

The
**MILWAUKEE
MAGAZINE**

JANUARY, 1936.

Coals of



Real Merit

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Shirkie 5th Vein Indiana
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Dorthel, Hanna City, Ill.
Dorthel, Farmington, Ill.
Delta Mines—Saline County, Ill.

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Dependable with Long Life

Those
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FAIR Rail Anti-
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precisely made, simple and
easy to apply, depend-
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THE FAIR CO.
Chicago • New York

Serving the Milwaukee
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has been our privilege
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A. M. CASTLE & CO.

Makers of "The Milwaukee" Lite
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FOR EVERY PURPOSE

We can fill your lumber require-
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HARDWOOD FLOORING
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No Order Too Small—None Too Big
Write Us for Information.

The Webster Lumber Co.

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Creosoted and Zinc Treated Materials

Bridge Timbers Piling
Ties (All Kinds) Lumber

We are equipped to handle all Standard
Methods of Treatment, also Adzing
and Boring of Ties

Built and operated first treating plant
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Indiana Wood Preserving Co.

Chicago Office: 111 W. Washington St.

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Holiday Greeting

I WISH it were possible to greet personally each member of
The Milwaukee Road's big family, but, as that cannot be
done, I am happy to have this opportunity to convey my
greetings through our Magazine.

The Road has experienced another unprofitable year finan-
cially, but through the effective work of the Milwaukee family
its prestige, gained by providing safe, high-class, progressive
service to its multitude of patrons, has been maintained.

Trustees will shortly take over the administration of the
affairs of this Company for the period of the reorganization
proceedings. I am confident the men and women of The
Milwaukee Road under the Trusteeship will, as always, put
forth their best efforts to keep Milwaukee service second to
none in the minds of those who travel and ship, and that there
will be no let-down in the fine morale which has always been
maintained and of which we are justly proud. Our opinion of
this railroad is shared by others, as evidenced by a letter I
received the other day from a distinguished English railroad
officer, for many years a student of transportation throughout
the world, in which he said our railroad is regarded in his
office "as amongst the three or four most efficient railway
administrations in the world."

To the hundred thousand men, women and children whose
fortunes are linked with the fortunes of The Milwaukee Road,
I send my sincere wishes for a Joyous Holiday Season and
A Happy New Year.

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

UNION REFRIGERATOR TRANSIT CO.
Milwaukee, Wisconsin

In Sunny Mexico

Continuing a Trip to the Republic Below the Rio Grande

By BYRON P. WALKER, Coast Division Engineer

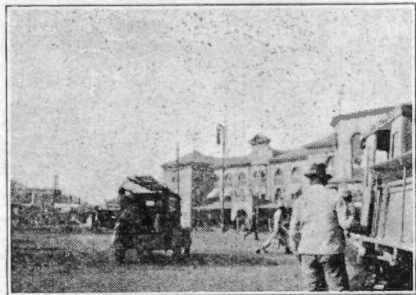
Concluded from the October Magazine

AT the conclusion of the first installment of this story, our party were viewing the wonders and historical mementoes of famed Chapultepec, Mexico's national shrine; had seen the great interior with all its beauties, enjoyed the magnificent "mural" depicting the nation's history which covers all the balcony wall, and stood in speechless wonder looking out and down over one of the grandest scenic pictures the world has to offer. Traveling the wide world over, one finds in almost every country, the "grandest view in the world," but without question, the view from Chapultepec's hill, is incomparable—pronounced so by globe trotters of every nation and every tongue.

On the northern portion of the great hill is located a replica of the great Babylonian Gardens; and here also, may be seen the celebrated ravine up which General Pillow and our own American soldiers advanced in 1847 and, by hand to hand conflict, finally won

royal heads into the blue sky: Popocatepetl—"The Smoking Mountain"—is still a live volcano, emitting at times vapor and smoke above its snow covered crater to tell the world it is a sleeping giant. Beside him is Ixtaccihuatl—"The Sleeping Lady" or "The Woman in White," deriving its name probably from a fancied resemblance to the form of a recumbent woman, her hands crossed on her breast and her white robe sweeping across and down the mountain. Ixtaccihuatl, too, is not a dead volcano, for vapor wreaths her crater.

According to an Indian legend, these two volcanoes were once living beings in the early years of the planet—a giant and his spouse. The gods became offended at some of their deeds and changed them into these twin peaks. The giantess was struck dead and there she lies where she fell, while the giant was rooted to the spot where he could look across at his lovely companion, and to express his grief and indignation by fiery floods of lava tears and volumes of smoke. Some of the Indians still call him "Tlaloc," the "God of



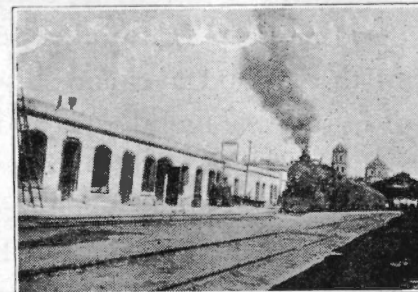
Street Scene in Mexico



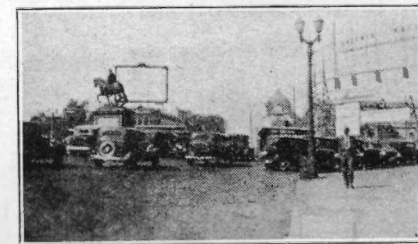
"Where the Gods are Worshipped"

their victorious way through. A monument to the memory of the valiant defenders of the Castle has been erected here. Beautiful tropical vegetation covers the earth, everywhere, and sparkling fountains give life and animation to the picture.

Below, the entire valley lies like a master picture, spread out to the far horizon, in the center of which stands the City of Mexico, its closely clustered roofs dominated by stately towers and tiled domes; its streets diverging from a common center into tree-embowered avenues stretching into the distance like golden traces marking the soft green emerald fields and meadows, with towns and villages and farm houses dotting the picture. Against the horizon, tinted with the blues and purples of the shadows, two proud peaks rear their



Railway Station in City of Mexico



The Iron Horse

Storms," while to most, he is Popocatepetl.

On the way to Chapultepec Castle one winds through avenues of giant cypress trees, centuries old, their arms draped with long festoons of feathery grey Spanish moss. Here is the famous Moctezuma Tree, 46 feet in girth and 170 feet high, its gnarled branches towering above the forest. Under its shade rulers of Mexico were wont to meet with their councilors. Out from Mexico City we visited Oaxaca, a city of untold antiquity. It is a beautiful place of 40,000 or more inhabitants, in a very rich spot. It was the birthplace of

Benito Juarez, and of Porfirio Diaz; and is the scene of some of Diaz's most spectacular military exploits. One of his battles was won fighting from the tower of Santo Domingo Cathedral, considered the finest church in Mexico. The altars and reredos are of thick gold and silver leaf, showing now, in many places where the French soldiers chipped away the precious metals during their occupation of the city.

We next visited Puebla (city of the Angels)—a purely Spanish town and one of great wealth and beauty. Its maze of domes, towers and deep green foliage make a fine display, while you walk, eat, sleep and dream by the sound of church chimes. Puebla has been besieged eight times by invaders, and the battle of May 5th, 1862, when Gen. Ignacio Zaragoza repulsed Maximilian's army, was fought here.

On then to Cholula and Vera Cruz, over an interesting mountain railroad and through tropical valleys where bananas, pineapple, coffee, vanilla, mangoes, oranges and other fruits grow in profusion. Towering above the charming little town of Cardoba and Jalapa is the giant peak, Orizaba, 18255 feet high, its snow covered head reared higher than any other peak on the continent. The great interest at Vera Cruz is the fortress of San Juan de Uloa, and the Island of Sacrifice.

Our return to Mexico City led us over a scenic route, through tunnels, over bridges of dizzy heights, across a high mesa with a fine view, and a stop at Orizaba whose "joyful waters" are harnessed to mills and hydro-electric plants that supply the power to operate the train we were riding, as well as the mills, and to light the cities of the valley and upland, including Mexico City itself.

The sleeping volcano from which the city takes its name, lies thousands of feet above the lovely spot. Taking leave of this interesting place, the railroad

(Continued on Page 9)



Familiar Road Scene in Mexico



Falls of Juanacatlan

Pays Tribute to the Personnel

Milwaukee Road Employees Praised by Mr. Scandrett in Hearing at Washington

ANSWERING charges made by a committee claiming to represent a small minority of Milwaukee Road bondholders in a hearing before the Interstate Commerce Commission held in Washington on December 2 on the ratification of the appointments made by the Federal Court in October of Trustees for the railroad, that the Milwaukee Railroad is mismanaged, Mr. Scandrett paid tribute to the efficiency and fine spirit of cooperation that marks the ranks of Milwaukee Road officers and employees.

The charges were widely circulated through the press and otherwise and seemingly were made in an effort to besmirch the management. President Scandrett testified in part:

"I make no claim that during the eight years of my connection with this property we have made no mistakes—far from it. But I do claim and assert that any mistakes were only mistakes. I am not ashamed of the record. On the contrary, I am proud of it. It has been made possible in only small part, by my own activities, but rather by the earnest and able efforts of the organization, working with enthusiasm and intelligence and all together for a railroad which they love, and all of them with salaries over \$300 per month doing it during the past five years at reductions in their pay checks from 19 to 40 per cent, and without, so far as I know, a single complaint, though no doubt in many cases the reduction worked a very real hardship. As for myself, my constant effort has been to give the organization good leadership, and in that effort my day's work has started early in the morning and most of the time ended only at bedtime. I should like to say that if the Milwaukee Railroad consisted of only so many cars, locomotives, bridges, ties and rails, I would have very little interest in it and no affection for it. What makes the railroad are the men and women who are operating the railroad and give their time and thought to furthering the cause of that railroad, and I resent, as an injustice to each one of the honest, efficient and earnest officers and men and women that we have on the railroad, the charges which have been made as to the mismanagement of the railroad, depending only on a mere assertion and without any proof whatever of the statement.

"I should like, by way of contrast, to read a letter which I received this last week from Mr. C. E. R. Sherrington, Secretary of the Railway Research Service of the British Railroads, a lifetime student of rail transportation. His letter is dated London, November 13, 1935, and reads as follows:

"Dear Mr. Scandrett:

"I have been reading the account in the 'Traffic World' for the 28th September, 1935, of the hearing preliminary to the appointment of trustees for the

Milwaukee Railroad, and was horrified to look through some of the statements made with regard to your railroad. Doubtless such remarks were made with a special object, but to one who has watched American railway operations with admiration for the last fifteen years and who has been privileged to see them perhaps from a detached viewpoint, it is remarkable that such statements could possibly have been made concerning a railroad which we regard in this office as amongst the three or four most efficient railway administrations in the world, whether measured by pioneering advance or in regard to control of expenditures and detailed technical studies. When I was Transportation Lecturer at Cornell I used to find that I had a more accurate vision of affairs in Great Britain than I have ever had since I returned here, and it may be that one has a clearer view of the American position from London than would be possible from either New York or Chicago.

"I should like to be able to place on

record the views that we hold here in regard to the Milwaukee, because naturally our views are neutral and detached, and I claim that we are in a position to judge foreign affairs fairly accurately, since we are in touch with all the more important railways of the world, in Europe, Africa, North and South America and Australia, and have formed our unbiased views of the methods of each one of them.

"With kindest regards, and hoping that our paths will cross again before very long."

(Signed) C. E. R. Sherrington.

There is more, much more, involved here for me and other officers of this railroad than the mere question of whether my appointment as trustee is to be ratified."

A committee of institutional bondholders representing insurance companies, trust companies and savings banks, whose holdings of Milwaukee Road securities aggregate \$70,000,000, previously indicated its approval of the work being done by Milwaukee Road officers and employees, by petitioning the Federal Court to appoint Mr. Scandrett a trustee, and counsel for the committee appeared before the Interstate Commerce Commission to ask that his appointment be ratified.

Memories of Medicine Creek Laredo

(From the Missourian, Trenton, Mo.)

ACTIVITY of the Milwaukee railroad at Laredo in the preliminary work for the construction of a permanent dam across Medicine Creek east of the town, several months ago, raised the question, if a dam of the proportions planned by the railroad company, was built, would it set up a flood menace. The discovery of the photograph reproduced below seems to have allayed any fears of flood that may have existed in the minds of many.

The dam as planned by the railroad company is said to have been 10 feet in height, to be constructed at the old Richardson mill site. This caused apprehension in the minds of several, who claimed that a dam of such size would cause the inundating of several hundred acres of low farm land in that district, in the event of heavy rains. It was contended by some that the old Richardson mill dam was as large as the one proposed by the railway company, and that no floods resulted as a result of the dam. Others said no. So the friendly arguments continued.

But the discovery of the picture below seems to support the argument that the old Richardson dam was a sizeable barrier. Comparing the height of the dam as shown in

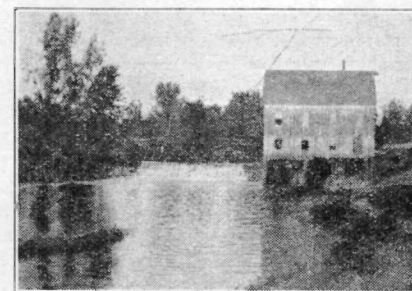
the photograph with the bridge above it, which still stands, and with the mill building, it is readily seen that the old dam did impound a considerable body of water. The picture was taken about 40 years ago by Mrs. Jenny Rinker-Krugg, formerly of this county, but now of Tacoma, Wash.

The Richardson mill was built in the early seventies by Abram Richardson. The mill furnished corn meal and flour for the country for miles around. Many of the old citizens of that community remember taking wheat to the mill and exchanging it for bolted flour.

The proposed dam was to have been erected at the old dam site; and during the drought of 1934 a low dam was built by The Milwaukee Road to furnish water for locomotives taking on this necessity, at Laredo. Considerable material was also moved nearby for the construction of the planned high dam, but with the end of the drought and the continued un-

usual rainfall, the material was moved away, and the possibility of a large lake-like body of water in Medicine Creek seems to have passed.

The passage of time and high water has practically erased all traces of the old dam.



The Old Mill and Bridge at Laredo

Keeping Up the "Milwaukee Spirit"

IT was gratifying to hear of the testimony of a railroad president, head of a competing line, given at an I. C. C. hearing on the confirmation of the Milwaukee Road Trustees, that "no railroad has a better reputation for high morale than the Milwaukee Road." It confirms us all in the reality of our prized "Milwaukee Spirit" and the letters from satisfied patrons of our passenger trains picked at random and published herewith are added testimony of the value of the splendid esprit de corps for which the employes of this company are noted:

Most Thrilling Trip on Most Wonderful Train

R. G. WILCOX & COMPANY,
BALTIMORE, MD.
Chicago, Milwaukee, St. Paul & Pacific Railroad Co.

Gentlemen:
Some few weeks ago I had occasion to visit Chicago where I met Mr. H. A. Willie of your General Freight Department. Mr. Willie, on learning that I was going to visit St. Paul, prevailed upon me to use his railroad and to make the trip on the Hiawatha. He told me some wonderful things about this train and when I thought of his enthusiasm, concluded that it must really be a very fine train. I have ridden some of the crack trains of the Eastern railroads and concluded that I would try your train and compare them.

Mr. Willie very obligingly reserved seats in the Beaver tail car for my wife and self. On visiting your ticket office in Union Station was very much impressed with the courteous treatment I received in purchasing transportation. If I remember I think the gentleman's name was Snyder, who sold me the tickets.

Left Chicago on the Hiawatha and was amazed at the smooth running of the train, there being no backlash and side slap and a minimum amount of noise. The speed was astounding and quite a thrill when we passed the southbound Hiawatha as it seemed that it was a dark spot momentarily in passing. Turning around to look after the other train that in just a few seconds the breach was amazing. When stops were made we did not get that vibrating sensation which had been so noticeable on other trains. When we started one had to look out the window to know you really were moving.

We naturally had occasion to partake of some food and feel as though it is very fitting to tell you of the courteous service in your dining car and likewise the good food at prices which were more than reasonable.

When one considers the cost of travel on your road compared with what we must pay in the east, it seemed incredible to me and I am left in bewilderment of how it is done. Feel as though I want you to know that I carried back East with me memories of a very pleasant and thrilling trip on what I would really call the most wonderful train that it has ever been my pleasure to ride.

My impressions were such of the whole transaction and the manner in which it was carried out that I wish to thank you for having provided such fine equipment and such courteous service as you have in the Hiawatha and those who go to make the above possible.

Wishing you continued success.

[Signed] R. G. WILCOX.

The Best in the World

Portland, Oregon

My dear Mr. Jones:

Mrs. Melin and myself left Minneapolis on No. 15 July 14th and I had intended writing you upon my arrival here July

16th about the very excellent service on the dining car.

The food was all one could ask for, priced to fit any pocket book. There was a large crowd on the train and the steward, A. J. Leader, was very courteous and efficient and handled the crowd in a satisfactory manner. I heard much favorable comment about the dining service.

I have always claimed the Milwaukee has the best dining car service in the country.

[Signed] F. M. MELIN.

Will Always Remember the Kindness Shown to Sick Wife

Waukesha, Wis.
Chicago, Milwaukee, St. Paul & Pacific Railroad Co.

Attention: General Passenger Agent.

Gentlemen:

I am writing this to express my sincere appreciation for the kind consideration and service given by your train employes to Mrs. Smith and myself when she was suddenly taken ill during our vacation at the Dairymen's Country Club, Boulder Junction, Wisconsin.

Through advice of our physician it was found that on August 27 it was urgently necessary to move Mrs. Smith from the club to Mount Sinai Hospital, Milwaukee, as fast as possible. We obtained an ambulance from Minocqua and because of the pain which Mrs. Smith suffered it was necessary to handle her very carefully.

We caught your 10:15 train out of Minocqua, made connections at New Lisbon with the Hiawatha arriving in Milwaukee at 6:10. I don't believe there was a thing that could have been done to make the trip easier and less painful for Mrs. Smith that was not done by your courteous and attentive train employes. Mrs. Smith is now out of danger and recovering at the hospital.

You can rest assured that the writer will remember your courtesy and is anxious to reciprocate as the opportunity presents itself in the future.

[Signed] R. F. SMITH.
Secretary and Treasurer,
Waukesha Foundry Co.



L. J. Benson, six feet two inches, reached up for Hiawatha driver

Outstanding Service Merits Praise

CAMP WINNETT, SCS-1
575th Company CCC
WINNETT, MONTANA

Mr. W. B. Dixon,
General Passenger Agent.
Dear Mr. Dixon:

When the whole world seems to be so full of complaint and dissatisfaction, it comes as a distinct pleasure to write you in an entirely different tone. However, the services rendered by employes of your company were so outstanding that it would be highly unfair to them and denying myself a privilege not to make some official note of it.

It is particularly desired to commend Assistant Supt. N. E. Fuller, Lewistown; D. V. Phare, Passenger Agent, Great Falls, and the station crews at Lewistown, Great Falls and Winnett, Montana, for courteous, generous service far above and beyond the normal call of duty. Their handling of the movement of CCC men from Great Falls to Winnett, was such that an otherwise most unpleasant journey was made as pleasant as humanly possible with every consideration being shown for the comfort and convenience of those making the trip.

An unfortunate personal incident arose while awaiting connections in Great Falls, as a result of which, my little girl's pet dog became lost and it was necessary to leave without him. While this amounted to nothing short of calamity to the little girl, it was quite obviously of no concern to the railroad. However, through the efforts of Mr. Phare and the cordial, wholehearted and sympathetic co-operation of the station crews at Great Falls, Lewistown and Winnett, the pup arrived in the little girl's arms the next day after having been found, cared for and returned by your employes. It is a small incident in a huge organization, but it is a series of small events and little things that transform an ordinary man or company into a great one.

Certainly with men like these meeting the public and representing your railroad to your customers, you have nothing to fear and every reason to be proud.

Sincerely yours,
MYLES STOLZ,
Captain Infantry Reserve,
332nd Infantry,
Commanding.

Impressed by Cheerful and Unfailing Courtesy and Service

10 ARGYLE ROAD
BROOKLYN N. Y.
Dining & Sleeper Car Service,
Chicago, Milwaukee, St. Paul & Pacific Railroad.

Gentlemen:

Some weeks ago I returned from a trip West, traveling as far as Montana by way of the above railroad.

Before returning East, I had traveled on five different lines and was so deeply impressed by the cheerful and unfailing courtesy of your employes en route, and by the superior service rendered by them, one and all, that I felt you might perhaps, pardon my taking the liberty of employing this means of expressing to you my sincere appreciation of what I deem to be an outstanding type of service, finely rendered.

On my way to Yellowstone, I stopped for two weeks at the Gallatin Gateway Inn and there, also, I was shown every courtesy by your manager, Mr. Young.

There was nothing which could be done for my comfort and entertainment while a guest there, which Mr. Young did not foresee and do. I cannot speak highly enough of him—his kind thoughtfulness and considerate attention to my welfare made my stay doubly pleasurable and is one of the most pleasant memories of the West.

I regret I am unable to more adequately express to you my sincere admiration of your splendid management.

[Signed] BETTY QUAIL.

Bits of History The Early Railroads of the Far West

Compiled by F. H. Johnson

MONTANA

IN THIS state the first lines now a part of this system were built by the Montana Railroad Company, incorporated September 4, 1894. The section between Summit (now Loweth) and Lombard was built between 1894 and 1897 and the section between Harlowton and Summit was built in 1900.

On December 11, 1907, the Montana Railroad Company agreed to improve the line Harlowton to Lombard and granted trackage rights thereover to the C. M. & St. P. Ry. Co. of Montana. On January 15, 1910, the Montana R. Co. deeded its entire road and property lying between Lewistown and Lombard to the C. M. & P. S. Ry. Co., which conveyed the road, etc., to the C. M. & St. P. Ry. Co. on December 24, 1912.

Between 1906 and 1910 practically the entire road between Harlowton and Lombard was rebuilt.

