductor R. E. Ruckman made a visit to the office of superintendent on April 10. He and Mrs. Ruckman have made their home in Kansas City since the latter part of January, as he is now conductor on the Southwest Limited between Kansas City and Davenport.

The district meeting of the Ladies'



This illustration was used in a Hamilton advertisement in The Saturday Evening Post as part of a National campaign to impress the reliability of railroad travel on the people of America.

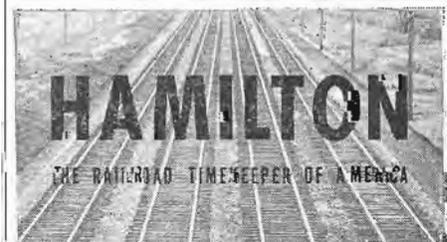


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THE MAN who pulls the levers in the signal tower knows the mess a half-minute mistake could cause. His accuracy is a busy terminal's safeguard... and he knows it. More likely than not, he guarantees it by carrying a Hamilton.

Ever since Time Inspection first came into American railroaders' lives, Hamilton Watches have timed the trains with split-minute accuracy. The exclusive Elinvar hairspring in every modern Hamilton consistently protects against inaccuracies caused by magnetism, moisture, extreme temperature changes. Ask your watch inspector to show you the railroaders' Hamilton—handsome Model 10—today. HAMILTON WATCH COMPANY, LANCASTER, PENNA.

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

UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin



THE TRADING POST



The use of these columns is FREE to members of the MILWAUKEE ROAD family 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.

MUSIC AS YOU DESIRE IT!

For Dancing—Parties—Gatherings of all sorts. Latest type Cabinet Phonograph with eighteen selections of latest recordings. Your choice of records. Playing continuously or occasionally. For rent by the day or week.

For information write or phone (evenings only) H. Smith, 2306 N. Lawrence Dale Avenue, Chicago. Phone Bel. 4135.

BOARDER WANTED—Just south of Bensenville, Room, Board, Washing, Garage. Private Family—Reasonable. Address—Frank J. Schmidt, George St. near York, Bensenville, Ill.

FOR SALE: Remington Model 9 portable typewriter. Practically new. Very reasonable. F. L. Costello, % Asst. Supts. Office, Sioux City, Ia.

IF YOU have any stamps or United States coins to sell or exchange, get in touch with H. L. Lawrence, % Asst. Supt. Terminals, Bensenville, Ill.

FOR SALE: Safety Adjustable Leg Bands. A newly perfected safety article. Made especially for railroad men of all classes and other workers. It has been approved from a safety standpoint and endorsed by Mr. L. J. Benson, Assistant to the Chief Operating Officer of The Milwaukee Road. Manufactured and sold now at 25c a pair, or \$2.50 per dozen. For further information, write Gust Bonde, 1023 Spruce St., Marinette, Wisconsin.

CHICKENS FOR SALE: Pure blood Partridge Cochins, Cockerels, and eggs for hatching. Just the thing for the city man. Large and heavy and will stay in pen. Frank D. Florer, 1408 Locust Street, West Des Moines, Ia.

ANTIQUES WANTED: Colored glass-ware and furniture. Describe articles fully, will also trade. Write A. D. Ceurvorst, 110 1/2 West 6th street, Davenport, Iowa.

FOR SALE: Pomeranian puppies, pedigree stock, three (3) months old. Price \$15. For information write or phone Henry F. Koretke, 1711 W. Belle Plaine Ave., Chicago. Diversey 2062.

FOR SALE: 10 watt amplifier complete, tubes, speakers and microphone. Standard job, \$45. Henderson F. Baker, 5915 Calumet Ave., Chicago. Phone Wentworth 6558.

TELEGRAPH OPERATORS: Again enjoy that firm grip. Improve your sending either key or "bug" 100 per cent with a wrist exerciser, the only thing that will exercise and bring into play the muscles used in sending. Correct balance and weight. Names satisfied users can be furnished. Price \$1.00. H. E. Wichmann, Stoughton, Wis.