The main line extension from the Missouri River reached Montline on December 30, 1907, and proceeded west to a connection with the track laid east from Cato, on the Yellowstone River near Terry.

Track laying on the section between the North Dakota line and Harlowton proceeded from three points determined by the availability of transportation of material. Therefore track was laid from Montline west; from Cato east and west, and from Harlowton east.

Track was laid west from Cato to the Yellowstone crossing by Nov. 11, 1907, and on February 19, 1908, connection was made with the rails laid easterly from Harlowton.

Line was built between Lombard and Piedmont January to July, 1908; over the Divide the summer of that year.

Track laying was started from Butte eastward early in 1907 and in the fall of that year work was started west from Piedmont.

Starting at Cliff Junction (now Finlen) on August 8, 1908, construction proceeded in several sections at different times, reaching Missoula March 29, 1909. Track laying began at Huson September 7, 1908, reaching Cyr September 29; from Huson eastward to Missoula between October 2 and 21, 1908; Cyr west to St. Regis by January 6, 1909; from Haugan east to St. Regis between October 4 and December 5, 1908, and from Haugan west to Idaho state line between October 5 and November 5, 1908.

Continuous track laying was impossible due to construction of the larger steel structures.

Line of the Butte, Anaconda and Pacific Railway was used between Chlo rado Junction (1½ miles west of Butte) and Cliff Junction (now Finlen) for operation of C. M. & St. P. Ry. trains until October, 1913, when construction be-

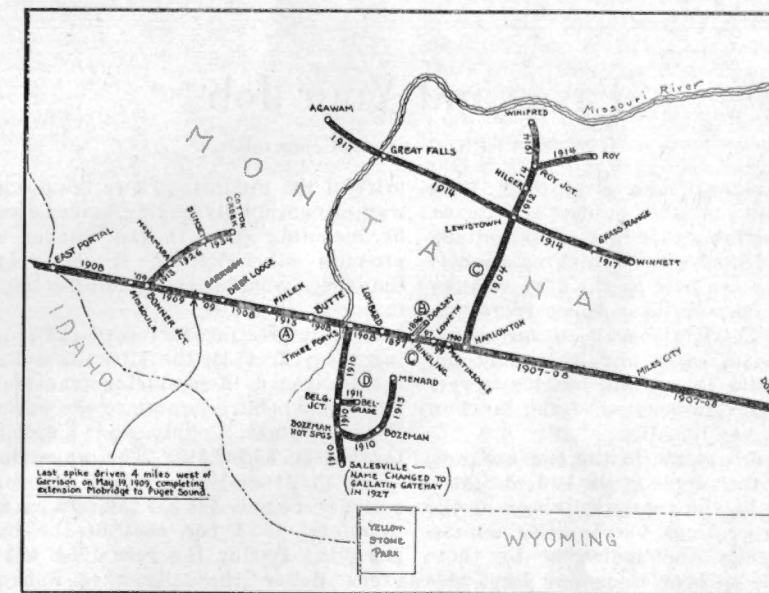
tween those points started in 1912, was completed.

The branch Ringling to Dorsey was built in 1896, and the line Harlowton to Lewistown in 1904, by the Montana Railroad Co.

Trackage rights over the Ringling-Dorsey branch were granted to the White Sulphur Springs and Yellowstone Park Railway Co. on November 21, 1910, for a period of 25 years.

Construction work in Idaho and Washington was under way in 1908 and 1909 and on May 19, 1909, the last spike was driven at a point four miles west of Garrison, Mont., thus completing the extension from the Missouri River to the Coast. Through freight service from the east was inaugurated July 4, 1909, and through daily passenger trains were placed in operation July 10, 1910. The "Olympian" and "Columbia" were put in service on May 28, 1911. Operation by electricity between Harlowton, Mont., and Avery, Ida., began November, 1916.

Construction of the lines south of Three Forks began with the incorporation on April 2, 1892, of the Gallatin Light, Power & Railway Co. which in that year built 2.5 miles of street railway in Bozeman. On December 18, 1897, the property was conveyed to Bozeman Street Railway Co., which replaced a portion of the line. Property was acquired by the Gallatin Valley Electric Railway November 27, 1909. Name of latter company was changed to Gallatin Valley Railway Co. September 9, 1910.



EXPLANATION OF REFERENCES ON MAP

- Not drawn to scale.
Figures indicate years in which lines were completed.
(A) Track of B. A. & P. Ry. Co. used between Butte and Finlen until 1913, when C. M. & St. P. line was built.
(B) Trackage rights, Ringling to Dorsey, granted to White Sulphur Springs and Yellowstone Park Ry. Co., Nov. 21, 1910.
(C) Montana R. R. Co. built the "Jawbone" railroad, Lombard to Lewistown, between 1894 and 1904.
(D) Lines Three Forks to Salesville and Menard built by Gallatin Valley Ry.

Gallatin Valley Railway Co. built from Three Forks to Salesville (now Gallatin Valley) in 1910; Belgrade Junction to Belgrade in 1911; Bozeman to Menard in 1913, and reconstructed old street railway lines and constructed additional lines in 1912.

C. M. & St. P. Ry. Co. acquired control of the Gallatin Valley Lines on December 31, 1918.

Other sections of this railroad in Montana were built in years shown on the map.

The total population of Montana at latest census was 537,600. Population of cities and villages was 353,000, of which about 40 per cent are served by The Milwaukee Road.

First Construction in Montana by Other Railroad Companies

Union Pacific System—Utah & Northern Ry. Co. built from Idaho boundary at Monida to Red Rock; completed May 1, 1880. Extension of 25 miles Red Rock to Dillon completed October, 1880; to Silver Bow Junction by October, 1881. Now part of the Oregon Short Line.

Northern Pacific Ry. Co.—Northern Pacific R. R. Co. in 1881 began construction between North Dakota state line and Glendive. Operation started on August 1, 1881.

Great Northern Ry. Co.—St. Paul, Minneapolis & Manitoba Ry. Co. completed line Minot, N. D., to Great Falls, Mont., in 1887. Montana Central completed line Great Falls to Helena in same year and in 1888 completed line Helena to Butte.

Butte, Anaconda & Pacific Ry. Co.—B. A. & P. Ry. Co. owned by Anaconda Copper Mining Co., incorporated Oct. 1, 1892. Line operated January 1, 1894, to June 30, 1914, as steam road and since July 1, 1914, by electricity. Line Rocker to Butte Hill in operation October, 1895.

Chicago, Burlington & Quincy R. R. Co.—Line between Wyoming-Montana state line and a connection with the Northern Pacific R. R. Co. at Huntley, Mont. (47.31 miles), built under name of The Big Horn Southern R. R. Co., by October 28, 1894.

Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.—M., St. P. & S. S. M. Ry. Co., built Westby to Whitetail in 1913.

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CARPENTER KENDALL, Editor ALBERT G. DUPUIS, Assistant Editor, In Charge of Advertising

Single Copies, 10 Cents Each—Outside Circulation, \$1 Per Year U. S. Postage on This Magazine Is Three Cents

Record Crowd Hears Vice President Gillick Address Milwaukee Road Boosters at Chicago

MORE than five hundred employees of The Milwaukee Road turned out at the Milwaukee Road Booster Club meeting of December 17 which was held in the Chicago Union Station to hear Vice President Gillick discuss "The Problems Confronting the Railroads."

Mr. Gillick has always stood as an inspiration to the people of The Milwaukee Road and it was a tribute to him and the club which had the honor to present him that this great crowd was present; especially, as it must be remembered that this meeting came at a time when everyone was busily engaged in making preparations for the Christmas which was only one week away.

In his discussion of the problems confronting the railroads he pointed out that the problem of operating a railroad was a comparatively simple one but that the great problem which it should be every employee's desire to help solve was the one of securing more business from which revenue could be derived; he also laid great stress upon the necessity for action

which would bring about a lessening of the competitive disadvantages under which railroads are laboring. Specifically, he spoke of the necessity of eliminating the long-and-short-haul clause from the Interstate Commerce Act, and urged that all possible be done to bring about the passage of the Pettingill Bill, H. R. 3263 as unanimously recommended by the Committee on Interstate and Foreign Commerce of the House of Representatives, after full hearings. The Pettingill Bill, it was explained, will provide for the elimination of the long-and-short-haul clause and make for fairer and more equal conditions of competition which will mean larger tonnage and lower unit costs of operation for railroads, better service for all points, and better conditions as to pay rolls and taxes for those intermediate points which depend on rail service.

Mr. Gillick closed his remarks with the hope that all of the employees of The Milwaukee Road might enjoy a long and continued service in the employ of the company.

taxes; City licenses; Permit fees; Capital Stock tax; State Sales taxes; Gasoline tax; Auto and Truck licenses; Ton Mille taxes; Stock and Bond Issue taxes; Tax on Electrical Energy; Gross Income tax; Federal and State Income taxes; Gross Revenue taxes.

And this by no means is the whole story. Nearly every state through which the Milwaukee Railroad operates, has some form of sales or occupational tax which increases the cost of doing business by adding to the cost of materials and supplies necessary in conducting operations. These constitute the so-called invisible taxes which are not readily apparent, but, notwithstanding, have their effect in increasing costs and decreasing consumption and thereby creating widespread unemployment and its attendant evils.

Excessive taxation penalizes thrift and industry, discourages, disturbs and impedes business, curtails production, halts enterprise, diminishes demand for labor, restrains consumption, makes for higher costs and prevents the free interchange of goods without which there can be no real prosperity.

It is the highest duty of every man engaged in gainful occupation, for his own good, and for the good of his fellow-workers, to know these facts, while so many are seeking in vain, through honorable means, to gain a livelihood.

Milwaukee Employees' Pension Association

Chicago, Illinois, December 13, 1935. TO MEMBERS:

The Association has accumulated sufficient funds to enable it to make a distribution, and the Executive Committee, in a meeting held at Chicago, Illinois, today, authorized the payment of a dividend of eight (8) per cent to members on or about February 1, 1936.

M. J. LARSON, Secretary-Treasurer.

A Junior Gets Busy for Hiawatha

LITTLE Miss Betty Burtress, 8 years old, daughter of Mr. T. W. Burtress, secretary of this company, recently took a ride on the Hiawatha with her daddy and upon her return home told him she thought she could secure a passenger for the famous train—her teacher. Betty said "teacher" expected to go home for the holiday vacation, and she would try and persuade her to ride the Hiawatha. Of course, "daddy" told her to go to it, and when she came home from school one day she proudly announced that her efforts were successful and "teacher" would go home, Chicago to Minneapolis, on the Hiawatha, although she had previously planned to take a competing line fast train.

Below is a list of some of the taxes the Milwaukee Railroad pays:

Real Property taxes; Personal Property taxes; Mortgage taxes; Franchise

Milwaukee Road Inaugurates Free Pickup-Delivery Jan. 20

FREE pickup and free delivery service on less than carload freight shipments routed over the Milwaukee Road will be inaugurated in middle western states Jan. 20.

Definite announcement of the much discussed service was made late last month by freight traffic department officials.

Should shippers or receivers of freight prefer to perform their own drayage service to or from the railroad depot they will be granted an allowance from the regular freight rate of 5c for each one hundred pounds. The new arrangement will apply to less than carload shipments moving between Mil-

waukee Road stations or between Milwaukee Road stations and stations on other railroads located in Illinois, Wisconsin, Upper Peninsula of Michigan, Minnesota, Iowa, Northern Missouri, North Dakota, South Dakota, Nebraska, Kansas, Colorado, Utah and Wyoming.

On shipments to or from stations in states other than those named the Milwaukee Road will pick up or deliver less than carload shipments for 5c a hundred weight in addition to the usual freight charges.

The service is intended to provide a convenient door-to-door service without additional cost to the public.

Memoir

WE are sorry to record the death of Herman Lindeman, Roadmaster, at Channing, Mich., on November 19, 1935.

Herman Lindeman was born in Germany, February 10, 1870, and when about six weeks old his parents moved to America and settled on a farm in the town of Pensaukee, Oconto County, about 2½ miles east of Abrams, Wisconsin. When fifteen years old he secured a job on the railroad under section foreman, Billy Williams, and upon the latter's death a few years later was appointed section foreman in his place. This position he held for about ten years and when 28 years old was promoted to extra gang foreman during the summer months.

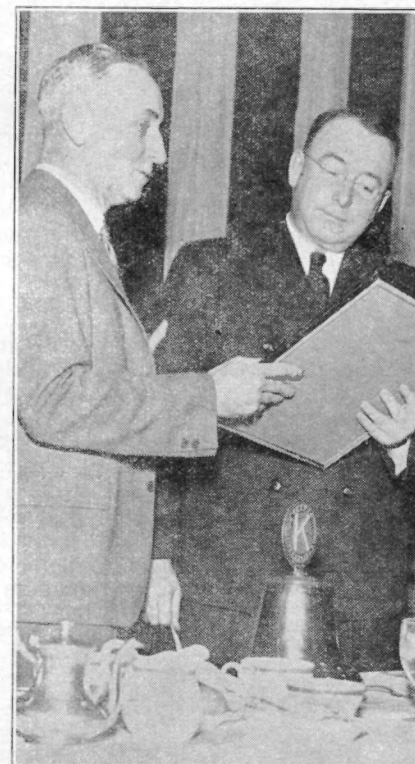
While extra gang foreman on the Superior Division he built the yard tracks at Channing, Crystal Falls, Iron River and at Quinnesec in the mining district and had more to do with track work during construction than any one else. He was always a very willing worker and was considered faithful, loyal and intelligent. It was always very difficult to operate in Michigan in the winter time due to the snow conditions and it required a man of Lindeman's ability to cope with the weather. He always handled the flangers and spreaders and was able to take care of the snow very satisfactory.

Tune In

JUNIOR members of the Milwaukee Road family who enjoy afternoon radio programs will want to tune in Jack Armstrong, the All American Boy, on Friday, January 3rd, to hear a thrilling description of the Hiawatha and a message from Mr. "Bill" Dempsey, veteran Milwaukee Road engineer, who is never happier than when he's in the cab of the world's finest speed train.

The program is sponsored by Wheaties, popular breakfast food, and is one of a series called "Champions In Action." It will be heard over the Columbia network at 5:45 p. m. Central Time.

Teacher—"What is meant by Hobson's choice?"
Bright Pupil—"Mrs. Hobson, sir."



Chicago Kiwanis Honor L. M. Jones

Elsewhere December 12th may have been just another Thursday but in Chicago it was "Les Jones Day." Leastwise it was for the members of the Chicago Kiwanis, who turned out to a man to honor our Superintendent of Dining & Sleeping Cars on the occasion of relinquishing the office of president of the club which he occupied for the past year. A testimonial luncheon was tendered at which Mr. J. T. Gillick, Vice President, and Mr. Geo. B. Haynes, Passenger Traffic Manager, were guests of honor. Pictured is Mr. Walter F. Boye (left) Vice President of the Chicago Kiwanis presenting Mr. Jones with a testimonial scroll signed by each member of the club and proffered in appreciation of his work of the past year.

January first, Mr. Jones assumed the duties of Lieutenant Governor of the Kiwanis in the Illinois-Iowa district, to which office he was unanimously elected last October.

In Sunny Mexico

(Continued from Page 4)

climbs higher and higher, the Sierras begin to tower on every side, while the train rolls and races among jagged rocky canyons, along the mountain sides amid scenic grandeur that is difficult to describe.

On our return to Mexico City we were invited to visit President Lazaro Cardenas at the presidential palace where we had a thirty minute audience. After his cordial greeting, he asked that we carry a message back to the people of our country: that Mexico is a friend of the United States and desires our friendship. The Mexican government and the Mexican people invite the American people to visit Mexico and that the Mexican government and the people would always do all in their power to make tourists' visits pleasurable and profitable.

On the last day of our visit we were entertained at a banquet and with the music of a fine orchestra which played American and Mexican music and when, at the close the strains of "Dixie," "Marching Through Georgia," "America," "Home Sweet Home," ending finally with the "Star Spangled Banner," every Mexican on the crowded floor stood with us, giving our national anthem a splendid "hand"—something unusual with these people. We felt especially honored at the demonstration.

The following day we visited Celaya, where the deciding battle of "The Revolution" was fought, and where Pancho Villa met his Waterloo. On then to Morelia, the birthplace of Morelos, Independence hero. Then to Queretaro, where the ill-fated Emperor Maximilian made his last stand at the Convent of The Cross. The city was captured and Maximilian with a few officers and soldiers fled to the "Hill of The Bells" where he finally was forced to surrender. He was kept a prisoner at the Convent of the Capuchins nearby, was tried in the Iturbe theater a month later and sentenced to death. He was shot on the "Hill of Bells" with two of his Mexican generals.

Next, to Guanajuato, where the largest silver mine in the world is located, 800 burros work in this mine. From there we headed north through Agua Caliente, San Luis Potosi, Saltillo and Monterey, each one with interesting sights, historic background and courteous, lovable people who never let an opportunity slip to make you feel at home and happy in their presence.

Mexico and her people merit a warm spot in the hearts of the people of the United States, and after understanding their ambitions and ideals, you leave them behind with feelings of the highest respect and the "Republic Beyond the Rio Grande" worthy of your sincerest sympathy and good-will.

Happy Memories

Read at a Monthly Meeting of the Platte Line Agents

By W. E. BECK, Agent, Geddes, S. D.

MEMORIES that produce delightful thrills are life's most precious product. As the big adventure—Life—passes, recollection of happy experiences and associations become our most pleasing possession.

As I write this in the railroad depot that has been my business home for thirty years, I gaze with pleasure at the improvements I have made and the office equipment I have added. Each article and job brought effort and sacrifice, but likewise delight and compensation. That big master clock on the wall, ever accurate and faithful, it brings joyous remembrance of associations with its former owner; this Remington typewriter, it has been as faithful and helpful as my right hand; likewise as to many other articles, each of which has a history.

Has it paid me to add those things that have made my heart glad and my work easier throughout the years? I know that it has. As we rejoiced with our playthings of childhood, so these are the playthings of our practical life and why conceal the joy of possession?

My gaze turns to what I call my memory desk, glass covered, with many

photos of friends, associates and places under the glass. They bring a flood of bright highlights of a big part of my life. The faces of true, faithful and happy assistants and associates pass in review on memory's parade ground. The many interesting incidents and experiences we had together fill my mind. Truly and mighty mental and spiritual tonic.

These Traffic Club meetings have greatly increased my store of happy memories. We are all comrades and soldiers together in this mighty Milwaukee Railroad organization, each doing his job. We should also be creators of fond recollections for that is "Courtesy." It promotes "Safety First"—it is the modern way—it is the practical application of the Golden Rule.

There was a hard-boiled period in railroad that produced bitter memories, but like the horse and buggy epoch, that period is past. The "tough guy" is out of place today in our railroad picture. Few, if any, of his kind remain. There will always be faults and conditions to be corrected, but they can and are corrected today in line with Courtesy and Good Will.

trains are accurate scale models of the rolling stock and signal equipment and buildings along the right-of-way of railroads in the United States. His passion for accurate detail extends even to the equipment underneath freight and passenger cars, much of which is not visible. The model railroad hobbyist can buy either kits which he may build up or the completed models.

"And the grip of model-railroad building extends from the enthusiast who only buys a \$5.00 kit to the fortunate individual able to spend thousands of dollars. In Los Angeles, for instance, Mr. Walthers told of a customer, a motion picture writer for whom he has just finished a system costing upward of \$10,000. Mr. Walthers went west with it as "consulting engineer." This model railroad occupies a space 40 by 43 feet on the second floor of a garage. It is a complete system, with a passenger yard 21 feet long; 11 storage tracks and 300 feet of approach tracks. This man has purchased 10 locomotives, 40 passenger cars and 150 freight cars. Eventually this customer hopes to have equipment for ten complete model trains.

"And fifteen years ago, this model railroad idea was merely a hobby, but in 1932, with his regular card-filing business rather in the dumps, Mr. Walthers wrote a booklet on the subject of operating a model railroad. People at once began to write back to him to inquire where kits and parts could be obtained, so Mr. Walthers assumed the part of shopping agent, buying equipment from existing companies, but eventually he got beyond this stage and equipped himself to manufacture parts which he could not obtain elsewhere.

"Only recently he started building locomotives to one-quarter scale and in the magazine, *The Model Railroader*, standard magazine of these hobbyists,

(Continued on Page 15)

"Mr. Walthers who recently went through Boston on his combined business of card filing and 'playing at trains' estimates that from 40,000 to 50,000 people are interested in this fascinating hobby all over the country. But Mr. Walthers promptly disabused any conception that his model railroads resemble the Christmas trains that thousands of fond parents buy annually for their children. No, indeed. Mr. Walthers'



On Wisconsin

STEPPING OFF of a Milwaukee Road special train from Madison, the University of Wisconsin famed band of more than 100 pieces snapped into a formation in the Chicago Union Station recently that with few maneuvers resulted in the giant letter "W" pictured. Then they gave three

cheers for Carl Dahnke, our genial city passenger agent, who always accompanies the boys on trips over the Milwaukee Road. This band owns a bass drum, reputed to be the largest in the world, but they didn't bring it along because it was too big to pass through baggage car doors.



SAID TO BE HUMOROUS



The Absent-Minded Bishop

A distinguished bishop, not long ago, while making a journey by rail, was unable to find his ticket when the conductor asked for it.

"Never mind, Bishop," said the conductor, who knew him well, "I'll get it on my second round."

However, when the conductor passed through the car again the ticket was still missing.

"Oh, well, Bishop, it will be all right if you never find it," the conductor assured him.

"No it won't," contradicted the bishop. "I've got to find that ticket. I want to know where I'm going."—The Vancouver Province.

Sure Proof

The manager of the restaurant stormed down the room between the tables and grasped the waiter's arm.

"Why did you turn that diner out?" he asked.

"He wasn't sober, sir," replied the waiter calmly enough.