GLADIOLUS BULBS: Can supply any recent introduction (of proven worth) in limited quantities. Wholesale, retail list, yours on request. Mixed colors—large bulbs, \$1.25; medium size, 90c; blooming size at 60c per 100 prepaid. Honey as advertised previous issues this magazine, will still be available for a short time. H. L. Wood, Twin Bluffs, Wisconsin.

FOR SALE OR TRADE: Second hand victrol adding machine, \$25.00. E. W. Voss, retired agent, Mazomanie, Wis.

FOR SALE: Omco 7 column non-registering adding machine. Good condition. \$10.00. D. Rundberg, Retired Agent, Yale, Iowa.

TO SELL OR TRADE: Kodak Retina miniature camera; has an excellent, fast lens (f.3.5); Compur Rapid shutter, with speeds ranging from 1 second to 1/500 second. Also a fine tan leather case, portrait attachment and green filter. Original cost when purchased 18 months ago was \$70.00. Will sell at a great sacrifice. Telephone MULberry 2054 in Chicago, after 6 p. m.

25c BUYS a 1939 premium coin catalog of U. S. coins. Fully illustrated. L. A. Youngblood, Prairie du Chien, Wis.

FOR SALE OR TRADE: A double barreled shotgun, sixteen gauge, American Arms make, for a camera. Write and describe camera. Richard C. Stark, 6930 Medill Ave., Chicago, Ill.

FOR SALE: Furniture, beds, rugs, stoves, radio, davenport and chair, dining room suite, bed clothing, dishes, silver ware. This furniture is less than six years old; forced to sell account sickness in family. T. F. Hyson, Sect. Foreman, Doyleston, Wis.

FORD V-8 1932 Victoria Coupe; runs perfect, good paint, has 1934 Chrome wheels using 600-16 tires. A real buy for only \$80.00 cash. Nathan F. Abrams, 3751 W. Leland Ave., Chicago, Illinois. Tel. Keystone 2580.

CANARIES FOR SALE: Beautiful birds, all singers, white, blue, cinnamon, bright yellow, and buff. Priced right. For further information write to Frank Bednarek, 2933 W. Nelson St., Chicago, Ill.

Auxiliary of B. of R. T. held at Galesburg, Ill., on April 5 was attended by the following Milwaukee Railroad ladies of Ottumwa: Mesdames C. W. Riley, F. H. Burton, C. Soots, Wm. Fry, W. F. Kapp, M. L. McNerney, J. L. Rector and Wm. J. Tee. Mrs. Clara Bradley of Columbus, Ohio, the grand president, attended the meeting and 21 lodges were represented.

Conductor C. H. Deam was off duty for over one week account of being ill with influenza, returned to work in the early part of April.

Mr. and Mrs. James W. Wooley and son, James, Jr., departed on April 7 for Beatrice, Nebr., to spend Easter in the home of their son, John F. Wooley.

The A.A.U. basketball tournament held in Thermopolis, Wyo., in the early part of March, was attended by W. M. Smith and wife of Ottumwa, who at the time were visiting the brother of Mr. Smith, in Thermopolis. En route home spent several days with mother and sister of Mr. Smith and three days in Omaha with another brother and wife.

Son of Harry Paulas, fire knocker at West Yard, was a patient at the St. Joseph hospital in March. The son of Ross Caster, engineer, underwent a mastoid operation, and the youngest son of Ralph Replogle, engineer, was in the St. Joseph hospital ill with pneumonia during March.

Understand the Service Clubs, recently organized on the division, are having enthusiastic meetings and next month we will give some detailed information concerning the progress being made by the various clubs.

Mrs. F. L. Lapham, wife of fireman, had her gall bladder removed on March 10; was in the St. Joseph hospital for one week and is recovering at home on North Benton street, Ottumwa.

Conductor J. R. Houston returned to work early part of March, having been off duty two weeks on account of illness.