"Wasn't sober?" echoed the manager.

"And how did you know?"

"Easy, sir," replied the waiter. "He put his newspaper in the ring and read his table-napkin."

Hard Luck

Professor: "Too bad! One of my pupils to whom I have given two courses of instruction in the cultivation of the memory has forgotten to pay me, and the worst of it is I can't think of his name."

An old farmer was moodily regarding the ravages of the flood.

"Hiram," yelled a neighbor, "your pigs were all washed down the creek."

"How about Flaherty's pigs?" asked the farmer.

"They're gone, too."

"And Larsen's?"

"Yes."

"Humph!" ejaculated the farmer, cheering up. "Tain't as bad as I thought."

"You look like a nice, sensible girl. Let's get married."

"No, I'm just as nice and sensible as I look."

Rapid Demotion

Lunatic (in asylum yard, meets new superintendent): "Who are you?"

Superintendent: "I'm the new superintendent."

Lunny: "Oh, it won't take them long to knock that out of you. I was Napoleon when I came here."

Fair Warning

"The Lincoln Highway has signs all along warning the petters."

"What do the signs say?"

"Beware of soft shoulders."

A city visitor from one of the windswept states gazed intently at the spiral fire escape that wound its way down the rear of a very tall building.

"Gosh," he exclaimed, "that must have been a danged long ladder before the cyclone hit it."

At one time during a season of heavy fog, a London daily paper offered a prize for the best fog story. The story given here won the prize:

A merchant received a telephone message one morning from one of his clerks: "Hello, Mr. Smith," said the clerk over the wire, "I cannot come down to the shop this morning on account of the fog. I have not yet arrived home yesterday."

"So you are building a new house, eh? How are you getting along with it?"

"Fine. I've got the roof and the mortgage on it, and I expect to have the furniture and the sheriff in before fall."

Ingenious Alibi

Servant: "The doctor's here, sir." Absent-minded Man: "I can't see him. Tell him I'm sick."

Accommodating

Clerk: "Something, sir?" Shopper: "I want the elevator."

Clerk (absent-mindedly): "Shall I wrap it up or will you take it with you?"

As Usual

Police Sergeant: "A college student, eh?"

Prisoner: "Yes, sir."

Patrolman: "It's a stall. I searched his pockets and found money in them."

—Old Maid.

Majoring at College

"How's your son getting on in college?"

"Great. They put him in as a pinch hitter the other day and he cleared the bases with a three-bagger."

The Reason Why

Tourist (in Yellowstone Park): "Those Indians have a blood-curdling yell."

Guide: "Yes, ma'am; every one of 'em is a college graduate!"—Christian Leader.

A Tenacious Liver

Clerk: "Yes sir, that medicine sure is powerful. Best stuff we have for the liver. Makes ya peppy."

Customer: "Well, can you give me any specific references, I mean people who have taken said medicine with good results?"

Clerk: "Well, there was an old man living next to us who took this liver medicine three years."

Customer: "Well, did it help him?"

Clerk: "He died last week."

Customer: "Oh, I see."

Clerk: "And they had to beat his liver with a stick for three days after he died before they could kill it."

—Royal Gaboon.

Another Chiseler

There once was a sculptor named Phidias, whose tastes were extremely invidious.

He carved Aphrodite Without any nightie,

Which shocked the ultra fastidious.

—Gaboon.

Electrician (finding son with bandaged hand): "Hello, George! Cut your finger?"

George: "No."

"What happened then?"

"I picked up a pretty little fly and one end wasn't insulated."

Oh, Yeah

Small son: "Daddy, what is hooley? What does it mean?"

Daddy: "Hooley, my son, is the sauce they serve with baloney."

Napoleon?

The teacher was making an inspiration talk to the boys in the fifth grade.

"We should never be discouraged easily," she said. "Look at Napoleon. He would stop for no obstacles; he refused to be turned aside, but kept on relentlessly to his destination. And what do you think he became?"

"A truck driver," replied an alert youngster.

"Ireland must be heaven" since the cops all left and came to Chicago.

We don't know much about this "Soak the Rich" business, but if some one is going to be all wet, it won't be us.

"What are the seven ages of woman? The right age and six guesses."

Little Jane (Meeting Aviator): "I was up in the air once myself, but I forget now how it feels."

Mother: "Why Jane, you were never in the air in your life."

Little Jane: "Mother, have you forgotten that the stork brought me here?"

Mother: "Bobby, what on earth are you doing, gazing down Towser's throat?"

Bobbie: "Looking for the seat of his pants."

A wedding was taking place in a certain town. Crowds had gathered round the church to watch the proceeding. A beggar took advantage of the circumstances, and walked up and down on the opposite side of the road singing. Just as the bridegroom arrived there was a roar of laughter, in which the bridegroom himself had to join, for the beggar was singing, innocently, in a rough bass voice, "Have courage, my boy, to say 'No.'"

It is related that General Lee was very accessible to all of his men, even to cooks. When one Negro attendant presented himself at the General's tent, Lee admitted him.

"General Lee," the man began, "I been wantin' to see you for a long time. I's a soldier."

"Ah," Lee answered, "to what army do you belong—the Union army or the Southern army?"

"Oh, General, I belong to your army."

"Well, have you been shot?"

"No, sah, I ain't been shot yet."

"How is that?" Lee inquired, "nearly all my men get shot."

"Why, General, I ain't been shot 'cause I stay back whar de generals stay."

"It says the man was shot by his wife at close range."

"Then there must have been powder marks on the body."

"Yes; that's why she shot him."

"Daughter," said the father, "is that young man serious in his intentions?"

"Guess he must be, dad," she replied. "He's asked how much I make, what kind of meals we have, and how you and mother are to live with."

—Sam Hill in the Cincinnati Enquirer.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Miles City Chapter

Clara Spear, Historian

THE Young people of Milwaukee Woman's Club held a very enjoyable dancing party on Friday, November 22, with about 30 couples present. Mrs. Greise and Mr. Wagner furnished the music and dancing was enjoyed from 8:30 until 11 o'clock at which time a delicious lunch was served consisting of cocoa, sandwiches and cake. The ladies who served the lunch were Mmes. Pitner, Leahy, Nummedore, Anderson and Herwin. Miss June Spear had charge of the dancing arrangements, assisted by Nick Patch and Earl Zuelke.

Perry Chapter

Mrs. J. J. Kindig, Historian

ON the 2nd of October 36 ladies accepted an invitation from Council Bluffs Chapter for 1 o'clock luncheon at their clubhouse there. Following the luncheon, bridge was played, and prizes were awarded to Mrs. J. Bryant and Mrs. J. Erasus. Mrs. J. Hinzelman received the door prize which was a lovely angel food cake. A lunch was served at C. P. M. and a short programme was enjoyed before departing for Perry.

Our October meeting opened with a pot-luck dinner at 6:30 p. m. with 60 members and their families present.

The usual business was attended to and the quilt the ladies had been working on, with 450 names worked on it, was given away. Miss Ruby Eckman was the lucky winner.

An invitation from the Boone C. & N. W. ladies was read and accepted for a 1 o'clock luncheon on Oct. 10th. About 50 ladies drove over and all had a lovely time.

Our November meeting was called for 2:30 p. m. A short business meeting was conducted and then the president turned the meeting over to the nominating committee composed of Mrs. D. Sullivan, chairman; Mesdames Bryant, Evans, Hickey, J. Evans, Ryan and Kindig.

The following officers were nominated and unanimously elected for the coming year: President, Mrs. Joe Bryant; first vice-president, Mrs. Fred Wagner; second vice-president, Mrs. Tom Connell; third vice-president, Mrs. L. Elnarson; recording secretary, Mrs. Pat Ryan; corresponding secretary, Mrs. Everett Evans; treasurer, Mrs. A. A. Brown; historian, Mrs. J. Hinzelman.

Our retiring president, Mrs. Will Thompson and her officers received a vote of thanks for their untiring efforts during the past two years.

Our membership committee chairman, Mrs. Stromquist reports 410 members at the close of the year.

Mason City Chapter

Mae McClintock, Historian

MASON CITY CHAPTER met for a guest tea at the clubrooms in November. After the regular business session, election of officers took place as follows: President, Mrs. W. F. Ingraham; first vice president, Mrs. J. E. Patton; second vice president, Mrs. F. McDonald; corresponding secretary, Mrs. E. J. Hendricksen; secretary, Mrs. L. Walter; treasurer, Mrs. Goetz; historian, Mrs. W. C. Gaffney.

Mrs. S. German read a report on the work of the organization. Miss Owen of the library staff reviewed a group of new books. Miss Ryan, accompanied by Mrs. Ingraham, rendered two solos.

After the program, tea was served, with Mrs. Patton and Mrs. Ingraham pouring.

A Christmas party was held in the clubrooms on December 15th, report of which will be made later.

Your New Year's Happiness

Bernice R. M. Boland

THE old year's book has been laid away. It's soiled pages recorded the last event;

A bright new one opens before us today, May it be filled with peace and content!

Have no regret for past mistakes, For that tho't less deed or unkind word, Put away the mem'ry of trials and heart-aches,

Forget the unhappy things you've heard.

Somewhere—someone is longing For that letter you've meant to write, Someone, too, for a visit is waiting, Perhaps, needs your presence tonite.

On these little things, so much depends Tho' they seem such trifles to heed; If we could see in the hearts of our friends, We would know that they fill a great need.

While your good resolution is newly-made, Try to plan this year as the best; Do the thoughtful things you have long delayed, Trust in God for all the rest.

Give Him first place in your life each day, The honor for all your success or fame; Be generous with your love, brighten some one's way, Your Faith in God and fellowmen proclaim.

This year's book is clean and new, It's pages are all white and fair, The events recorded will depend on you, May only good deeds be written there!

Bensenville Chapter

Mrs. E. Hugdohl, Historian

OUR Chapter met November 6 with Mrs. Oakes, president, presiding. Election of officers took place as follows: Mrs. Brossard, president; Mrs. Rogers, first vice-president; Mrs. Tonning, second vice-president; Mrs. Beyer, treasurer; Mrs. Leek, secretary; Mrs. W. Wolf, historian. There was a good attendance and work was planned for each Tuesday until the December sale. We had as our guest Miss Etta N. Lindskog.

December 4 the meeting was called to order by Mrs. Oakes, president. The ways and means chairman, Mrs. Bodenberger, reported \$35 cleared on the turkey donation and card party. The Ways and Means committee will sponsor another turkey donation and card party on December 20th at which time we will also have a sale of aprons and novelties.

The Christmas party for the children will be on Saturday, December 21, with a committee of six in charge.

Following the business meeting a delicious lunch was served.

Fullerton Avenue Chapter

Mrs. Flo Hurless, Historian

A SHORT meeting was held Saturday, November 9, in the Fullerton Avenue Club Rooms; after, luncheon was served in the cafeteria.

The meeting was called to order by our president, Mrs. Baker, and the following officers were elected for the coming year:

President, Mrs. A. J. Frandsen
First Vice President, Miss Eileen Collins
Second Vice President, Mrs. John Burch
Treasurer, Miss Ida Gotti
Assistant Treasurer, Miss Minna Drebes

Recording Sec'y, Miss Teresa Knippel
Corresponding Sec'y, Miss Elsie Gretler
Historian, Miss Ruth Nixon.

After the election of officers, plans were discussed for the Christmas party to be held some time in December.

As there was no more business, the meeting was adjourned.

Minneapolis Chapter

Mrs. A. F. Hancer, Historian

ON October 24th Minneapolis Chapter held its meeting in the Club room. Seventeen members were present. The hostesses: Mmes. Berg, Bornkamp and Bagnell, served a very delicious dessert luncheon. Plans for the dance to be held at the Curtis Hotel on November 22 were discussed by Mrs. A. J. Neese. It was decided to have Hillary's Orchestra and the tickets to sell for 50 cents.

The annual meeting of the club was held on Monday evening, November 4th. Mmes. Bentzen, Johnson and Hancer were hostesses. About 74 were served to a pot-luck supper, after which the election of officers was held. Mrs. J. W. Johnson was chairman of the nominating committee. The following officers were elected:

President, Mrs. D. T. Bagnell; first vice-president, Mrs. C. F. Holbrook; second vice-president, Mrs. E. B. Gehrke; treasurer, Mrs. Carl B. Hamer; recording secretary, Mrs. Palmer A. Nickey; corresponding secretary, Mrs. P. H. Bornkamp; historian, Mrs. G. F. Hancer.

At the meeting cards were played at ten tables and some very lovely prizes were given for high scores. Mr. A. W. Peterson conducted a contest on a box of candy made and presented by Mrs. Donehower, realizing \$7.65 for the club.

On Monday, November 25th, the Board meeting was held a day earlier as Mrs. Bagnell, our president, was leaving the same evening for a short visit with her mother in Lincoln, Nebraska. Ten were present, with Mrs. Donehower and Mrs. Gehrke serving fancy sandwiches and cookies. It was decided to have our annual Christmas party on the following Monday, December 2nd.

On Monday night, December 2nd, the Christmas party was held in the club rooms with Mrs. Homer Neese and Mrs. Nickey as hostesses, who served a delicious supper of baked ham, beans, salad, pickles, brown bread, pumpkin and mince pies. Mrs. A. W. Peterson, chairman of decorations, had the tables decorated with red and green strips of paper and red candles, with little Christmas trees in the center of the tables. About 100 were present. Mrs. E. B. Gehrke, second vice-president, conducted the meeting in the absence of our president, Mrs. Bagnell. Mrs. A. J. Neese announced that the dance at the Curtis Hotel was indeed a success, clearing about \$100. Mr. A. W. Peterson held a drawing of two pies and a cake and also drew for door prizes. The door prizes were won by Mr. and Mrs. Paul Gehrig. We are very happy to have Mrs. Arnold back again after a visit to New York and other eastern cities.

Mobridge Chapter

Mrs. A. C. Bunker, Historian, Protom.

MRS. A. F. MANLEY, president, presided at the regular meeting of the chapter which was held in the club rooms on the evening of November 18th.

The reports of the secretary and treasurer were given, followed by reports from the various committees.

Plans were completed for the annual Thanksgiving dance, the proceeds of which are used to provide Christmas baskets for needy families. Plans were made for a Christmas party to be given at our next regular December meeting. A community tree will be erected on Main street, sponsored by our club, bringing its usual good cheer to young and old like.

Mrs. G. Baun had charge of the evening's program and presented the following for our enjoyment: Two piano solos by Lucille Johnson; piano duet by Gale and Jackie Davidson; piano solo by Gale Davidson; violin solo, Miss Bertha Baun;

piano solo, Nancy Gay Clark; violin duet, Billy Bootz and John Fritz, accompanied by Mrs. Foster Skanklund; vocal solo, Miss Eileen Stock, accompanied by Mrs. E. W. Tobin. A door prize was received by Mrs. Roy Keating.

At the close of the program a social hour was spent and refreshments served by Mmes. Harry Worx, B. K. Doud and W. F. Riecke.

Sanborn Chapter

Mrs. Ellis Miller, Historian

THE regular meeting of the Milwaukee Women's Club was held at the club rooms on Friday evening, November 15th. Mrs. Dale Dick, president, being in charge. During the meeting new officers were elected for the coming year. Namely:

President, Mrs. Fred Riley; first vice-president, Mrs. Bert Merriam; second vice-president, Mrs. Lloyd McDonald; secretary, Mrs. Dick Leemkind; treasurer, Miss Emma Julle; historian, Mrs. Oliver Adams.

At the close of the meeting a benefit card party was sponsored by the club. Several tables of bridge and "500" were enjoyed. A neat sum being realized. The prizes which were awarded in the playing of bridge were: High score to Mrs. Harold Davis and traveling prize to Mrs. Bird Boyd.

In the playing of "500" high prize was given to Miss Mary Mason and traveling prize to Mrs. Norine Ahrends.

At the close of the play refreshments were served by the committee: Mmes. F. Riley, F. Hurlbute, L. McDonald, E. Stevens and Miss Emma Julle.

Seattle Chapter

Mabelle McDougal, Historian

A NOVEL dinner was given in the club rooms by Seattle chapter on Nov. 15. It was arranged by courses in booths in the form of a Main Street shop dinner and a most unique affair.

Mrs. Clyde Medley deserves much credit as chairman and with the help of her capable committee, she originated and decorated the various booths where delectable dishes were sold. The coffee and dough-nut shop proved to be the "filling station," the hardware store carried knives, forks and spoons, farther along came the delicatessen, the butcher shop and at last the bank where your money was safely deposited. The dinner and the attractive surroundings were highly complimented.

In addition, there was a booth where yule logs were for sale, also many dainty and alluring articles to fill the Christmas stockings. For the assistance it may give to other Clubs elsewhere, we will submit the verse attached to the yule logs, which were prepared by the members some weeks before and proved very popular: "Kindle your fires in ruddy light Your friends will gather in delight; All troubles may the coals revoke And every care go up in smoke; Fantastic figures in the haze Our fondest dreams dance in the blaze. On Christmas eve this custom old Dispelled all feuds, so we are told— So gather close in crimson light Good fairies grant your wish tonight!"

Tomah Chapter

Mrs. Fred Kohl, Historian

THE November meeting of Tomah Chapter was held in the Community rooms at the public library. The meeting was called to order by singing the railroad song and giving the club motto. Election of officers took place: President, Mrs. Wm. Hovey; first vice-president, Mrs. Oliver Kimsey; second vice-president, Mrs. Eva Horning; secretary, Mrs. Vincent Blasky; treasurer, Mrs. Francis Brown; historian, Mrs. Hugh Johnson. It was voted to have the annual Christmas party December 14. A very entertaining program was given by the Girl's club.

The December meeting was held at the community rooms in the public library.

Meeting was called to order by giving the club motto and practicing a song for the Christmas party. All plans were completed for the Christmas party which include a five o'clock dinner for all railroad people and their families, a Christmas tree and program followed by a dance in the evening.

Marmarth Chapter

Mrs. Harry Wood, Historian

MARMARTH Chapter met in the club house, November 21st, with the president, Mrs. John Richmond, presiding. From the reports of the chairman, \$2.00 was received from rental of club house; 38 calls were made; \$2.50 had been expended for sunshine and good cheer and the treasurer reported \$160.76 on hand. The annual dance was planned to be given during the holidays and Mmes. Miller, Theo. Rushford, Richey and Strible were appointed as a committee to make the arrangements for what we anticipate will be our grandest annual ball.

The following ladies were elected as officers for the coming year: president, Mrs. John Richmond; first vice-president, Mrs. Harry Wood; secretary, Mrs. Shirley Richey; treasurer, Mrs. Theo. Rushford; historian, Mrs. Wood.

After the business session Mr. Campbell, teacher of the 8th grade, presented the girls of his Tumbling class in a fast and entertaining program.

In commemorating the 10th anniversary of our chapter, several past presidents and charter members, assisted by the historian's record, then gave a very interesting review of the early history of our chapter.

Those were the days when there were many men employed at Marmarth and things were done in a "Big Way" and although times have changed, yet, those who remain greatly enjoyed and are proud of our little chapter.

A nice lunch was served by Mmes. Richmond and Wood.

Milwaukee Chapter

Mrs. M. L. Hynes, Historian

MILWAUKEE Chapter held its monthly meeting in the club rooms, Union Station on November 18th, at 8 p. m. The principal business was the election of officers and completion of plans to raise money for the special Christmas charitable activities.

The newly elected officers for 1936 are as follows:

President, Mrs. J. H. Valentine; first vice-president, Mrs. Ida Zimmerman; second vice-president, Mrs. Graf; treasurer, Mrs. E. Meuster; secretary, Mrs. C. C. Steed; assistant secretary, Mrs. R. D. Miller; corresponding secretary, Mrs. C. E. Larson; historian, Mrs. H. A. Grothe.

On November 23rd a pancake supper and card party was held in the club rooms which was very well attended, there being about one hundred twenty guests, and \$60.00 was realized.

The annual dinner and bazaar was held at the club rooms on December 5th. Two hundred twenty-five people were served an excellent dinner, and later enjoyed a game of cards. Including the traditional "cherry tree" and drawing, approximately one hundred dollars was earned. The committee and their workers in charge are to be especially commended for the fine dinner and the systematic way in which everything was planned and carried out.

Plans are being made for the Christmas party for the children to be held on December 18th. Santa will arrive at the throttle of a streamline styled engine on Wednesday, December 18th, at 7:45 p. m. He will be greeted by 300 children of railroad workers and will attend the party for the youngsters in the club rooms, where each child will receive a pop-corn ball, peanuts and a gift. Coffee and cookies will be served to the adults. Every year this party seems to be a grand success.

Our chapter is again sponsoring a Christmas tree in the lobby of the Union depot. A tree, twenty-five feet tall, beautifully decorated, is admired and enjoyed by patrons and employees.

Coal was delivered to ten families during November and December. Our welfare chairmen have been exceptionally busy during the last few months helping the needy families and those who have sickness and sorrow. The Christmas baskets are being prepared to be sent out as usual.

We trust that during 1936, the more fortunate employees of the Milwaukee road will continue to lend a helping hand to the Women's Club, who are trying to aid the needy members of the Milwaukee road family, and to bring a little sunshine into their homes. The club wishes to express appreciation for the kindly assistance given to them in the past, and extends New Year's greeting to all.

St. Paul Chapter

Mrs. M. L. Medinger, Historian

THE annual Hiawatha dance was held in the Coliseum ballroom October 18, 1935, with 800 present. The ticket on the Hiawatha was won by S. V. Adams. A very good time was had by all and \$91.25 was cleared at this dance.

The regular pot luck supper was held Nov. 12 with 50 present. After supper meeting was called to order by Mrs. F. Washburn, president. The following reports were given: Mrs. Johnston, good cheer, 2 phone calls, 3 personal calls, 2 cards of good cheer and 1 sympathy card. The welfare chairman, \$3.00 grocery order and 50 cents for medicine. Mrs. Washburn called on the nominating committee to report on election of officers for the coming year. Chairman of nominating committee, Mrs. J. Crotty reported that the present officers were qualified and willing to resume their respective office for the following year. Historian Mrs. M. L. Medinger having resigned, Mrs. Maher was nominated for historian and the election was unanimous.

After business meeting dancing was enjoyed, music being furnished by a 2-piece band.

Assisting Mrs. Philpot in charge of the supper were Mmes. Curtin, Wolke, Pothén and Chamberlain.

Sympathy is extended to Mrs. Stanley Walker and family, in the loss of their husband and father, who passed away Nov. 13.

Fifteen members were present at the board meeting held Dec. 3. Plans were made for the Christmas party.

A very delicious pot luck supper was served to 150 people Dec. 10 in our club room with Mrs. Allen chairman, assisted by Mmes. Hansen, Melhofer and Peterson. After supper a Christmas party was held for the employees and their families.

Mrs. Gibbons, program chairman, was in charge of the program for the evening. The program was given by the Vavro School of music and dancing by South St. Paul; a reading was given by Mrs. Brew, and a Christmas song was sung by Donna Washburn, after which Santa Claus was ushered in and distributed toys, candy, nuts and pop corn balls to the children.

Following the program a short business meeting was held. The following report was given Mrs. Johnston good cheer; 2 phone calls; 4 personal calls; 3 good cheer and 1 sympathy card; Mrs. Washburn, \$19.60 for welfare and Mrs. Philpot membership chairman, 284 members to date.

Ottumwa Chapter

C. M. Gohman, Historian

THE Christmas spirit was much in evidence at the social function on Friday evening, December 13, honoring Mrs. Carpenter Kendall of Chicago, president general, and Miss Etta Lindskog, general secretary, who were guests of our chapter. A cooperative dinner was served at six o'clock to seventy members of the chapter. The long tables, adorned with red and

green crepe paper, the red tapers and the holly wreaths, were very attractive. A corsage of violets was presented to each guest. Mrs. A. L. Love, retiring president, presided at the meeting following the dinner and presented to Mrs. Kendall a beautifully decorated cake made and donated by Ruth Towns, a member of our chapter.

It was decided to hold our annual children's Christmas party on Saturday afternoon, December 21, and the members of the club were requested to be present on Saturday morning to prepare the Christmas baskets for the needy. Reports were given by the chairmen of the various committees.

A very interesting account of the activities of the various chapters and a brief description of some of the splendid work done in assisting the needy and the unfortunate was given by Mrs. Kendall, followed by a short talk by Miss Lindsog. Mrs. Kendall drew the lucky number from the basket, awarding the \$5 donated by George Kissinger, engineer, to Mrs. G. C. Sheridan, wife of our storekeeper. Engineer Clyde Dornsife made a motion that we follow the suggestion of Mrs. Kendall and Miss Lindsog and give a benefit dance. We are looking forward to receiving the cooperation of the men of the Milwaukee family in putting over the dance in a big way in the near future. Following adjournment of the meeting, the evening was spent in playing "Tango." Some of our officials and employees of the mechanical department were kept busy calling numbers, which were lucky numbers for somebody. A few were lucky to call "tango" three and four times, but the majority of us were not lucky enough to have the chance to even once delve down into that large Christmas package and draw forth a gift. Anyway, we all had a very good time. It was such a pleasure to have our Chicago guests with us and we hope they will soon come again. Mmes. L. H. Rabun, Wheeler, Gage and A. L. Love were in charge of the affair and are responsible for the success of the party.

Black Hills Chapter

Mrs. Ida Wintrode, Historian

BLACK HILLS CHAPTER met for the October meeting at the Stanley Core home. Plans were made for the Hallowe'en party which was held on Hallowe'en. It began with a pot luck dinner and ended by all joining in playing games.

The November meeting at the Mrs. E. E. Smith home was the election of officers as follows: President, Mrs. Thomas Hickson; first vice president, Mrs. Joe Farnham; second vice president, Mrs. Matt Anderson; secretary, Mrs. Carl Zickrick; treasurer, Mrs. Clifford Smith; historian, Mrs. Ida Wintrode.

Our annual turkey dinner was held at the Modern Woodmen hall on December 3rd. Over one hundred people sat down to turkey, carved by Carl Zickrick and Joe Feurhelm, and other tempting dishes furnished by the ladies.

A program by the youngsters and short talks by the men concluded a very happy evening.

On December 9th the last meeting of the year was held at the Thomas Hickson home. Our ways and means chairman reported good profit from the semi-monthly dances.

It is our sincere wish that the coming year may be happy and profitable to all our Milwaukee Road people.

Avery Chapter

Marian Ham, Historian

HOW fast the time flies! Here we are with the holiday season behind us and we are hoping spring is "just around the corner"—just which corner we are not sure.

Our Christmas party, judging from the crowd that was there, was a huge success. Over sixty were present and all had a mighty fine time.

As we are starting on a new year with high hopes for its success we want to take a few minutes and praise the work of our old officers and committee chairmen. Both financially and socially we feel our

little group here has been most successful. Now it is up to all of us to join with our new officers and chairmen to make this coming year just as much a credit to us.

Here's wishing all a happy, healthy, prosperous and successful year in 1936.

We were all shocked to learn of the sudden illness and death of an old-time employee of The Milwaukee Road here. Stephen Tappin passed away at the St. Maries hospital after being ill about six weeks. He lived in Avery for many, many years and we will all miss his familiar figure trudging down the tracks from West Avery to town after the mail.

Austin Chapter

Inez McCarthy, Historian

WITH Mrs. George Haseltine and Mrs. G. A. Van Dyke as chairmen, assisted by Mrs. William Massino, Mrs. E. J. Blomley, Sr., and Mrs. W. H. Deere, a most enjoyable card party was held in the clubrooms November 15th. Prizes were awarded and refreshments served. The sum of \$15.60 was cleared.

The board members met in the clubrooms December 5th for a one o'clock luncheon. Mrs. Mary Taylor, Mrs. F. M. Valentine and Mrs. G. A. Van Dyke were chairmen. The various committee reports were given, showing an expenditure of \$71.53 for relief work during the month of November. Five Thanksgiving baskets were given. Sixty-three families were reached by good cheer. It was decided to hold a Christmas party for members of the club on December 10th and a children's party the 21st. Mrs. Leon Comeau on behalf of the club presented Mrs. E. J. Blomley, Sr., the retiring president, with a beautiful gift in appreciation of the splendid work she has done for the club in the past three years. Mrs. Blomley graciously responded. Cards were played later in the afternoon.

The clubroom was beautiful with a lighted Christmas tree for the picnic supper on December 10th. At 6:30 a large number sat down to tables decorated in Christmas colors, with miniature Christmas trees and lighted tapers, and partook of a bountiful meal. Christmas gifts were exchanged, which provided much merriment. With Mrs. H. J. Igou presiding at the piano, Christmas carols were sung by all. Mrs. Igou was appointed in charge of the children's Christmas party to be given the 21st.

Savanna Chapter

ON OCTOBER 14, 1935, Savanna Chapter entertained Mrs. Kendall and Miss Lindsog. The regular meeting was held in the afternoon and their visit was much too short. A social hour was enjoyed and refreshments were served.

One of the most successful gatherings ever held was the first departmental supper on November 11th. The storekeeper and mechanical departments were in charge. Nearly 200 persons attended. A potluck supper was served at 6:30. The long tables were decorated in pink and white crepe paper streamers. Vases of chrysanthemums and candles added to the table decorations. After the supper, a short business meeting was held, after which a program of readings by Miss Lucille Millar of Dubuque, Iowa, and Jimmy Bradley was presented. There was also a boxing match. Dancing was enjoyed with music furnished by the Merry-Makers four-piece orchestra. Mrs. Chas. Seitzburg was general chairman. Mrs. D. R. Davis was in charge of the dining room and Miss Grace Cassell, chairman of the entertainment committee.

December 9, a regular meeting was held in the club rooms. The report of the nominating committee was incomplete, owing to their difficulty in finding a president. We will furnish Christmas baskets and good cheer remembrances. A card party was held December 12, admission charge being a donation of non-perishable food.

The next get-together meeting will be held in January with the operating department in charge.

Green Bay Chapter

MEETINGS were resumed October 3rd, with a pot luck supper at 6:30. About fifty members were present, and the most important business of the evening was discussion of the proposed Hiawatha dance which had been in contemplation for some time.

The date was set for Saturday evening, October 19th. It was arranged in the nature of a Harvest Home party with Barbara and Pete's orchestra. Barbara, the only lady playing in the orchestra was dressed as Hiawatha. The stage setting of stacks of corn stalks helped to bring out all the more closely a real Hiawatha idea. Mr. Paul Belean was the lucky man to win the trip to Minneapolis and return to Green Bay on the Hiawatha train.

After all expenses were paid the chapter realized the sum of \$37.50. It was a great success, socially as well as financially.

On November 22nd a corn party was held and such a good time was had by all present that the ways and means chairman, Mrs. W. Hart, promised to give another in the near future. Thirty-two dollars and twenty-five cents was realized from this affair.

On November 26th Miss Nancy Hatch, in charge of a department in the largest wholesale grocery in Green Bay, invited the chapter to a one o'clock luncheon given in a very beautiful dining room connected with the wholesale house. Only forty could be accommodated, and those accepting the invitation paid 50 cents for their luncheon, netting the chapter \$18.00. Due to illness, four of our members who had accepted the invitation were unable to be present.

Tuesday, December 11th, was social afternoon at the club rooms and it was a Christmas party in every respect. Mary Barrien, program chairman had the tree all aglow with lights and tinsel, and all the guests brought something with which to fill the Christmas baskets for the needy. The feeling of working and helping seemed to bring us all closer together and I can say a lovely time was enjoyed.

December 20th was set for our children's Christmas party to be held at the depot, Santa to come in from the north with bags of candy and other goodies; and Christmas carols, sung by the children, was the program for the evening. Mrs. James Kocha will sing "Silent Night." This is the most beautiful party of the year—watching the children's happy faces and taking part in their fun.

The officers for the coming year are: Mrs. G. H. Gunn, president; Mrs. Ernest Palmer, 1st vice president; Mrs. Henry Martyn, 2nd vice president; Mrs. Otto Grebe, secretary; Mrs. Arthur Carlson, treasurer; Mrs. Alma Buechler, corresponding secretary; Miss Catherine Browning, historian.

Wishing you all, in every chapter and the Governing Board, a Very Happy New Year.

Took His Breath Away

THE ARROW
THE MILWAUKEE ROAD

Mr. F. H. Johnson.
My dear Mr. Johnson:

I have just boarded THE ARROW at Omaha, after a trip West. I just can't refrain from writing you at my delight and surprise in the marvelous equipment of this train. I am frank to say it quite took my breath away.

The day coach puts the old-time parlor cars to shame and the club car with its modernistic lights, silver walls and gold ceiling, radio and all, is truly gorgeous. Congratulations to the road.

(Signed) S. W. POWELL.

Silver will be as bright as new if it is covered with sour milk, allowed to stand for half an hour and then washed and rinsed.

To open a glass jar of fruit without cutting the rubber let the top stand in hot water several minutes.

The Patterns

Each of these patterns is 15c. The new 32-page Fall and Winter Pattern Book which shows photographs of the dresses being worn is now out. (One pattern and the Fall and Winter Pattern Book—25c.) You can order the book separately for 15 cents.

Address The Milwaukee Magazine, care The Beauty Pattern Company, 11-13 Sterling Place, Brooklyn, N. Y.

8636. A New School Frock.

Designed in Sizes: 4, 6, 8 and 10 years. Size 6 requires 1½ yard of 35 inch fabric with ½ yard contrast. Price 15c.

8634. Frock for Business or Home Wear. Designed in Sizes: 12, 14, 16, 18 and 20; with corresponding bust measure, 30, 32, 34, 36 and 38. Size 14 requires 2½ yards of 54 inch material with ¾ yard 39 inch contrasting. Price 15c.

8646. Make this Slenderizing Frock.

Designed in Sizes: 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 40 requires 4½ yards of 39 inch material and ½ yard contrasting. Price 15c.

8653. Pretty Dress for Wee Maids.

Designed in Sizes: 1, 2, 3, 4 and 5 years. Size 3 requires 1½ yard of 32 inch fabric with ¾ yard contrasting for long sleeves

and 1½ yard for short sleeves. Price 15c. 8660. Home Frock in Apron Style.

Designed in Sizes: 38, 40, 42, 44, 46, 48, 50 and 52. Size 40 requires 4½ yards of 35 inch fabric with ¾ yard contrasting. Price 15c.

8364. Smart Junior Miss.

Designed in Sizes: 11, 13, 15, 17 and 19, with bust measures 29, 31, 33, 35 and 37. Size 17 requires 4½ yards of 39 inch material with ¾ yard contrasting. Price 15c.

8652. An Attractive Apron Frock.

Designed in Sizes: 14, 16, 18, 20; 32, 34, 36, 38, 40 and 42. Size 16 requires 5½ yards of 35 inch fabric. Price 15c.

Favorite Recipes

Pecan Nut Loaf. Mix together one cup hot boiled rice, one cup pecan nut meats, finely chopped and one cup cracker crumbs. Add one well beaten egg, one cup milk, salt to taste and one fourth teaspoon pepper. Turn into a small brick loaf pan, that has been well buttered and pour over one tablespoon melted butter. Bake in a moderate oven one hour. Serve on hot platter with the following sauce poured around it: Cook together three tablespoons butter with two slices onion, three minutes, stirring constantly. Add three tablespoons flour

and blend well. Pour on gradually, one and one half cups milk, stirring constantly. Bring to the boil and add salt and a dash of cayenne. Strain. Oleo may be substituted for the butter in the above with good results.

Lenox Rarebit. Place one tablespoon butter in double boiler top, and when melted, add one cup milk, one teaspoon salt, one fourth teaspoon pepper, dash of cayenne and six slightly beaten eggs. Cook as for scrambled eggs and when nearly cooked, add one small cream cheese. Serve on salted wafers or toast.

Frozen Apricots or Peaches. Drain one can of apricots or peaches, and cut in small pieces. To the fruit syrup, add enough water to make four cups and cook five minutes with one and one half cups sugar. Strain, add the fruit and freeze. A richer dessert may be made by adding one cup whipped cream, when the mixture is frozen to a mush; and continue freezing.

Cranberry Frappe. Cook one quart cranberries with two cups water for eight minutes; then force through sieve. Add two cups sugar, and juice of two lemons. Place in freezing trays and freeze without stirring.

Cream Sponge Cake. Beat the yolks of four eggs and three tablespoons cold water until thick and lemon colored; add gradually, one cup sugar and one teaspoon flavoring (any preferred) and beat two minutes. One cup of cake flour mixed and sifted with one and one-fourth teaspoons baking powder and pinch of salt. Add to the first mixture and when thoroughly blended, add the white of the eggs stiffly beaten, but not dry. Bake in moderate oven thirty minutes.

Mock Angel Cake. Mix and sift one cup sugar, one and one-third cups cake flour, three teaspoons baking powder, four times. Pour on gradually, two thirds cup scalded milk. Then fold in the whites of two eggs beaten until stiff, and add one teaspoon vanilla.

A Profitable Hobby

(Continued from Page 10)

he proudly announced complete diagrams and building plans for a model of the Milwaukee Road's new locomotive, 'Hiawatha.'

"At his plant he employs eleven workmen and makes everything from fabricated parts, dies, tools, and even has a printing plant."

Mr. Walthers enjoys telling that customers often come in stating that they want equipment for their "youngsters"; but it finally develops that it is the "oldster" himself who is preparing to mount the model-railroading hobby, while junior looks on from the side lines.

Agent Schwinn to the Rescue

POTOSI BREWING COMPANY
POTOSI, WIS.

Mr. W. B. Dixon.
Dear Sir:

Wish to take this opportunity of expressing my appreciation for the courtesies shown me by your Mr. E. R. Schwinn, located at Savanna, Illinois.

Upon my arrival at Savanna on a Sunday morning, was informed of no train service to Dubuque on that holiday, and for which a ticket had been sold to me; really felt very disappointed, when your Mr. Schwinn so graciously came to my rescue by driving me to my destination in his personal car.

(Signed) POTOSI BREWING CO.,
C. O. Christensen.

Halter—a device worn by horses, mules and men.

Foreman—"Do you think you're really fit for hard labor?"

Applicant—"Well, some of the best judges in the country have thought so."

SPECIAL COMMENDATION

Name and Division	Citation and Date	Cited by
F. E. Scott, conductor, K. C. Division.....	Discovered broken arch bar, Dec. 1st.....	W. C. Givens, superintendent
A. E. Wymore, conductor, K. C. Division....	Discovered broken arch bar, Dec. 11th.....	W. C. Givens, superintendent
L. C. Traul, conductor, K. C. Division.....	Discovered defective equipment, Dec. 14th.....	W. C. Givens, superintendent
A. P. Anderson, conductor, T. M. Division..	Found dragging brake beam, Dec. 3rd.....	F. H. Nee, superintendent
O. T. Anderson, brakeman, I. & D. Division..	Discovered hot box in passing train.....	W. F. Ingraham, superintendent
W. F. Beck, conductor, Ill. Division.....	Found broken arch bar, Dec. 10th.....	H. F. Gibson, superintendent
O. G. Wolstad, agent, Sacred Heart.....	Found crossing plank wedged in house track; also H. M. Gillick, superintendent found brake rigging east of track.....	
C. W. Miller, conductor, Coast Division.....	Discovered broken rail, Oct. 27th.....	F. E. Devlin, superintendent
C. Hankins, engineer, Coast Division.....	Detected broken angle bars as train was passing over, Oct. 21st.....	F. E. Devlin, superintendent
W. Thoman, conductor, Coast Division.....	Discovered broken angle bars, Oct. 21st.....	F. E. Devlin, superintendent
Emanuel Buckner, waiter, dining car 5134..	Heard noise of broken truck hanger and notified conductor, averting serious damage to No. 8, Ill. Division.....	H. F. Gibson, superintendent
J. N. Kelly, conductor, Milwaukee Division..	Found broken rail and stopped train going back to protect same until section crew arrived, Oct. 20th....	N. P. Thurber, ass't superintendent
W. H. Rehbock, conductor, Iowa Division...	Found broken arch bar, Nov. 13th.....	A. J. Elder, superintendent
Thos. Birmingham, brakeman, Iowa Division..	Discovered fire flying from broken truck, car of gasoline, Nov. 15th.....	A. J. Elder, superintendent
C. R. Heberden, engineer, Coast Division....	Discovered broken angle bars while hunting, and protected track until arrival of section men.....	F. E. Devlin, superintendent
Geo. Birchler, brakeman, Lax. Division.....	Discovered broken rail, Sept. 14th.....	L. F. Donald, superintendent
F. E. Scott, conductor, K. C. Division.....	Discovered defective equipment, Nov. 9th.....	W. C. Givens, superintendent
R. A. Thomas, K. C. Division.....	Discovered broken brake rod, Nov. 4th.....	W. C. Givens, superintendent
H. F. Pollard, K. C. Division.....	Discovered defective equipment, Nov. 4th.....	W. C. Givens, superintendent
M. Trojka, Chi. Terminals.....	Discovered broken rail on No. 1 Main, Nov. 23rd....	C. L. Whiting, superintendent
E. Smalley, conductor, Coast Division.....	Discovered broken rail, Dec. 6th.....	F. E. Devlin, superintendent

OUR BUSINESS GETTERS

The following have interested themselves in securing passenger business for our line and are commended for their interest and assistance:

J. L. Ffrick, agent, Hilbert, Wisconsin, advised the Passenger Department, Milwaukee, of some prospective business to move to Los Angeles, which developed into securing five passengers to Seattle. F. E. Berg, checker, Seattle local freight station, furnished tip resulting in sale of one ticket, Seattle to Chicago.

R. W. Janes, r.h. foreman, Seattle, was instrumental in securing two passengers, Seattle to Minneapolis. He was assisted by Mrs. Janes, who gave the information.

Fred Brochie, Lt. of Police, furnished tip that secured sale of a round trip ticket, Spokane to Missoula, our line in both directions.

Mrs. H. E. Petersen, wife of train dispatcher, Tacoma, turned in a tip that secured sale of one way ticket, Tacoma to So. Bend, Ind.

C. H. Coplen, agent, St. Maries, Ida., furnished tip resulting in sale of three tickets from Telma, Wash., to Detroit, Mich.

F. F. Clover, claim clerk, local freight office, Tacoma, furnished tip resulting in sale of one way ticket, Tacoma to So. Bend, Ind.

Miss Martha Prentice, clerk in local freight office, Seattle, was instrumental in securing sale of eleven round trip tickets Seattle to Spokane and return.

Fred Harges, fireman, Mitchell, S. D., was instrumental in securing sale of one and one-half tickets, Mitchell to Los Angeles, via our line to Omaha. This business was secured in competition with the bus lines.

W. H. Campbell, local freight agent, Seattle, furnished tip regarding prospective business, Seattle to Buffalo, N. Y.

Robert Ray, section foreman, Great Falls, Mont., was instrumental in securing sale of round trip ticket, Great Falls to Chicago and return. Mr. Ray spent a noon hour scouting about the city to assist this pas-

senger who was a delegate to a convention in the east, and could not have made the train that day without his assistance.

H. Riach, engineer, I. & S. M. Division, furnished tip selling two round trip tickets, Faribault to Seattle, en route to San Diego, Calif., and return.

T. G. Novotny, switch tender, Spokane, Wash., was instrumental in securing a round trip fare, Spokane to Butte, Mont., and return. And when the passenger returns from Butte she will bring back two additional passengers.

G. F. Mason, office of J. R. Clarke, Tacoma, furnished tip for a prospective passenger, St. Paul to Tacoma.

M. Paulson, Montevideo, was instrumental in securing from a competing line, one passenger, Montevideo to Portland, Oregon.