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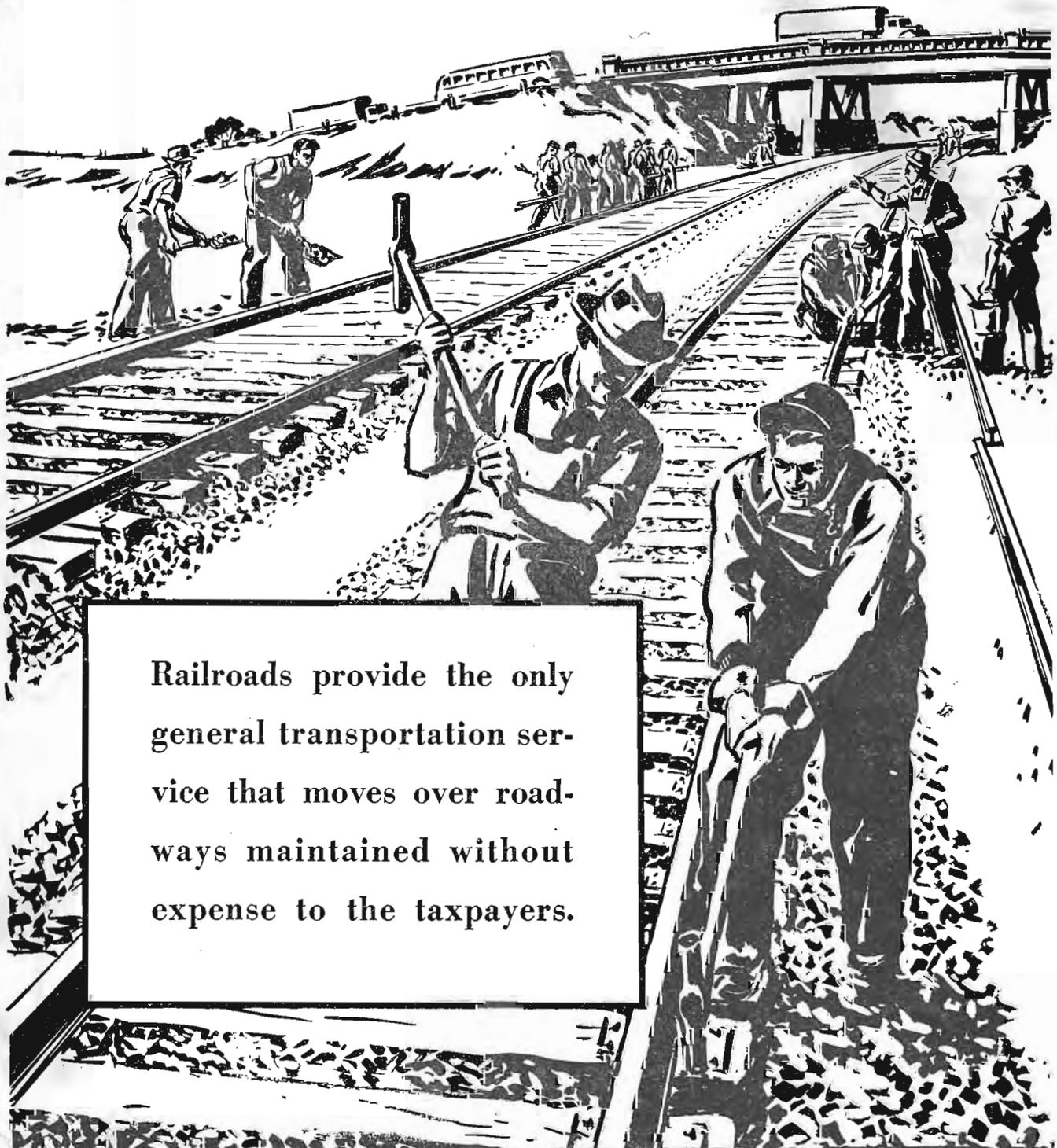
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