Frank Wallace, yard clerk, Muskego Yards District, Milwaukee, secured long haul on four cars.

R. J. Foley, G. C. S., Muskego Yards District, Milwaukee, advised of movement for Minneapolis which was routed against us.

Frank E. Thielke, yard clerk, Lower Canal District, Milwaukee, secured car to Waukegan, which had been routed against us.

Rose Liebhauser, stenographer, Chestnut Street Station, Milwaukee, advised destination of six cars routed against us.

E. P. Stelzel, cashier, North Milwaukee Station, secured several cars from the West Coast and South via our long haul and furnished information on a number of cars routed against us.

Casting Bread Upon the Waters

On a recent trip, Conductor M. F. Burnham, Iowa Division, had as passenger, a stock shipper, Mr. Harry Palmer. Mr. Palmer became ill while on the train and Conductor Burnham arranged for a doc-

tor to meet train at Savanna and care for the passenger. Some time later, Mr. Palmer was again on Conductor Burnham's train and told him that he had been instrumental in getting a number of cars of stock shipped over our line from Coon Rapids which would have been routed via a competing line. This had been done in appreciation of what had been done for him during an illness.

Complimented Milwaukee Railroad Service

Livestock agent, E. H. Hale, U. S. Yards, interviewing some livestock shippers, reported that Mr. L. Harmsen of Teeds Grove, Iowa, complimented Milwaukee Road service. Mr. Harmsen had the "Champion Hereford Steers" of the Live Stock Show, which sold for \$30.00 per cwt.

Never Saw Better Service, or Courtesy, Plus Loyalty

NATIONAL LABOR RELATIONS BOARD
REGIONAL LABOR BOARD
SEVENTEENTH DISTRICT

Seattle, Washington
Mr. L. M. Jones, Supt. S. & D. Dept.
Dear Sir:

Just returned today from Chicago and I wish to comment on the very splendid porter service of one Sam Sumner, car No. 52. I was particularly impressed because he was not the porter in my car No. 51. I had some friends in car 52 and in all my travels I have never seen better service or courtesy plus loyalty than was exhibited by Porter Sumner on this trip to Seattle.

Several of the passengers likewise made similar expressions. Just an illustration. A lady was feeling ill and was reclining in her seat. This porter quietly slipped her shoes off and pulled the curtain down and made her very comfortable. He was constantly dusting his car and doing his best to make the Milwaukee the "Best in the West."

[Signed] CHARLES W. HOPE



THE DIVISION NEWS-GATHERERS

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

A. T. Barndt.....Care Supt. Dept., Milwaukee Shops
V. J. Williams.....Care Superintendent, Austin, Minn.
Mrs. Lillian Atkinson.....Care Asst. Superintendent, Wausau, Wis.
William Lagan.....Care General Agent, Sioux Falls, S. D.
Harriet Shuster.....Care Refrigerator Department, Chicago
Mrs. Dora M. Anderson.....Care Local Agent, Moberg, S. D.
Mrs. Edna Bintliff.....Care Dispatcher, Mitchell, S. D.
A. M. Maxeiner.....Local Agent, Lewistown, Montana
Miss Ann Weber.....Care Agricultural Department, Chicago
R. K. Burns.....Care Superintendent, Miles City, Montana
Mrs. Nora B. Decco.....Telegrapher, Three Forks, Montana
Albert Roesch.....Care Superintendent, Tacoma
R. R. Thiele.....Local Freight Office, Spokane
Miss Laura Babcock.....Care Local Freight Agent, Seattle
K. D. Smith.....Operator, Portage, Wis.

Seattle General Offices

M. W. N.

A POTENTIAL addition to the Traffic department became a matter of record with the city last month, when a fine nine-pound boy was born to Mr. and Mrs. V. E. Straus. There is also a neat little Miss Straus, so this makes a complete combination. Congratulations, Vic!

A shake-up among Milwaukee officials occurred two weeks ago, when Messrs. Kellogg, Strassman, Edwards and Meyer were attending a meeting in Helena, Montana, and one of the most severe earthquakes up to date was experienced there. Buildings in the city were not damaged to the extent accomplished by the earlier quakes, as the flimsier structures had already collapsed, but it was one of the most violent shocks recorded.

One of the outstanding examples of talent on Lines West is Miss Barbara Barkley, attractive daughter of Mr. and Mrs. A. H. Barkley. Miss Barkley is an accomplished pianist, and prominent in Seattle musical circles. She has been the featured artist on several large programs given in this city, and on the occasion of the graduation exercises of Queen Anne High School in the huge Civic Auditorium, she was chosen from among 400 graduates to give the musical number, and her brilliant execution of the difficult First Movement, Grieg's Concerto in E Minor, was a matter of comment in reviews of the program. Miss Barkley is now attending the University of Washington in furtherance of her musical education. In addition to her talents in this direction, she is an expert swimmer and ski enthusiast, in short, a typical American girl. Miss Barbara is pledged to Alpha Chi Omega.

Mr. Harold R. Winship, train dispatcher at Miles City, Montana, was a General Office visitor last week, introduced by his brother, T. F. and P. A. Winship, of Seattle. The Montanan was very favorably impressed with the splendid brand of climate on exhibition during his visit, and may come up and see us again some time.

Interest in the Bowling League is still keen, and with the season only one-third advanced, Mr. Tony Villata has built up an average of 185 for 33 games. Mr. J. N. Strassman stands at the head of the class for gains in the White Building, having improved his average forty per cent during the past year. (On advice of counsel, we are not quoting last year's average.)

Mr. F. F. Nye, diversion clerk in the Traffic Department, celebrated his birthday in royal style last month. He was the recipient of flowers, telegrams, and even a pumpkin pie, but the gift that won his heart was a miniature replica of a cowboy roping a typical Texas longhorn, all developed in ivory. Mr. Nye is a former Texas Ranger, and this was a welcome reminder of the days of real sport.

We are showing below an excerpt from

the "Hamline Oracle." We don't know what the "Hamline Oracle" is, but these verses were quoted from it, and it presents an accurate picture of the hazards surrounding a Milwaukee Magazine correspondent:

"I shot an arrow in the air, it fell to earth, I know not where, till a neighbor said it had killed his calf, and I had to pay him ten and a half."

"I bought some poison to slay some rats and a neighbor swore it was et by his cats; and rather than argue across the fence, I paid him four dollars and sixty cents."

"One night I set sailing a rocket balloon, and hoped it would soar till it reached the moon, but it's candle fell on a farmer's straw, and now I must settle, or go to law."

"And that's the way with the random shot—it never hits the proper spot, and the joke you thought was funny, or smart, may leave a wound in some fellow's heart."

Kansas City Terminals

S. M. C.

CHRISTMAS is over and we wish everyone a Happy New Year. May 1936 be "Bigger and Better" than 1935.

Congratulations of the Milwaukee family are extended to Mr. and Mrs. Claude Carey. Their young son now has a baby sister.

J. T. Clark was called to Dubuque account of sickness of his mother. Although Mrs. Clark is past 80 years of age she has been able to withstand this attack and is improving.

We have just passed through the time of year for punch board drawings, and other ways to spend money—trying to get something for less. Wonder how many came out winner.

Did you ever hear of a police judge being an eye specialist? Howard Jones, the janitor at the local office, says Judge Holland certainly improved his eyesight. Howard says he will know a red light from now on.

Bus Beem, car record clerk at the local office, has had a tough break. He bruised his leg and the bruise was so severe it was necessary to scrape the shin bone. He then had tonsillitis. Here's hoping that this will be the end of his ailments.

Up until the time this copy was sent in we haven't had any snow to speak of down in Kansas City. However, our rabbit hunters cannot let that interfere with them, they go hunting in the mud. Willie Webber, after such an excursion, inquired if a person was entitled to a pension because he felt like he was 70. If so Willie decided he was all ready to take the pension.

The 1935-36 charity drive held in Kansas City in November was very successful so far as the railroad division was concerned. The Milwaukee went over the top as did most of the other lines, and the

division was awarded the cup for having highest percentage over their quota. Mr. Dodds as captain for the Milwaukee team earned a silk flag, as did every other captain who collected 100% of their quota.

Brakeman Earl Hatchett's oldest son and his bride who was Miss Arlene Mars of Manilla, Iowa, are now living in Kansas City.

The Lawson water treating plant will soon be in service, which will be bad news for some of our Coburg switchmen. No more overtime spotting water cars.

There is some agitation around Coburg to put Happy Loshe and Al Ira out of the Milwaukee bowling team unless they improve their average. Loshe says all his trouble is due to too much weight and he intends to diet, but postpones starting until after the next meal.

Operators McCarty and Sutton relieved in Coburg recently due to illness of W. E. Lindsey and absence of Claude Carey.

Walton Madison intends to go to California soon. What becomes of your hunting dog, Walt, while you are gone or do you take him along with you?

West I. & D. Division

Edna Bintliff

HAPPY NEW YEAR, one and all! The West I. & D. has good reasons to offer this greeting for 1936. The year through which we have just passed has been such an improvement over many others that we should feel that the bad years are over. Our crops were much better in 1935 than they were in 1934 and for several previous years. Dust storms have departed from our midst, business is better (if you do not believe this, just read over our grain and stock loadings). The pheasants didn't have as many grasshoppers to eat, it is true, but they did have a bit of corn. So all in all we are really sincere when we wish you a Happy New Year!

We understand that Harry Halverson and George Foote are regular attendants at the jewelry auction sales up town, and have just about bought the place out. John Turney offered one bid on a fountain pen but was outbid by a nickel. Mr. Turney would not raise this bid, saying that the pen was not worth it. It is a wise man who knows when to stop bidding at an auction sale.

John Hennesy, dispatcher at Mitchell, spent some time with his son in New York City recently. His son is attending a theological seminary at that point, this being the first year of a three-year course along that line after having completed his college work at the University of Wisconsin. Carl Anderson relieved Mr. Hennesy during his absence.

Mr. H. B. Peterson, agent at Mitchell, and Mr. W. A. Peterson, agent at Mt. Vernon, were called to Clear Lake, Iowa, recently to attend the funeral of their mother. Our sincere sympathy is extended to them in this loss.

Mr. Jack O'Neill is home from the hospital and we all are hoping for his recovery. He has been very ill, following an operation.

Carl M. Anderson has moved to Mitchell recently from Clear Lake with his wife and baby. Mr. Anderson has accepted a position as yard clerk at Mitchell and we hope that this family may soon feel at home in their new location.

Ray F. Hansen has accepted a position in Mr. Wicke's office in Chicago. Mr. Hansen was chief yard clerk at Mitchell. We wish the Hansens success in their new position and home.

Bob Metcalf of the water department spent Christmas vacation with his parents at Green Bay, Wis.

Florence Paullin is head of the woman's bowling team and, we understand, has a very high score in this game. This game still seems to be heading the list at Mitchell.

Mr. Westover, of Mr. Ennis' office, was a Mitchell visitor recently.

Mr. P. McMahon, roadmaster, celebrated his birthday on December 12th. That is, he celebrated as soon as he found out that it was his birthday. He did not remember about it until about five o'clock in the afternoon. He says that since he was cut short on that celebration, he may take a vacation some time in January and see the "Mardi Gras" in New Orleans.

Mrs. E. H. Platt, wife of the chief dispatcher at Mitchell, submitted to an operation at a local hospital recently. We are glad to report that she is recovering nicely.

The main streets of Mitchell were decorated for the holidays and for the SDEA convention which was held at Thanksgiving time. It seems like old times and more prosperous times to see Christmas decorations again. Cecil Lynn, our electrician, put up our Christmas lights and decorations at the Milwaukee depot and the Women's Club had a tree and a party.

Our sincere sympathy is extended to Mr. N. A. Ryan, assistant general manager of our railroad, in the loss of his father, who passed away at Denver early in December. Funeral services for Mr. Ryan were conducted at Denver on December 14th.

Kansas City Division

C. M. G.

A VERY HAPPY and prosperous New Year to all, one that will bring to each plenty of cheer, good luck and good health.

Mr. and Mrs. James Morlock were guests in the home of their son in Urbana, Ill., during the last week of November.

Mrs. W. C. Givens, Mrs. H. Cogswell and Mrs. H. G. Barnard were guests of Mrs. Faye King in Milwaukee for several days during the early part of November.

We wish a speedy recovery to District Adjuster George W. Anderson, who has been off duty for over a week on account of illness.

Another of our old-timers passed away on December 1 after being in ill health for some time. William W. Birkett, conductor, aged 65, who died at his home in Ottumwa, had not been in active service since last September. He entered the service of the Milwaukee over 35 years ago at Chillicothe, Mo. The last 24 years were spent in Ottumwa. The funeral services were held on the following Tuesday at 2 p. m. and burial made in Memorial Lawn cemetery. He was preceded in death by his wife, Emma. The sympathy of his many friends and co-workers on the K. C. division is extended to the bereaved relatives.

Mrs. Plovus Oster, wife of section laborer of Chillicothe, Mo., departed the latter part of December for Ocala, Fla., to spend the remainder of the winter with her daughter and son-in-law, Mr. and Mrs. Paul Denman. Mrs. Oster, accompanied by her daughter, plans to visit numerous places of interest in the Sunny South, including the Bok Tower, Lake Wales, the Spanish fort at St. Augustine, and Miami Beach.

The mother of Dispatcher H. G. Barnard, Mrs. Adda Barnard, of Lamar, Mo., is making an indefinite visit in the home of her son.

Harry Pyle and wife of Ottumwa were called to Bristol, Tenn., the latter part of November, because of the death of the father of Mr. Pyle.

A. Leo Love, professor in Columbia University, New York, son of roundhouse foreman A. L. Love of Ottumwa, will return to Ottumwa for a few days during the holiday season and will spend Christmas with his parents.

Ernest Pilkey, son of Operator C. E. Pilkey, Laredo, Mo., who is a student in Columbia College, Columbia, Mo., will return to his home for the Christmas vacation.

W. H. Vosburg and family will soon occupy their newly acquired home on Maple Avenue, Ottumwa, having recently purchased the former Fowler residence. We wish them many years of happiness in their new dwelling.

Mr. and Mrs. P. L. Mullins of Liberty, Mo., departed on December 21 for Portland, Ore., where they will remain during the holiday season.

On November 27 Marjorie Overturf, daughter of Engineer Overturf, left Ottumwa for Indianapolis, Ind., to visit her sister, Mrs. Louise Allison. Returning home she will stop over in Chicago for a few days to be the guest of her aunt.

Albert Lahey and wife of Savanna, Ill., were guests over the week-end of November 30 in the home of Mr. and Mrs. L. H. Rabun, Ottumwa.

Mrs. Anna Owens, mother of Yard Conductor Terrence Owens, returned to Ottumwa from Omaha on December 2, account serious illness in the family of her son.

On November 28 Mrs. William J. Smallwood, wife of engineer at Mystic, Iowa, left for St. Joseph, Mo., having been called there on account of the illness of her aunt, Mrs. Fred Davis.

We miss the "return from the hunt" each morning, now that the duck season is over, and the usual "didn't even see one" comment from C. H. Baker, time revisor in superintendent's office, upon his return from the daily hunting expedition. Anyway, he had better luck this year than last, and claims he enjoyed his vacation very much. We hope Santy will be good to him and bring the fifty million dollars he's always wishing for.

Northern Montana

Mac

WE ARE OFF for our vacation; will visit our old home, Galena, Ill., where we started out as a messenger for the Western Union. From Galena will go to Washington, D. C., thence to New York City and on to Binghamton, N. Y., to spend Christmas with our daughter, Mrs. John B. Denton, and family.

The season on the Northern Montana has been exceptionally good. Starting in June with a fine wool business, then the grain and live stock, which was unusually heavy, Roy station having handled 811 cars, Lewistown 145, Winifred 139, and other stations in proportion: November and December took us into the dressed poultry period with about 15 cars from this territory.



George Plant, Wisconsin State Commander; Ray Murphy, National Commander; A.G.M. N. A. Ryan, Commander, Milwaukee Road Post No. 18, attending dedication of American Legion Club House at Beaver Dam

Our popular agent at Denton, J. Z. Ramsey, who has been chairman of the Democratic Central Committee for Fergus County, was given a banquet at the Burke Hotel at Lewistown, Thursday night, December 12th, at which 200 people were in attendance. The outpouring demonstrated beyond a shadow of doubt the appreciation of the Democrats of Fergus county of his successful efforts during the past four years. Tom Stout presided as toastmaster and Congressman Roy E. Ayers delivered the principal address. The banquet was attended by a large number of Mr. Ramsey's fellow employees of the Milwaukee Road.

The many friends of Traveling Engineer R. G. Webb were pleased to learn that his son, D. T. Webb, has just been appointed as a cadet to West Point by Senator B. K. Wheeler, winning this appointment after an examination at Pasadena, Calif., in which nine designates took part, these being from different parts of the country. Young Mr. Webb took the examination there because he has been attending the California Institute of Technology since his graduation in June from the high school at Miles City.

At a recent meeting of Lewistown Lodge, No. 37, A. F. & A. M., Oliver S. Porter, cashier at the local freight office, was elected worshipful master and George L. Wood, also connected with the Milwaukee in the capacity of car foreman, was elected secretary.

Marie Chapter, Order of Eastern Star, elected Herbert Reuther as patron and his good wife, Anna B., as marshal.

Assistant Superintendent N. H. Fuller returned from Chicago, where he went on business and a visit with his daughter, Margaret, who is attending the Chicago Conservatory of Music.

F. A. Curtis, wife and daughter will spend the holidays with relatives at Chehalis, Wash.

Mr. and Mrs. H. R. Barnett have returned from Sparta, Wis., where they have been visiting Mr. Barnett's parents.

Division Freight and Passenger Agent M. E. Randall returned to Great Falls after spending three days in the vicinity of Lewistown and other Fergus county points, looking after the business of our line.

J. A. Holdsworth and wife left for Pratt, Kan., where they will visit for a month or so.

Mrs. Albert Jacksons, sons Billy and Wayne, of Square Butte, were Roundup visitors over Thanksgiving.

C. M. Brown, the efficient cashier at Great Falls, has taken the position of chief clerk in the office of the division freight and passenger agent.

Messrs. Stanley Petro, George Wood, Jr., and Ernest Samuels, who are students at the University of Montana at Missoula, were home for Thanksgiving.

Miss Mabel Tobin, who has been in poor health, left for Los Angeles, Calif., where she will remain for several months. Her many friends hope that the change in climate will be beneficial to her.

F. C. Tadewaldt and family left for Junction City, Wis., where they will spend the holidays.

Clyde Kingsland and family of Shonkin are visiting in Tacoma, Wash. They expect to return about the first of January.

Raymund A. Bame, one of the most competent clerks of the division, has taken the position of general clerk at the Lewistown freight station. Mr. and Mrs. Bame are making their home at the Crowley block.

Lewistown Chapter, the Milwaukee Women's Club, will have a Christmas party at the clubrooms. A dinner will be served and a tree provided for the kiddies.

Northern District Car Dept.

O. M. S.

CAR Department forces in the heavy car repair shop have been increased to repair and turn out five schedule 4 and 5 cars in addition to the regularly assigned 5 schedule 7 cars previously turned out of shop, daily. This provides for re-employment of a number of men laid off over

five years ago. Everyone is quite happy over the increase.

Lead air brake man, P. A. Garvey was recently elected chairman of Twin City air brake meetings.

Lead freight painter, J. Graven is confined to his home due to illness.

Light repair yard, painter, Harry Hauger, was the lucky winner of three Thanksgiving turkeys.

Gust Grublike and wife visited at Oshkosh, Wis., on Thanksgiving Day.

Clarence Burge and wife visited relatives at Cedar Rapids, Iowa, during past holiday.

Ole Stenseth and wife also visited relatives at Cassville, Wis., over Thanksgiving.

Einar Hauger, attended Minnesota-Michigan football game at Ann Arbor; also saw the Chicago Bears lose to the New York Giants, at Chicago.

A very lively time was enjoyed by all in attendance at the annual fall dance sponsored by The Milwaukee Women's Club at the Curtis Hotel, Minneapolis on Nov. 22.

We will close with the timely wish, A Happy New Year to all.

Twin City Terminals

Mechanical Stores Department

N. A. H.

MRS. MAY R. LECHNYR, daughter of Boilermaker Foreman John W. Goodrich, passed away December 10th, and our sympathy is extended to those left to mourn her going.

Jacob Gardner, aged 84 years, a retired machinist, South Minneapolis, passed away December 10th after a long illness.

Wife of Boilermaker Paul Kollot passed away December 7, 1935.



The above picture is that of Louis Erickson and wife. He just passed his 80th birthday November 11, 1935. He is now retired and making his residence in Los Angeles. Mr. Erickson worked 47 years at South Minneapolis Shop as a machinist and saw service under a number of master mechanics, John Pattie, John Taylor, Nels Maine, Wm. Wratten, H. S. C. McMillan, H. G. Dimmitt and John Turney. Mr. Erickson is hale and hearty and we wish him many more birthdays.

Chicago Union Station

Ann Weber

AS is customary in all well governed Purchasing Departments, Ed J. Littleton passed the cigars and candy around in honor of Richard, who came to bring more happiness to the Littletons.

Should any of our readers desire instructions in the fascinating game of ping pong, please contact Mr. Louis P. Smith. Louis has become very adept in a short time and will soon be ready to take on any sort of competition. "Spike Eldridge has taken great pains to teach Louis all the fine points of the game and we look forward to seeing some very exciting games between "Spike" and Louis in the near future.

On the evening of December, after the regular meeting, the Booster Club gave one of their famous parties, which are rapidly gaining in popularity. Mr. J. T. Gillick was the guest speaker, which doubtless accounted for the large turnout. Harry Stahl, Fullerton Avenue Building, carried off the \$30.00 on the Bank Night

OUR NEW YEAR RESOLUTIONS

TO THINK AND
PRACTICE
CLAIM PREVENTION

TO HANDLE THE
COMPANY'S
BUSINESS
AS WE WOULD
OUR OWN

TO KEEP OUR PATRONS
SATISFIED — BY
CAREFUL — ON-TIME —
HANDLING OF ALL
SHIPMENTS — (BOTH
CARLOAD & L.C.L.)

TO READ ALL CLAIM
PREVENTION CIRCULARS
IN ORDER TO IMPROVE
OUR KNOWLEDGE
OF THIS
IMPORTANT SUBJECT

drawing. A drawing was held, \$75.00 in cash prizes, the proceeds of which went to the Booster Santa Claus party for the children on December 21.

Dancing and cards followed the meeting. Tommie Reese was head man on the dance floor. We were all glad to see Joe Shermoske again, looking so well after joining the "Oh, my Operation Club."

At the January meeting, election of officers will be held. Make a note of the date when the announcement comes around and plan to attend.

And so, with the Season's Greetings and Wishes for the coming year.

The New Hub of the I. & D.

Wm. Lagan

AGENT MARTIN GRUNVOLD and Mrs. A. Grunvold spent Thanksgiving day in Minneapolis.

Agent George Thorpe has been called to Chicago as a witness for the Government in the Drake estate case. Agent J. D. Mullen is relieving him.

Operator John Gilbo of Yankton has returned to work after a short visit to relatives in Cleveland, Ohio.

A lot has been said recently about keeping down to your proper weight. This has been brought about by the visit of the medical car over the division. Agent Chas. Simpa says that if any more pedigreed dogs get away from him he will be down to the proper weight in no time. He says he can recommend this form of exercise as a great help in reducing.

One of the most attractive toys found on the toy counters this year is a facsimile of our famous "Hiawatha." The beautiful colors and streamline effect catch the eye of the little boys and is a very popular selection this year.

Henry J. Brown, former agent at Hawarden, Iowa, writes from Long Beach and wishes his many friends on the old S. C. & D. division a very Happy New Year.

Mr. and Mrs. Homer Snow of Sioux City visited their daughter, Mary Ellen, at Stephens College, Columbia, Mo., on Thanksgiving.

Former Roadmaster's Clerk M. F. Kasak of Sioux Falls has just passed the chiropractor's examination for the state of Colorado. He graduated from the University of Natural Healing Arts at Denver, Colo., on December 20th. Dr. Kasak will start his practice in Denver about January. Mel's many friends on the railroad will wish him every success in his new field.

Car Department Electrician Ellis Chadwick of Sioux Falls, S. D., has returned to Deer Lodge, Mont., where he will work in the locomotive department. We shall all miss Chad, but we wish him every success in his new position.

We regret to report the passing of Mrs. Clara Marking of Parkston, S. D., daughter of Agent A. J. Gorman of that place. Mrs. Marking worked as clerk at Parkston for many years previous to her marriage. We wish to extend our sympathy to the bereaved members of her family.

Agent Homer Snow of Sioux City has been elected president of the Sioux City Traffic Club for the coming year. We wish to congratulate Mr. Snow on the honor accorded him.

Agent J. C. Paulson of Corsica, S. D., is taking a vacation and is being relieved by L. C. Landmark.

Section Foreman Charles Nelson of Baltic is taking a 90-day leave of absence. While away he is being relieved by John Bartemeyer.

Griswold crossing signals are being installed at Reid Street, Sioux Falls, and this crossing will now be assured of 24-hour protection.

Section Foreman Hans Miller of Fairview is sticking pretty close to a diet of hash these days, account the fact that he has had his teeth extracted. Hans says it is kind of tough but he is looking forward to some nice store teeth in the near future.

Agent G. E. Ferguson of Yankton is planning on a vacation trip to California in the near future.

Claim Clerk L. Mostrom of Sioux Falls secured three round trip tickets to South

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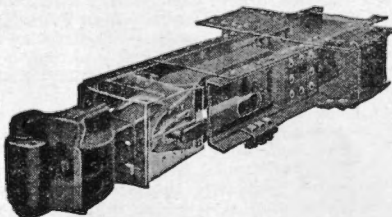
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LUMBER PILING—TIES

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St. Louis

Chicago

Bend, Ind., recently for one of the big football games at Notre Dame.

The Milwaukee Women's Club Chapter of Sioux Falls held its annual Christmas party at Sioux Falls December 20th. There was the usual large attendance and everyone had a lovely time. Switchman O. Anderson played the part of Santa Claus.

Relief Section Foreman Herb Anderson is acting as section foreman at Dell Rapids until this position has been assigned.

The medical car visited at Tripp, S. D., December 4th, and most of the Platte-Stickney line agents had their physical examinations at that time. It is reported that some of the boys are getting up a little earlier in the morning now and turning to those setting-up exercises they have on the radio for the purpose of keeping that girlish figure.

The writer of this column wishes to take this opportunity to thank the many employees who have sent in news items the past year and to wish every one of them a very Happy and Prosperous New Year.

Iowa (Middle and West) Division Ruby Eckman

THERE have been two weddings recently in the families of Iowa division employees. On Sunday, December 1st, Marjorie Byrd, eldest daughter of Agent O. P. Byrd of Bayard station, was united in marriage to Wilfred Arsmith, a young man from Bayard. The young people will make their home in California, where the groom is employed.

On Friday, December 6th, Miss Marion Barth, only daughter of Boilermaker W. J. Barth, was united in marriage to Gilbert Smith, a young farmer living near Perry. Their marriage took place in Bouton, Iowa. Mr. and Mrs. Smith will go on a farm northeast of Wauke, the first of March.

On December 6th at a hospital in Fairbury, Neb., where he had been a patient for several weeks, occurred the death of Conductor Lew Hurlburt. Mr. Hurlburt came to the Milwaukee in 1912 at the time the double track work was being done on the Iowa division, being promoted to conductor the following year. He continued in service until about two years ago, when his health failed and he retired. About two months ago he went to the home of a daughter in Fairbury, Neb., but his physical condition soon became such that he was removed to the hospital for care and passed away there. Funeral services were held in Fairbury, December 8th, and burial took place beside the wife, who died a number of years previously.

The Iowa division train dispatchers and operators are enjoying the use of a new set of Western Electric Selector type telephone equipment, which was installed during the last week of November and the first week of December. The equipment is the most modern, with radio type loud speaker. All the employees like it.

A brother of Engineer William Overton passed away at the hospital in Council Bluffs the latter part of November, following a several weeks' illness.

Roundhouse Foreman Arthur C. Law of Council Bluffs took an enforced vacation the latter part of November. It was a rather expensive affair also, as Art was in an automobile accident which resulted in several fractured ribs, some bad facial injuries and a demolished automobile. Mrs. Law, who was in the car with him, escaped with minor injuries.

Edward Fuller, son of Conductor H. J. Fuller and grandson of Conductor H. W. Lee, was named by the Iowa Daily Press Association for a place on the All-State football team. Each year the association picks men for three teams from outstanding high school players and Edward was named for the first team. Fuller was an all-round player and his work was largely instrumental in resulting in the Perry high school team being undefeated in their entire season's games.

Operator Charles L. Kinner of the Perry dispatcher's office had the honor of being elected worshipful master of the Perry lodge of Masons to serve during the year 1936. Charles has been active in the work in the lodge.

Hiram Colburn, who worked for over forty years in the engine service on the Iowa division, died at his home in Perry December 8th following an illness which had extended over a period of several months. Mr. Colburn was a passenger engineer on the west division at the time his health forced him to retire. A brother, Frank Colburn, is employed as a switchman in the Council Bluffs yard. A wife and three children survive.

Harry Hawks, a machinist at the Perry shops, has been laid up at his home the last few weeks due to a broken leg. Harry was struck by an automobile near his home.

George Vernon, father of Operator Charles Kinner's wife, was struck and killed by a hit and run driver in Des Moines the fore part of December. Mr. Vernon was a retired operator who had worked for the C. & N. W. for many years.

News of the death of John Fisher, which occurred at Sioux City the latter part of November, was learned with regret by his friends at Perry. Mr. Fisher had spent some time during the summer and fall working with his headquarters at Perry and had made many friends among the employees. Mr. Fisher was an employee of the B and B department.

Engineer W. H. Young is wearing a "55" lapel button, indicating 55 years of service for the Milwaukee.

Lineman Howard Millard and family of Perry were called to Rudd, Iowa, the middle of November by the death of his father, who was struck by an automobile and instantly killed while crossing the street near his home.

Florence Elizabeth is the name Mr. and Mrs. John Harrison gave to a little daughter born to them the fore part of November. John is employed on the shops force at Perry. Arthur Harrison, a six-year-old boy in the family, has been seriously sick for some time, having submitted to an operation on the brain.

Mrs. J. B. Higman, mother of Mrs. Frank Keith, who came to Perry to spend the winter with her daughter, had the misfortune to break an arm in an auto accident during November. Mrs. Keith and Mrs. Higman were enjoying a ride when the Keith car was side-swiped by a truck, causing it to be overturned, and Mrs. Higman was quite badly injured. The car was badly wrecked.

Mrs. Robert Meldrum entered the King's Daughter's Hospital in Perry the fore part of December for a major operation.

Mrs. Earl Nunn, whose husband was for many years an agent at Keystone on the Iowa division, has been very seriously sick for some time. She was in a hospital in Omaha for a number of weeks, later being moved to the home of her sister-in-law, Mrs. Lee Lones, at Perry. Mrs. Nunn's sons, Earl and James, have been staying with their aunt and attending school in Perry.

Dan Flanagan, a brother-in-law of Conductor Ray Hickey, died at his home in Perry the latter part of November. Dan was at one time clerk in the trainmaster's office at Perry, he having come from Darlington, Wis., to work for W. B. Foster, trainmaster at Perry. After leaving the Milwaukee he entered the lumber business in Perry, continuing in that business until his health failed several years ago. Dan was in the Spanish-American war, rating the title of captain at the age of 19 years.

Paul Le Roy Kinder arrived November 21st to take up his abode in the home of Mr. and Mrs. Le Roy Kinder of Perry. In addition to being the first baby in the family of the young people, he is the first grandchild in the home of Train Dispatcher Ralph Wright of the Perry office.

Wisconsin Valley Division

Lillian

A HAPPY and Prosperous New Year to all.

Mrs. A. L. Lathrop was called to Sparta by the sudden death of her cousin, Miss Kathryn Graves.

Mr. and Mrs. P. H. Nee visited a few days with Mrs. Simon Gorman, mother of

Mrs. Nee. They stopped at Wausau en route to Miles City, Mont., from Springfield, Ill., where they spent Thanksgiving Day with their daughter, Mrs. R. P. Howard.

Mrs. E. P. Little of Irma visited with friends at Wausau during the week.

Harold Donovan, son of Mr. and Mrs. M. E. Donovan, who recently was elected informal prom king at Marquette University, is busy with arrangements for the event. Mr. Donovan is a junior in the Marquette college of engineering and a member of Gamma Theta Pi, national engineering fraternity. At a recent class meeting he was also chosen as president of the junior class of his college.

Miss Leota Matthies, daughter of Mr. and Mrs. Frank Matthies underwent an operation for appendicitis at St. Mary's Hospital and is getting along nicely.

Mr. and Mrs. B. F. Hoehn spent a few days in Chicago, Ill.

Mrs. Joseph P. Doheny very delightfully entertained a group of her friends at her home at 918 Kickbusch street on Saturday evening, December 14th. Bridge was played and a very delicious lunch was served at the close of the games.

Mr. F. L. Dostader is taking a forced vacation on account of illness.

Mr. D. O. Daniels has returned to his duties as passenger conductor after being off duty for some time on account of ill health.

H. & D. Notes

Wait

SEASON'S GREETINGS, and may the new year bring to each one health, prosperity, happiness and contentment.

The annual Christmas parties at Montevideo and Aberdeen, put on through the cooperation of the railroad organizations, were very successful and brought joy and gladness to hundreds of children and adults as well. At Montevideo the program was planned by the Associated Brotherhoods, of which Ben Bishop acted as chairman of the committee on arrangements. At Aberdeen the party was sponsored by the local chapter of the Milwaukee Railroad Women's Club. Much credit is due these organizations for the wonderful work they did in making the Christmas season of 1935 a joyous one for all.

The November meeting of the Aberdeen Chapter of the Milwaukee Railroad Women's Club was held in the clubrooms at Aberdeen on November 18th, at which time the selection of officers was announced. The following is a list of the officers for the ensuing year: President, Mrs. H. M. Gillick; first vice president, Mrs. A. J. Anderson; second vice president, Mrs. A. C. Rognelson; treasurer, Miss Myrtle Brown; recording secretary, Mrs. Leo Lutgen; assistant recording secretary, Mrs. Gale Hanson; corresponding secretary, Mrs. C. W. Deltz; historian, Mrs. A. H. Adams.

It appears that our genial first trick dispatcher, J. S. Keenan, has knocked Old Man Depression for a loop. The other day it was noticed he was sporting a new automobile, and when our inquiring reporter cornered Jimmy and asked for a statement regarding the new acquisition he replied: "I had 'er up to 85, but I'm sure she'll do 90 without any trouble." 'Nuff sed.

Chief Dispatcher Andres and Conductor Bishop of Montevideo and Water Inspector Porter of Aberdeen are the proud owners of new cars. Evidently the Northwest Auto Show had a good effect on the boys. You're next, J. L., or would you miss the heaves and groans, the squeaks and rattles of your twenty-niner?

During November, Lucile Adkins, stenographer in Mr. Beckel's office at Aberdeen, was transferred to the district storekeeper's office at Minneapolis.

Messrs. Brown and Ennis of Chicago and Messrs. Meyer of Seattle and Nee of Miles City were recent visitors at Aberdeen and attended the live stock meeting held in Superintendent Gillick's office on November 13th.

Mr. A. E. Jerde is acting as relief agent at Groton, S. D., during the absence of

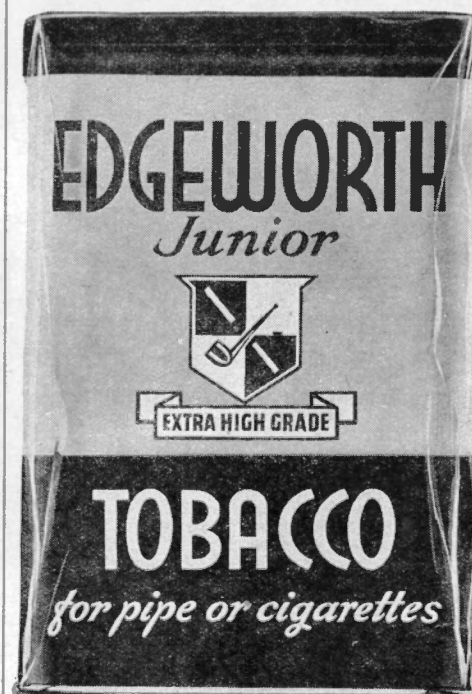
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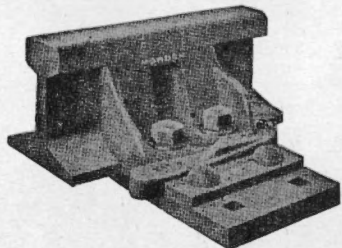
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P. W. (Pat) Holloran, who is spending a few weeks in Southern Minnesota recuperating from a recent operation.

Mr. D. B. Rivers, district storekeeper at South Minneapolis, and Mr. F. J. Swanson of the car department were visitors at Aberdeen on November 25th.

Signal Supervisor H. J. Thomas spent a few days around Aberdeen the week of November 24th checking the installation of the new Griswold signals at the Kline Street crossing.

The regular monthly staff meeting was held at Aberdeen on November 25th and all division officials were present. Safety First, Claim Prevention, Fire Prevention, and Operating Department statistics were discussed.

Superintendent and Mrs. Gillick spent the Thanksgiving holiday on Lines West visiting with friends at Harlowton.

Engineer A. H. Roberts of Montevideo made a trip to Minneapolis recently, visiting with friends in the Mill City.

We are glad to note that Conductor J. U. Sinclair is back on the Fargo line after spending a month's vacation in parts unknown.

Mr. and Mrs. H. C. Blake spent Thanksgiving day in Mason City visiting relatives. Mrs. W. H. Tullis, agent at Loyalton, is planning to spend her vacation by journeying to the Coast, stopping at Seattle and Los Angeles, and returning by way of the Grand Canyon and Chicago.

Mr. E. H. Miller, agent at Ipswich, recently returned from a trip down East. We are glad to see him back on the job.

Myrtle Brown, time revisor in the superintendent's office, spent the Thanksgiving holiday visiting at Bradley, S. D.

Mrs. Starks, wife of Dispatcher A. J. Starks, is visiting with friends at Dundee, Ill., and intends to make a trip to Elgin, Ill., before returning home.

Freight Inspector W. C. Scott was a recent visitor at Aberdeen and attended the staff meeting held on the 25th.

That grand old bird, the stork, was seen stopping at the Hub City on Friday, the 29th, and we now have a report that before resuming his flight eastward, knocked at the door of Mr. and Mrs. Ed Boettcher and presented them with a seven and one-half pound baby boy. The newcomer was named Richard. Mr. Boettcher is an instrument man in the engineering department office at Aberdeen.

On his flight eastward this same well-known bird stopped at Montevideo and presented Mr. and Mrs. J. G. Wik with a baby girl. Details as to weight and name unknown. Mr. Wik is the relief dispatcher at Montevideo and Aberdeen.

We are sorry to report that Mrs. Albert Perry, widow of the veteran engineer, H & D Division, was seriously injured due to a fall at the home of her sister, Mrs. Ira Bush, on Saturday, November 30th. She is confined to the Good Samaritan Hospital at Aberdeen.

The Ship-by-Rail Association has again entered a team in the Aberdeen Bowling League. The team consists of L. J. Lutgen, who has been chosen as captain, R. S. Williams, B. C. Hoen, E. J. Richardson and Ernie Eilers.

Mr. J. E. Ostrom, chief carpenter on the River Division, spent a few days in Aberdeen during the pheasant season, visiting with Agent Feddern.

Dub. Ill. Divn., 2nd Dist.

E. L. S.

CONDUCTOR C. H. CLARK, formerly on trains 204-233 West Union Line, has taken Nos. 404-471 on the Preston Line. Engineer Luther took the Waukon Line, Nos. 303-368, for several trips, but is laying off at this time. Mr. F. V. Wells is now braking for Conductor Broskey on No. 68 and No. 61 between Marquette and Savanna. Fireman Huff is firing on the Waukon Line job.

Charles Pullen and wife and friends went pheasant hunting at Thompson, Iowa, and, as usual, secured their quota.

Engineer Joseph Reding passed away at St. Francis Hospital, La Crosse, Novem-

ber 29th, following an accident at La Crosse while off duty the week previous. Funeral services conducted and interment made at Dubuque, December 3rd. We extend sincere sympathy to his bereaved widow and family.

Engineer Boleyn has again taken his old job on the north end assignments.

Friends and employees on the Second District are pleased to learn of the improved condition of Agent M. E. Burns, Green Island, who was taken suddenly ill several weeks ago.

Our old friend, John Scharff, from California, at one time a shopman at Dubuque shops, paid us another visit at the shops during November. Mr. Scharff, who is now 82 years of age, makes an annual visit to Dubuque during the winter months, and doesn't forget to look up his old friends while here.

Agent H. G. Esmay, Volga City, laid off sick on November 29th and is being relieved by A. F. Mullane. We hope for a speedy recovery for Mr. Esmay.

Agent T. E. Marshall of Clayton took an extended trip recently and was relieved by H. C. Care.

Operator McCloskey, Marquette, was also absent from duty several days the latter part of November and Ben H. Bothmer relieved him.

The busiest man at Dubuque shops these days seems to be Mr. L. C. Hirsch, from the engineering department, Savanna, who is supervising the work of the installation of the 150-ton scale (reported as a 75-ton scale in last month's news, in error) and the erection of the new office building here. He is not only busily engaged in his supervising, but answering numerous questions about the new building, scale, etc. It is now expected that the building will be ready for occupancy by January 10th and the scale in about ten days hence.

On November 27th a train load of about 170 tractors for the International Harvester Co., Dubuque, moved on our road from Savanna. About 200 agents and representatives of the Harvester company were on hand to meet the train, and after having various photos taken of these representatives and their consignment of tractors, the train was brought to Dubuque shops and switched for the four railroads (including our own) at Dubuque for further handling at Dubuque and other points on the various roads mentioned. Incidentally, the local manager of the International Harvester Co. at Dubuque was pleased with our movement and handling, and we hope to have the pleasure of handling a good portion of any of their future business.

We wish all employees a Happy New Year, and along with the usual hope that we all prosper in health and "wealth," steady work, etc., we hope that the year 1936 will be a year of SAFETY FIRST from the beginning to the end. During this year we reached about ten months before we encountered a reportable injury, but we are out to do better in 1936.

Iowa and S. M.

V. J. W.

MANY of our annual travelers have left for their winter homes. Engineers John Ryel, Chas. Gillece, John and Oscar Ober have left for California, and Sam Pettingill expects to leave soon after the holidays. Engineer John Johnson of Faribault is spending the winter in the state of Washington.

Blacksmith Hans Hanson, who has been sick for the past few months, is expected back to work the first of the year.

Train Baggageman Rudolph Berg is taking a few weeks off, starting the 16th of December.

Agent J. T. Moe of Ridgeway is taking a vacation over the holidays.

Dispatcher A. A. Seeman is making a holiday trip to Mae West's town and expects to take in the Rose Bowl classic.

Dispatcher S. C. Sorenson is also taking a Christmas vacation. Bill Endie will do relief work in the dispatcher's office.

Agent D. D. Lyons of Castle Rock is back to work after a month's illness.

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THE WONDER COAL

Agent Phil Baudette of Mendota is taking the winter off.

Agent L. V. Olson of Grand Meadow has returned to work after a six months' leave.

Last month we ran an ad for the sale of "Babe" Swank's dog house. Now we have two dogs and only one house. "Babe" got another dog and decided to keep the house, so "Red" McCoy's dog has to sit out in the yard and howl.

Assistant Cashier "Haile" Barker has taken down his recruiting posters since one of his aides reported the place was not worth fighting for.

See Office "Ep" for your tickets to the masked ball.

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

IT is with deep regret that we chronicle the death of Mrs. Toma, wife of Nick Toma, the janitor at the Spokane freight office, who died on November 13th, aged 49, after a prolonged illness due to heart trouble. The funeral took place on November 16th, at Ione. Our sincere sympathy together with that of many friends, is extended to her sorrowing husband.

Engineer William Crossman, while on a brief layoff at his home in Yakima, recently accidentally injured his hand while doing some work around home. The wound in itself was a mere trifle, but blood poisoning set in and Mr. Crossman at this writing has been off duty, due to the infection, for over three weeks and is even now unable to work.

Thomas Forrester of the roundhouse force at Spokane, during the recent spell of snow and ice, slipped on an icy pavement while going home and injured an arm so that he has been unable to work since. We hope that both gentlemen may be able to resume work before long.

Mrs. Cecil Johnson of the Spokane freight office force had the pleasure of having her son, Lawrence, return home December 6th, to remain until after the holidays. He has been engaged in forestry work in the Clearwater district.

J. R. Cook of the second trick at the Spokane telegraph office has been assigned the agency at Othello and will take up his duties there very shortly. In the meanwhile, beginning December 3rd, G. D. Thornton is temporarily on the second trick at Spokane. He had been on the second trick at Plummer Junction; A. R. Hall is working on that position now.

Earl Miller, of the Spokane roundhouse force, has been off for two weeks at this writing due to a painful attack of rheumatism and is still unable to work. Mr. Smith, roundhouse foreman at Spokane, is limbering up the grease gun with which he cured a similar ailment in the articulating joint of his own left rear driver and proposes to operate on Mr. Miller very shortly.

Without wishing to intrude upon the province of the correspondent for the Milwaukee Women's Club, merely for the benefit of those of our readers who may

not have time to read her reports, we desire to offer our congratulations to the newly elected officers of the club. Mrs. Geo. Hill, wife of assistant superintendent Hill, was re-elected as president; Mrs. Lillwitz, wife of Carl Lillwitz, Mr. Hill's chief clerk, is first vice-president and Mrs. Al Weeks of Spirit Lake, second vice-president; Mrs. M. Breeden and Mrs. Al Gist are recording and corresponding secretary, respectively. Mrs. Ashton is treasurer and Mrs. W. H. Hunter, historian.

More illness to report: Engineer W. G. Sisson, who was on the Pend d'Oreille line work train, is off duty because of sickness; Engineer George Rued, of the Spirit Lake run, has been off for several trips at this writing due to the same cause; Engineer Charles Roush, who took Mr. Rued's place, also took sick and is still off duty at present. Our best wishes for the early recovery of all the victims.

On the other hand we are pleased to hear that Engineer William Schultz, of Nos. 15 and 16, was able to return to work just now, after having been sick and unable to work for about two months.

Miss Mabel Viets, bill clerk at the Spokane freight office, and her mother were greatly pleased to receive a brief visit from Miss Mabel's brother Jack early in December; he is located in Portland at present.

George W. McGee, conductor on the Elk River line, has been off for two weeks at this writing because of the very serious illness of his mother, residing at St. Maries. We tender our best wishes for her recovery. Mr. McGee is being relieved in the meanwhile by Michael Shaughnessy, old-time railroad man and prince of good fellows.

Brakemen Jerry Gump and W. R. Theiss have been in passenger service out of Tacoma for the past ten days relieving the regular men who are laying off.

R. W. Johnstone was assigned the agency at Ewan and took charge of that station on November 20th. He was relieved at Othello by Mr. J. C. Maddox.

Engineer William Emerson of Nos. 15 and 16 is off on a two weeks' vacation and with Mrs. Emerson has gone to Chicago to assist in celebrating the birthdays of several members of the family and then to celebrate Christmas with all the family. There will be a continuous round of parties and high living and we are much afraid that Mr. Emerson will need another vacation on his return to get his feet back on the ground. Watch your calories, Bill!

John Qualey of the Spokane roundhouse force is off for a two weeks' vacation which he is spending in a visit to relatives at Seattle.

This business of high living is infectious. Here is another one: Engineer Tom McCall, of Nos. 7 and 8, went over to the Coast over Thanksgiving to spend the festive day with relatives there. Here's hoping the stomachs of none of the celebrants will suffer a serious setback.

Joe Anderson, of the Spokane switching force, and Mrs. Anderson had another unpleasant surprise in the news of the serious illness and a major operation following, of another one of their daughters residing at Seattle. We hope that every-

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thing may soon be well with the patient so that the family may have a joyful Christmas together.

A change in the Spokane-St. Marie's freight service is about to take effect as this is written, making St. Marie's the layover point and having the crew come to Spokane and double right back. The unpleasant part of this is that it will deprive an entire crew of their assignment. We hope that increasing business may before long require the reestablishment of the service as it was heretofore. At the same time the Spirit Lake line service, between Metaline Falls and Spokane, is reduced to alternate days. However, it is hoped that this will be only temporary and that the great prospective movement of cement will soon necessitate the regular service again.

Madison Division

F. W. Liegots, Chief Clerk

TOM PAGEEL will winter in Florida and Geo. Trezona will handle Mineral Point agency during his stay.

Irv Buehler with his Mrs. will soon be on the way south to spend the winter in Florida and take an occasional ticket on the ponies.

We are urging O. T. Olson to ship to Norway, but he won't go; he feels at home in McFarland.

Thos. Kennaugh and family motored to Miles City, delivering a new Nash to O. C. Inman who is now located there. Tom will be looking for Manx bobtail cats in the mountains.

Ed. Dousman has been laid up for a spell in Methodist Hospital, Madison. Hurry back, Ed.

Tony McMahon is getting to be quite a football fan, following the Marquette team on which his son "Skippy" starred at end. We, too, are proud of him, Tony.

Does Buck Slightam still play pinochle? John Vanderhile, pump repairer and a sort of plumber, resurrected and dissected a pocketbook from the office latrine. This said leather case contained A.M.K.'s annual passes which disappeared 60 days previous. No washee, said Johnnie.

Florence Callahan jaunts with Auggie Bischoff to Watertown on week-ends.

Ike Homewood is laying off for the winter.

The Hiawatha Club under the stewardship of Bob Slightam and his secretary, Roy Cross, is going places in Madison combating the elements.

The Safety First Slogan Contest ended successfully with Christmas Searles leading and winning first prize of \$20, followed by George Tormey, second, \$10, and William McKeown, third, \$5.

Bartholomew Regan, for many years the agent at Brodhead, passed away at his home recently. Bart. had many friends and will be missed.

Charles Ray, veteran conductor, passed away at his home in Milwaukee.

Don Collins has accepted the agency at Brodhead, assisted by A. G. Verch as second trick operator. E. F. Bender has the agency at Readstown and T. C. Gaby is at Shullsburg. Gertie Brandes has returned to Gays Mills after four months' absence due to illness.

West Coast Notes

A. M. R.

CHAS. TUSLER, formerly with the Engineering Dept. of the Coast and Idaho Division, was a visitor recently. Charlie is now located in Mason City, Iowa.

Engineer Frank McCormick was called to Portland December 8, his son having been killed in an accident.

Gertrude Alden of the Tacoma office made a trip to Spokane and left her mother and sister there for a few months' stay. But G. A. came home pretty much under the weather, we regret to state, having had a lot to do and not a great deal of time to do it in.

Dispatcher W. A. Monroe was called East recently by the illness of his mother. Haven't any further particulars as yet.

Among those from out of town to attend the funeral services of A. J. Kroha, assistant general storekeeper, Tacoma, who passed away in Milwaukee after a very short illness, were Mr. and Mrs. D. C. Curtis of Chicago, Mr. and Mrs. J. T. Kelly of Milwaukee, Mr. and Mrs. J. V. Miller, of Milwaukee, Mr. J. N. Anderson, of Miles City, Mr. G. J. Ellis, of Harlowton, Mr. Jay Gore, of Deer Lodge, Mr. R. A. Frank, of Avery, and Western officials, from Seattle, as well as scores of friends from other near-by cities. "A. J." will be greatly missed by all of us.

Frank Walsh, lumber inspector, was off account sickness recently, but is back on the job again.

Florence McMahon, of the Tacoma office, was in Deer Lodge and while there she felt one slight earthquake shock, but that was all.

Wallace Wood, agent at Centralia, hasn't had a sick spell for 10 years, but recently felt a little off, so came to the hospital here for an examination; but no luck. Still all o. k. and about the only thing left for him to do now is join the ranks of the auto accident victims. Maybe the hospital can then find something out of gear with him.

Just to prove our various comments on the wetness of Aberdeen, Wash., the following may be of interest:

"At Oxbow, Wash., 30 miles northeast of Aberdeen, the government has a station to record the rainfall. The fall is so heavy, it requires the services of two men to properly record it.

Last January 4 feet fell, and in three months, 8 feet was recorded. This damp spell wound up with a blizzard of 5½ feet of snow in three days, which was followed by a rainfall of 2½ feet in 24 hours."

But things grow there, as the following will indicate:

"There was cut down recently a cedar tree 16 feet in diameter, which required three days' work to fall and a month's work to cut up into suitable blocks. And just to make it still different from ordinary trees, this tree was worked at from both the inside and outside at the same time. Happened to be hollow, that's how come.

LaCrosse River—First District

Scoop

REMEMBER the old days, caboose hops, a whole flock of them on the right of way? How times have changed; now they haul 130 cars!

F. W. K., train dispatcher, LaCrosse, has a hard time finding alibis to slip A. C. M., dispatcher on the C. & M. for delays to the Hiawatha. The latest one is the drawbridge on the Mississippi being opened for a boat to pass through. Remember way back when that was a standard excuse in the old logging days?

Condr. Dan Smith on the M. & P. line is laying off. Condr. Curtis on his run and Pate on the afternoon run for the time being.

The roadmasters are taking advantage of this pleasant weather getting snowplows and snowfences lined up for this annual battle against Old Man Winter.

Freddie Craft, son of agent C. L. V. Craft, recently went to Chicago to take in the popular WLS Barn Dance, "by cracky." Suppose the girls got a thrill.

Miss Clara Johnson, lady-in-waiting, for the 110 reports, had a nice visit recently on number four, talking over old times with Miss Helen Gloeckner, the queen of the Milwaukee district comp cuties.

Members of the Milwaukee Credit Union are justly proud of the healthy growth in members and assets for the past year. They have voted a six per cent dividend for 1935. The organization fills a long felt want, by giving Milwaukee employees in the LaCrosse area a chance to invest savings and borrow at a reasonable rate without red tape. Ask about it, think it over and you will want to join it.

Asst. Supt.'s office clerk, Stolz, has at last found a remedy to prevent him forgetting holiday dates as he contemplates taking a wife unto himself this Christmas, which he hopes will remedy any further defects of forgetfulness as to holidays, such as Christmas, etc.

Another gap occurred in the ranks of the Milwaukee Road vets in the passing of Julius F. Voltz, retired train dispatcher in Milwaukee, who never recovered from injuries sustained from being struck by an automobile as he was walking to the Deaconess hospital to visit his wife, who had been ill some eleven weeks. Due to the shock of his death and her illness, Mrs. Voltz passed away shortly after he was buried.

Julius F. Voltz was born in Rochester, N. Y., March 24, 1862. Starting as telegraph operator for the Milwaukee Road April 2, 1877, he soon became train dispatcher in 1883 and held the position of chief dispatcher for the LaCrosse and Northern divisions and for a time was stationmaster of the Union depot, Milwaukee. He retired from active service as train dispatcher, LaCrosse division at Portage, first trick September 1, 1928.

His friends were legion, and during his years of service, he won the respect and confidence of all he came in contact with by his genial nature and fair dealing.

He leaves one sister, Mrs. Christian Scholtka, of Milwaukee. Julius was a past commander of the Masonic Lodge, Wisconsin Commandery, and a past high priest of Excelsior. Burial was from Excelsior Temple under auspices of the Wisconsin Commandery. Interment in Forest Home Cemetery.

Mrs. W. D. Carrick, 59, widow of former general baggage agent, W. D. Carrick, died suddenly at her apartment in Milwaukee, on the eve of a trip planned to California. Mr. Carrick died in March, 1931, of a heart ailment. One daughter, Mrs. Norman C. Bennett, of Wauwatosa, survives. Mrs. Carrick was a native of Hampton, Iowa.

Two Portage residents, Baggageman Jesse Taylor and Conductor R. C. Curtis, both on the M. & P. line, are planning to escape the rigors of shoveling snow and coal this winter in Florida, which brings to mind the story of the Northerner, taking his wife south, said to her, "My dear, you are now in Florida." She said, "My—AM—I?" He answered, "Naw, Jacksonville."

Iowa (East) Division

John T. Raymond

MAY this New Year turn out to be the happiest and the best.

Conductor J. F. Higgins at his home at Monticello has improved greatly and is up and around.

Engineer L. K. Owens, at Perry visiting with his daughter, is much improved since his illness at Perry the latter part of November.

Engineer George Lines, now on Nos. 91 and 92, Savanna and Marion. Engineer L. J. Burrows is on Nos. 93 and 94, Marion and Calmar, since the third crew has been assigned regularly to this run.

Newman H. Fuller and daughter Margaret of Lewiston, Mont., visited Mr. and Mrs. E. C. Ainley at Marion December 4th. They also visited with relatives at Scranton, returning to Marion Thursday night for a brief stay en route to Lewiston via Chicago. Newman's old friends were pleased to see him looking so well after his long siege of sickness last winter. His stay at Marion was too short.

Mrs. George White, 84, of Marion passed away at the home of a daughter, Mrs. Hutton, after a long illness. Funeral services and interment at Marion, Thursday, December 5. Mrs. White was the mother of Engineer Earl White of Perry. The Milwaukee Magazine extends sincerest sympathy to the bereaved family.

Engineer Earl White and wife of Perry spent some time at Marion during the illness and death of Mr. White's mother.

The Clinton Herald of December 2nd

JOE AND ALVIN . . . buy Lava



ALVIN SAYS:



"JUST TRY LAVA . . . AND YOU'LL SEE WHY IT'S THE RAILROAD MAN'S FAVORITE SOAP."

Look at your hands . . . everyone else does. Do signs of your day's work still show on them? If so, you need Lava Soap. For Lava gets the dirt other soaps can't get. Its pumice-filled lather takes even ground-in grease off knuckles faster than the Limited rolls through Hicksville. And its soothing oils protect the skin . . . help keep hands from chapping.

After work tonight . . . look around you in the washroom. You'll find most of the men using Lava Soap. For among railroad men, Lava far outsells ordinary soap. Works well in any water—hot or cold, hard or soft. Lasts much longer than ordinary soap—saves money. Get 2 or 3 cakes of Lava today.

LAVA SOAP GETS THE DIRT . . . PROTECTS THE SKIN



A Procter & Gamble Product

says: "Centers of attraction in the International Live Stock Show at Chicago were the Grand Champion carload lot of light-weight (under 1050 pounds) Hereford steers exhibited by Henry Harmsen of Teeds Grove, Iowa, and the reserve Champion lot of medium weight Angus steers by John F. Mommsen of Miles, Iowa. It was the closest decision ever known at an International carload show. The Herefords were bought in Texas November 20, 1934, and then averaged 400 pounds, and at the exposition the average weight was 1092 pounds." We are all proud of these efficient men in doing such nice work and wish we had more space to sing their praise.

A. A. Burler of Milwaukee spent one day, December 9th, at Marion, attending to matters pertaining to the installing of the new selector in dispatcher's office.

R. C. Blakeslee of Milwaukee and James Tobin installed the new selector with a loud speaking apparatus in Marion dispatcher's office early in December.

John Lane of Dubuque and Fremont Schunk of Milwaukee put in the new dispatchers' telephone apparatus at all stations between Atkins and Savanna, finishing December 9th.

The old dispatchers' telephone and selector at Marion has been in operation since May 23, 1910. This improvement is much appreciated by all concerned.

Joseph Sanborn of the superintendent's clerical force was laid up with illness the middle of November.

Ernest Clausen was relieving Agent A. J. Gibson, Dixon, for two weeks in December.

Agent W. T. Bright of Elwood was severely injured in an auto accident December 1st. Billy had a narrow escape and his friends are all sorry to hear of it and hope for his continued improvement. W. D. Schesser is acting relief agent.

Mr. and Mrs. W. J. Fuller of Perry spent Thanksgiving with Mrs. Fuller's parents at Marion.

Jennings Hotchkiss, who is a student at Iowa State College, spent Thanksgiving vacation with his parents, Mr. and Mrs. W. J. Hotchkiss, at Marion.

This was the 29th year that Engineers Bob Cessford and Billy Barber and their wives have eaten Thanksgiving dinner together. This party also includes Express Agent Frank Keyser and his wife of Cedar Rapids, at whose home they were entertained this year.

M. E. Burns, the well known and popular agent at Green Island was taken seriously ill very suddenly Thursday, November 28th. He was taken to the Iowa City Hospital, where a patient gets the most skillful treatment and the kindest care that can be found anywhere.

Dispatcher Bob Leamon and ye scribe drove over to Iowa City Dec. 9th to see Mike Burns and we found him quite a sick man but well enough for us to visit him a few minutes and tell him how sorry we were to see him sick and how much we thought of him and to leave him some pretty red roses. Mike says he is getting the best of care and slow improvement is expected. Let's all hope.

Mr. and Mrs. W. G. Buck of Marion spent a few days at Perry the middle of November visiting their daughter, Mrs. W. J. Fuller, and family.

Mr. and Mrs. Guy Miller of Marion met their daughter, Miss Janet Miller, of Milwaukee, at Chicago, and the party of three went to Toledo, Ohio, to spend Thanksgiving with Mr. Miller's relatives. Mr. Miller returned shortly after, but Mrs. Miller remained for a little longer visit.

Many old friends regretted to learn of the death of Adolph Gustafson at Los Angeles, Calif., November 30th. Mr. Gustafson worked for the Milwaukee Road for a long term of years in the B & B department before retiring on account of ill health. The Milwaukee Magazine extends sincere sympathy to Mrs. Gustafson in her great loss.

Friends on the division extend their sympathy to Mr. and Mrs. Harry L. Mellich in the loss that came to them through the death of their son, Lawrence, November 14th. Funeral services were held Novem-

ber 17th and interment was in Cedar Memorial Cemetery.

Operator Charley Welch of Savanna made many friends on this division during his long period of service with the Milwaukee. His death is deeply regretted by all. The funeral was held at Savanna the latter part of November.

Mrs. Frank Cleveland of Marion went to California November 19th to visit her daughter and family and remained there a couple of weeks.

There was a well attended staff meeting, held in the Superintendent's office, Marion, November 27th, Superintendent A. J. Elder, presiding, and many good suggestions were made for the proper operation of the railroad work by those attending of the Iowa Division.

Nov. 22nd Marion Chapter of the Milwaukee Women's Club gave a birthday luncheon at the New Hallwood Cafe. Fifty women were served at one long table decorated with three birthday cakes. The president, Mrs. O. J. Fohey, read a letter from Mrs. M. J. Flanagan of Chicago, the first president of the club. Mrs. Robert Cessford gave a brief history of the club and described its first birthday. Cards were played later. Mrs. W. E. Smith high score and Mrs. Thos. Costello low score. Mrs. Stanley Thomas won the traveling prize and Mrs. Thos. Costello the door prize. The committee on arrangements for the party were Mrs. Joe Boyle, Mrs. A. J. Elder and Mrs. O. J. Fohey.

Safety first. For the Iowa Division, 1935 not quite 100 per cent and do not wish to brag, but just watch this division's smoke for balance of 1935 and 1936.

Marion's undefeated football team of 1935, which includes Dispatcher Edwards' son, Ross, was banqueted at a capacity gathering of Marion citizens Dec. 9th in the largest auditorium in the city. One of the large tables were reserved and filled by the Milwaukee Road family headed by Supt. Elder. This table received special mention by the toastmaster and was complimented on the very fine spirit they have shown. Marion has a new athletic field.

There is being fitted up a room in the southwest corner of Marion passenger depot by the Milwaukee Women's Club, a lounging room for the men employees of the Milwaukee Road. It will be equipped with reading matter and made an interesting place for Milwaukee Railroad men to visit in their leisure moments.

The Milwaukee Women's Club is showing a lot of worth-while activity and has been quietly doing some nice things for needy families.

Chicago Terminals

Guy E. Sampson

AND again it's time to say "A Happy And Prosperous New Year," and never in the history of the U. S. A. was it said with more meaning than this year. Those who have been fortunate in having employment thank the powers that be for those positions and as they, too, shake the hand of a friend who has been laid off and had to depend on charity for a livelihood, they say from the bottom of their heart "I Wish you a Happy New



Steel Erection Crew under Foreman Melcher picked up goat in Mountains which became their Mascot while erecting steel across the St. Maries River in the Bitter Root Mountains

Year," and we all know that happiness can only come where content and satisfaction are. And right here let me say that if you are a member of the Milwaukee Vets don't fail to read that motto on the back of your 1936 membership card, and if you are not eligible to membership, ask some member to let you read it. In my estimation it's the "motto" of "all mottoes." Every word is true gospel. Every vet will no doubt have his 1936 card by the time they read these lines.

We said last month that signs pointed to a wedding between people connected with the Wabash and Milwaukee Railroads. Well, we guessed right again as usual, for on Wednesday, Nov. 27th, Mr. Harold Keeling (the Wabash end of the transaction) and Miss Helen Williams, whose father is an engineer on the Illinois Division of the Milwaukee, were married in Chicago. About 350 friends and relatives attended the ceremony and afterwards the reception which was held at the Humboldt Commandery Hall. It was a gala affair but there is nothing too swell for a young couple as highly esteemed as the newlyweds. And their many friends on all railroads wish for them a happy and prosperous life together.

Chas. Earhart, son of Machinist Frank and Mrs. Earhart of Bensenville, and Miss Katherine Laho, daughter of Mr. and Mrs. Rudolph Laho, were quietly married on Thanksgiving morning. Only their near relatives were in attendance and soon after the ceremony they left for Florida, where they spent a week's honeymoon and then returned to their newly furnished apartment in Bensenville. The bride's father was formerly a Milwaukee employee.

The Wm. Rands family enjoyed a visit from their brother-in-law, Herbert Royston of Alberta, Canada.

Switchman Wm. Walters says he thinks he will have to get a position running from Chicago to Seattle on the Olympian, as his Mrs. has spent more than half of her time in Seattle the past two years on account of the serious illness of a sister there. Better keep your residence here, Billy. See where several other millionaires are moving from the west coast on account of high income tax. Don't let them get you that way.

Did you see the 1936 "Hiawatha" calendar? It's just like the train itself, a real "knockout."

Our friend Isaiah Hale, who has charge of the safety department on the A. T. & S. F. Ry., gives us a good thought when he said: "The man who is careful when there is no danger, will be safe when there is danger." That is surely a grand thought and each one of us should tuck away in our think-closet.

Engineer Joe Holstrum and his sister, Mrs. Frank Earhart, wife of Machinist Earhart, were called to Minnesota last month by the death of their brother. The sympathy of all employees is extended.

Well, here we are off on another year's Safety First record. The only way we can better our record of 1935 is for every employee to make resolutions for a better record and then keep 'it. It can be done and we are the people who can do it, so LET'S MAKE HISTORY IN 1936 for future employees to shoot at.

I. & D. Items

eca

MR. M. K. DARNELL, demurrage inspector, was in Mason City during the first week of December on business.

Mr. E. W. Webb, claim adjuster, Des Moines, Iowa, was in Mason City the fore part of December investigating the personal injury case of Switchman Henry Troening and other matters.

Sidney Ingraham, son of Mr. and Mrs. W. F. Ingraham, recently underwent a major operation at Mason City at the Mercy Hospital. From the latest report, Sid is getting along nicely, and we hope he has a quick recovery.

Mr. and Mrs. C. H. Tusler and family returned to Mason City December 12th from Sultan, Wash., where Mr. Tusler was

called on account of the sudden death of a sister. The I. & D. Division extends sympathy in their bereavement.

Most of the boys downstairs are heartily in favor of the "Jake and Lena" program. Hello, "Loole."

Mr. William Nelson and Mr. Dick Anderson, from Mr. Tornes' office, Chicago, were recently in Mason City in the division engineer's office on business.

Mr. G. A. Kellow, rodman, division engineer's office, was in Cresco over last week-end.

Sincere apologies to Baldy Dunovan and best wishes to Herman Dickhoff. At the present time some little fellow would sure appreciate a nice sled. We are wondering if F. H. D. couldn't pull another one out of Clear Lake.

According to recent bowling scores in the local Gazette, Lefty De Somery is doing his stuff. He was also the winner of a "duck" for Thanksgiving.

Superintendent W. F. Ingraham, accompanied by Division Engineer C. H. Tusler and Chief Carpenter Hansen, recently made a trip over the West I. & D. Division.

Twin City Terminals

J. T. H.

RUBE EKMAN recently reported back at the yard office at South Minneapolis after a leave of absence, and although he has been somewhat under the weather, with the help of a young man by the name of Bill he has been able to keep things moving.

One of our scouts reports seeing some one resembling Knuckles Nee enjoying a hearty Thanksgiving Day dinner at the Canary Inn.

Ray Kolhoff of the Traffic Department is the proud father of a baby girl. The youngster was born November 16th and mother and child (as well as the father) are doing well.

Mr. R. C. Donehower, assistant agent at Minneapolis, was one of the casualties on the morning of December 6th when the whole city was covered with ice. Mr.

Donehower had the misfortune to slip on the icy sidewalk near his home and break two ribs.

Wire Chief Skarold was the first one to ask us if we knew that Governor Olson was a scientist, as he was the first man to ever get pork out of a herring.

W. C. Stackpole enjoyed a vacation by visiting his relatives in Spokane, looking over Coulee Dam, and collecting some data on bridge.

December visitors to the division offices at Minneapolis included Mrs. Helen Bender and son William Rogers Bender of the mature age of 28 months. The boy is a grandson of H. & D. Division engineer William Bender (deceased) and a great grandson of Charles B. Rogers of the District Accounting office force. His appearance here attracted considerable attention and he entertained his hosts by playing 'possum. If he doesn't talk any more in his later life than he does now, he will lack a lot of living up to both his grandfather Bender's and great grandfather Rogers' examples along such lines.

For sale dirt cheap—a shotgun—see Carl Holmgren in the depot. Carl is back working and his wounded hand is healing very nicely.

John Sawyer

FORMER Operator John Sawyer passed away at his residence in Milwaukee on November 28, 1935, after an illness of about 6 weeks. He was buried at Horicon, Wis., Dec. 1. Pall bearers were former railroad associates: Earl Hoyt, Chas. Chambers, L. Moe, Wm. Yerk and John Ehr of Horicon, Wis., and Fred Pischke of Slinger, Wis.

Besides his wife, he leaves one son, John. A daughter Norma passed away in 1928.

He was born July 18, 1870, at Minnesota Junction, Wis., where at an early age he started operating for the C. & N. W. railroad working Appleton at one time and other points. In 1900 he came to work

ALL HANDS PASSED



OUT!

A FEW puffs dealt from that soggy pipe and rubber-tree tobacco ended the bidding. But a pipe cleaner and a tin of kind and sociable tobacco would put the game back on a friendly basis. No—we don't make pipes; but, folks, we do believe we offer the best-smelling blend of fragrant Kentucky Burleys ever laid before the noses of pipe lovers and their companions. Cooler and slower-burning, a 1 5¢ tin of Sir Walter Raleigh Tobacco lasts a pleasantly-long time. We think it's so darned superior we even wrap it in heavy gold foil for extra freshness. Better try it.

SWITCH TO THE BRAND
OF GRAND AROMA



FREE booklet tells how to make your old pipe taste better, sweeter; how to break in a new pipe. Write for copy today. Brown & Williamson Tobacco Corporation, Louisville, Kentucky. Dept. K-61

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.

for the Milwaukee road at Horicon, Wis., where he put in most of his service with the road until about 1914 when he was taken with paralysis which kept him helpless for many years. Through careful care and assistance, he recovered the use of his limbs and was able to travel about but never reached the extent of returning to his former occupation.

He was an all-around station man and had many friends which was testified to during his long illness during which he seldom passed a day without a call from some railroad man. All have a kindly remembrance of him on the Milwaukee Division No. 3.

A Request to 1936

Lucille Millar

One, nine t'ree six, you sho' sneakt up
All ob a sudden like—
Last yeah seemed ha'dly up to us
An' heah you hove in sight.
We've ush'd yo' in in fancy styl'
Wit' noiz and heaps o' fun,
But der am things we're axin' ob you
Befo dis year am done.
We all do want some ice an' snow
But make 'em kind ob snappy,
So dat de Springtime can com' soon
Fo' when de flow's bloom we're happy.
Den, don't gib us too much rain,
But don't be stingy nither—
An' gib us heat to gro' de grub,
But pleaz don't dry up de ribber.
Don' mak' us rich to worry us
With keepin' track ob gold,
Jus' let us hab a little change
To rattle when we's old.
An' gib us lots o' work to do
To keep us out ob truble,
But don' send any wildcat skeems
To mak' our cash a bubble.
We's axin' you fo, plenty alr—
Dee kind dat's fresh an' healthy,
Fo' above all else we sho' do want
Ob good health to be Wealthy.

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

Nora B. Decco

IT'S a hard life writing about all the things that happened to the folks up and down the divisions when nothing has happened or at least you haven't heard about it yet if it has, and just because I don't work the same hours as he does nowadays, my willing helper who sent the notes for the past two months from the west end has forgotten all about me . . . my goodness, this soon? Another thing that makes life dull about now, too, is the fact that you have a doubt about what you will get for Christmas, after being so good the past few months thinking maybe that might help; well, maybe some one will remember you wishing for this and that after all. We hope every one was well remembered and that old man Santa filled their sox with everything they wanted, and that this coming year will be a good one for the Railroad and we who work for it.

Very odd, I should say, to copy messages from the agent at Martinsdale every fall and winter now and then for No. 16 to pick up a truck load or so of elk meat for New York City and then open up the last issue of the American magazine and read the special about Courtland Du Rand and his elk ranch and dude ranch and a few other things, near Martinsdale. Agent Bell at Martinsdale thinks about the only good thing about handling all this elk meat is the express commission he gets from the shipments, but suppose the folks in New York who eat the elk meat think otherwise. It's O.K., I've had plenty of it, once a year for lots of years.

Conductor Kirwan was called to Tyndall, South Dakota, last half of December on account of the serious illness of his father there.

Operator Bell is working second Three Forks in Operator Harrington's place, who is laying off driving his new car around this nice fall weather. Operator Bell laid

off to visit the home folks over Christmas and was relieved by Operator Campbell.

Agent Rabben of Lombard was called to California recently on account of the serious illness of his wife, who is visiting there.

Paul Pogreba, eldest son of Conductor Pogrebe, is home over Christmas from California. He has been in the Navy the past few years and is having quite a visit with home friends and relatives.

We regret to write of the death in Miles City, November 26th, of the mother of Otto Heim, fireman, of the division. She was visiting at the home of a daughter there. We offer this family our deepest sympathy in this great loss.

Caller at the ticket window recently—Mr. G. E. Alvord from the freight claim department of our railroad, Chicago . . . overheard him mention he could not lock the door of his room in the hotel across the street from where we work . . . now really . . . well, we just don't bother much about locks out here; that, maybe, is the reason he couldn't lock it and maybe he couldn't find the key; he didn't say what was the reason. Maybe, again, it's earthquakes—some of our doors at home won't even shut, let alone lock.

Mrs. McHale, wife of Conductor McHale, is improving, after being first out on the sick list for about six weeks. We hope she is soon out again.

Conductor Mullins has departed for the coast, where he will spend the holidays and longer with his family, who are there now.

Fireman Haffner and Mrs. Haffner have returned from a month's trip to California and other places. They report a fine time.

Miss Marie Kirwan, who was so badly hurt in the Helena earthquake in October, has improved enough to leave her home at Deer Lodge and has gone to California for a visit with Mrs. John Rogers there.

First District—D. & I. Division

B. S.

ROUNDHOUSE EMPLOYE Mads H. Schmidt and Mrs. Schmidt, residents of Savanna for nearly half a century, celebrated their 50th Wedding Anniversary, Monday, December 9. Friends and relatives were received at the family home Sunday afternoon from two to four o'clock and a dinner for the immediate family was served Monday evening at five o'clock. Congratulations are extended.

Sympathy is extended to the Misses Gladys and Lorene Hall on account of the death of their mother, Mrs. Jay Hall, which occurred at the family home in Savanna, Monday, December 9, following an illness of several months' duration.

The annual donation card party sponsored by the Milwaukee Women's Club, Savanna, was held in the Lydia T. Byram Community Club House, Thursday, December 12. Five Hundred, Auction and Contract Bridge was played. The admission fee was foodstuff to be used in the filling of the Christmas baskets and a large quantity was received.

The Milwaukee Athletic Basket Ball Team played their first game of the season in the Lincoln School Gym, Savanna, December 11, when they played the "Illini Indians" from Freeport, losing the game with a score of 28 to 26. The fourth quarter ended in a tie and five extra minutes had to be played, with the Illini's taking the lead. The team is being coached by Roadmaster VanBockern, and consists of the following players:

Kenneth McCall—Guard
Keith Dahl—Forward
Joe DeFranco—Forward
James DeFranco—Forward
Wilbur McGrath—Center
Cecil Frosch—Guard
Robert Enz—Forward
Frank Daley—Guard
Edw. Reese—Center
Jack Reagan—Guard

Due to their schedule not being entirely filled up, the boys would like to secure some more games for the winter season,

and anyone interested should communicate with Manager Dwight Bowman, Adams Street, Savanna, Illinois.

Sympathy is extended to Freight House Foreman Russell Eaton and family on account of the death of his mother, which occurred at Savanna, December 16.

Mr. James Welch, father of Conductor O. T. Welch, died in the Savanna City Hospital, Tuesday, December 17. Sympathy is extended to Conductor Welch and family.

Mr. Hugh Davidson, son of Switchman and Mrs. Earl Davidson, Savanna, was instantly killed in an auto accident near Hobart, Ind., on November 29. Assistant Superintendent's Clerk A. C. Novak and Mr. Davidson went to Indiana to accompany the body home, and burial was made in the Savanna Township Cemetery, December 3. Sympathy is extended to the immediate family and relatives.

Mr. H. M. Lewis, for many years conductor on D&I Division, Nos. 7 and 8, died in Janesville, Wis., December 18. Mr. Lewis entered the employ of the Milwaukee Railroad on April 1, 1888, as a brakeman; was promoted to a conductor September, 1892, and to a passenger conductor January 11, 1904, in which capacity he continued until the time of his illness. Sympathy is extended to the Lewis family.

We have another First District Engineer who has rounded out his fifty years of service with the Milwaukee Railroad—Frank L. Farnham, a well-known resident of Elgin, Ill. Mr. Farnham entered the employ of the Milwaukee in 1860, was promoted to an engineer in December, 1885, and has served in that capacity for fifty years. A number of his friends called upon him at his home in Elgin to congratulate him on his fifty years' service. Mr. Farnham has two sons employed in the Locomotive Department, Engineer Frank W. Farnham of Savanna and Fireman Lester Farnham of Elgin. We hope to see Engineer Farnham around Elgin a good many more years.

Another year has rolled around and we will all be starting out the New Year with a lot of good resolutions and ideas. We hope that the year 1936 will bring much happiness and prosperity to the employees of the D&I Division.

Who Owns the Highways?

Editorial from The Independent, Butte, Mont.

"CROWDED into the ditch by a truck driver who did not stop to see the damage he had done," is the way most news stories of fatal accidents read these days.

The first page yesterday told of the capture and confession of a truck driver who sideswiped a car near Wakarusa, Ind., the other day, killing six people, whereupon he stepped on the gas and fled into Chicago.

Just a day or two before, the papers told of a careless truck driver hauling a cargo of guncotton, colliding with a picnic party, killing four, whose bodies were shattered and burned, wounding 26 when 40 cans of the high-power stuff exploded following the wreck.

All of which impresses on the public the importance of the question: Who owns the highways, anyway?

Even out here in Montana a passenger car is not safe. Every day a few of them are crowded off the highways by the trucks, which are usually operated by careless roughnecks who defiantly keep the crown of the road and let the passenger cars, school buses and other vehicles get by the best they can,

Save in BANKS WHICH SERVE YOUR RAILROAD

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

EVERYONE SHOULD HAVE A BANK ACCOUNT

We Solicit the Patronage of MILWAUKEE EMPLOYEES

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

GET THE SAVING HABIT

MERCANTILE TRUST & SAVINGS BANK of Chicago

Opposite the Union Station
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STILL TIME to join our CHRISTMAS CLUB



Open a Christmas Club account now . . . at any First Wisconsin office. Deposit a small sum each week, and you'll have EXTRA money to spend next Christmas!



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go into the ditch if necessary or get knocked there if they dare attempt to pass one of these trucks, whose owners have no doubt instructed drivers to get through if they have to occupy the whole road, and knock everyone else off of it.

What business has any firm or corporation loading 40 huge cans of guncotton on a truck and starting it across the country? Federal laws provide for the method of moving and labeling such explosives on the railroads, but a trucking outfit is permitted to haul this dangerous stuff across the country on an open truck, knock other vehicles off the highways, burn four people to death, wound 26 more.

Legislation to regulate trucks on the highways meets opposition in the various legislative assemblies, usually on the ground that it will interfere with the farmers doing their trucking. This is a lot of bunk put up by the big trucking outfits. No such legislation is designed to interfere with farmers hauling their own products to market or moving supplies from town or city to the farm. The attempted legislation is designed to regulate commercial truck-

ing companies which endanger life and property, tear up the highways and pay little or nothing to keep up the right of way which the public furnishes them.

Drastic regulation requiring trucking companies to carry sufficient insurance to cover all public liabilities might help the situation. When the time comes that such trucking outfits are made to pay for the damage they do, the insurance rates will go to a point where it will require the highest efficiency and the most considerate drivers to handle trucks on the public highways. The accident in Pennsylvania when the guncotton exploded, had the outfit been insured, would cost practically \$100,000, estimating each life cost at a minimum of \$10,000. The Indiana accident would have cost \$60,000. Few trucking companies carry sufficient public liability to meet these losses. They should be compelled to carry a minimum of \$100,000, as it is not impossible for a truck to kill 10 people at one time.

Who owns the highways?

The people of the United States—but the trucking companies have taken possession of them and they dare the people to do anything about it

Clean, Restful and Enjoyable Trip

Mr. W. B. Dixon.

Dear Sir:

When you wrote me March 27th regarding our trip via your line through the Van Wert Pennsylvania Railroad Agent, we had no idea we would have such a pleasant trip by coach. Everything you said was true. Only the treatment was so nice I'm sure I could have gotten up a round table of the passengers in our car saying the pleasant treatment by your employes was all that could be considered, especially the dining car meals. Your Mr. Landis was a wonderful host. We have traveled a good bit in our time and can say that we never arrived at any destination so clean, rested and had such an enjoyable trip. Your H. S. Wykoff should be credited with getting us interested in your road.

Thanks.

(Signed) C. L. MUELLER,
Steubenville, Ohio.

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

FOR SALE—Chevrolet, 1931 Coupe. Motor is in excellent condition with new tires and hot water heater. Car has been repainted and looks like new. Will sacrifice for \$165.00. C. Vendegna, 3443 Fulton St., Chicago. Nevada 4369.

FOR SALE—New Improved Model Vibroplex Bug, large size with case. Both in new condition; used very little. Will sell for \$14.00. L. W. Staeger, Babcock, Wis.

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FOR RENT—Furnished room for 1 or 2 girls with or without home cooked meals. Good transportation and pleasant surroundings. 2350 Cullum Ave., Phone Irving 1346. Lauretta Nolan, formerly in office of Auditor of Expenditure.

FOR RENT—Apartment Completely furnished—3 rooms and bath—garage. 3 blocks from Milwaukee Station. Good suburban service. E. E. Brewer, Roselle, Illinois.

FOR SALE—Grain Elevator, capacity 20,000 bushels, dwelling house, garage, woodshed and large barn, corn crib, chicken house, hog house, 300 acres land, fifty acres under plow. A good sand mine alongside track. Can be easily loaded from hillside into cars. Sand worth \$1.25 per ton. Can be purchased for \$8,500; \$4,500 down. This is a good stock farm for cattle, horses, hogs, sheep and poultry; also good location for grain and store. Good roads. Located on main line, C. M. St. P. & Pac. Ry., 33 miles from St. Paul; 8 miles from Redwing, Minn. Address: M. T. Nilan, Eggleston, Minn.

FOR SALE—A membership in Hunting Lodge located near Webster, So. Dakota. 6 bedrooms and running water. Good duck and pheasant hunting. Reasonable. Tel. Austin 3022. C. M. Elliott, 4936 Maypole Ave., Chicago, Ill.

FOR SALE—Lantern Handles of finest selected second growth hickory. Make the newly adopted electric lantern a winner in looks. All handles guaranteed. \$5.00 for handle and \$2.50 for attaching to lantern. Mail orders to Ben R. Weber, 2136 N. 27th St., Milwaukee, Wis.

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

ATTENTION, C. M., ST. P. & P. EMPLOYEES—Spend your next Vacation with your own Club at Lake Nokomis, near Tomahawk, Wisc. Cabins, Fishing, Boating, Trap Shooting, Golf and Swimming. \$50.00 Life Membership; deferred payments if desired. Membership Limited. Write for particulars. W. A. Johnson, 3719 Ridgeland Ave., Berwyn, Illinois.

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

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Mr. W. B. Dixon.
Dear Sir:

This letter expresses my sincere appreciation for the exceptional courtesy and helpfulness shown by one of your people.

Your Mr. R. L. Fuller, Passenger Agent at Freeport, Illinois, assisted my mother, Mrs. Clara T. Herrick, to plan and prepare for a recent Western trip. He not only did a very thorough job of "digging out" all of the optional routings, but devoted a considerable amount of his own time, outside of working hours, to presenting them and arranging a satisfactory itinerary.

I hope you will relay my thanks to Mr. Fuller.

(Signed) **R. H. HERRICK.**

Zane Jenkins, Brakeman, I. & D., Sioux Falls, S. D. Secured one round trip ticket Sioux Falls, S. D., to Kansas City.

The quickest way to lose one's freedom is to say "I do."

Speaking of freedom, just when is a man free, anyhow?

Don't expect your wife to be an angel if you let her work like the devil.

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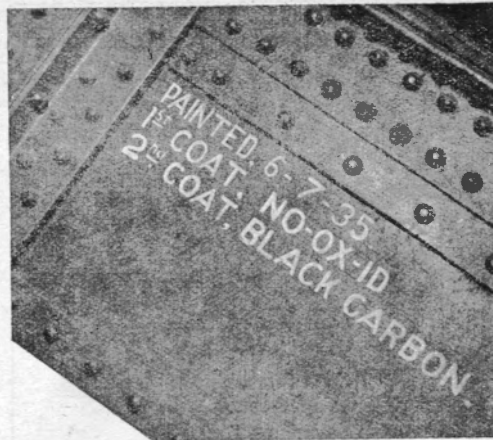
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