

# MILWAUKEE MAGAZINE

MARCH, 1936

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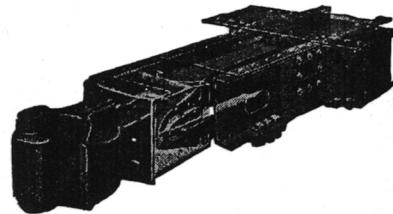
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# Present Day Importance of the Railroads

Present Day Importance of the Railroads was the subject of a broadcast recently by Katherine Carll, a member of the Milwaukee Road's Signal Dept. at Milwaukee Station WISN located there. Miss Carll spoke on the Business and Professional Women's Club program. Her address, intended for women listeners, contains much food for thought for all. It follows:

WHEN you think of railroads and railroad employees in all probability your thoughts turn to fast trains speeding over ribbons of steel, with a friendly engineer leaning out of the locomotive cab window, willing and ready to acknowledge your friendly wave of greeting.

"So far women haven't got around to taking over the engineers' job, but we are confident that we are playing an important part in the affairs of a gigantic industry that has been the principal factor in the development and the linking and welding of widely scattered communities into one great nation.

"The business woman will be found in large numbers in secretarial and like positions, and doing highly important accounting and administrative work in the remote hamlets, the village and the great cities—wherever railroad agencies, their shops and offices are located.

"Though our jobs are not spectacular and there may not be the glamour and romance in our duties that one associates with train operation, I assure you that the railroad woman finds her work very interesting and highly fascinating.

"On a railroad the job is never done. Regardless of seasons or weather, twenty-four hours a day, every day through the year, the plant is in full swing for the safe, speedy and dependable transportation of our people and their property. Necessarily we always have the problems of tomorrow to be worked out. The demands made upon us are great and exacting. Speed and accuracy are important factors—but our work never becomes monotonous and we all good "railroaders" we love it and probably wouldn't be happy elsewhere.

"Perhaps many listeners feel that they are but little concerned with the affairs of their railroads. Because they feel that their automobile will take them to and from the places they care to visit and since they do not directly ship or receive freight, they may feel that they have no concern for the problems of the railroads or the well being of the men and women they employ.

"Briefly I'll try to point out a few railroad matters that affect you very much—even though you never travel a single mile or ship a pound of freight by rail.

"First of all there's the vast amount of money invested in the railroads, and some of that money is yours. Possibly you don't possess a share of stock in a railroad bond, but the chances are that insurance companies or the savings banks and trust companies in which you have been depositing your savings, have purchased railroad bonds with your money. You, therefore, are very much interested in the railroads being permitted to earn enough to meet

their fixed charges so that they may pay your interest and otherwise safeguard your investment.

"Then there are the huge tax payments the railroads make that benefit all the residents of the communities in which they operate. Only a few years ago the railroads of the country were paying more than a million dollars a day in taxes. With the falling off in business and the abandoning of sections of lines, the amount now is somewhat less, though the figure is still very large. In 1934 well over two hundred thirty-nine millions were paid to the tax collectors by the railroads. In Wisconsin alone, the amount paid for the support of our schools, and for roads and bridges and other purposes, was about seven millions, or almost twenty thousand dollars every day. True, we all pay taxes in one form or another, but it must be kept in mind that since the cost of government doesn't seem to be declining, the moneys now paid in taxes by the railroads will have to be collected from other sources, if the railroads are not permitted to earn their fixed charges, or, are taken over by the government as a few individuals seem to think they should be.

"You are interested also in the number of people that are employed in your communities by the railroads. As every business and professional woman in Milwaukee knows, when the big rail shops here reduce the hours of employment or shut down for a while, because there isn't enough traffic moving to permit steady employment, nearly every business in town feels the reduced purchasing power of their fellow citizens employed by the railroads. It affects to some extent, nearly every household, for the wage earners in most families are employed by concerns that enjoy the patronage of railroad workers. When railroad pay checks are reduced in size

or cease entirely, purchases necessarily are reduced all the way down the line so that frequently there is less work and less pay for workers in many lines of business.

"Consider, if you will, please, the loss along these lines to Wisconsin merchants in recent years. In 1929, the railways employed in this state about thirty-seven thousand and paid them about sixty-three and one-half million dollars. In 1932 they employed twenty-one thousand and paid them twenty-nine and three-quarter million dollars. Thus, largely as a result of what we consider unfair and useless competition, nearly sixteen thousand rail workers were thrown out of employment in this immediate locality, and nearly thirty-four million dollars in railway wages were NOT rung up in the cash registers of Wisconsin merchants.

"Although the number of railroad employees and the size of their payrolls have greatly declined in recent years, because of the falling off in traffic as a result of the depression and the inroads made by highway carriers, there are still at work in this country about one million railroad men and women whose wage payments exceed a billion and a half dollars yearly.

"Surely you have an interest in the buying power of the railroad companies. To some extent the railroads buy just about everything that is produced. They represent one of the largest customers of the basic industries of the country. Material or service in some quantity, in all probability, is purchased from the concerns that give employment to the wage earners in your household.

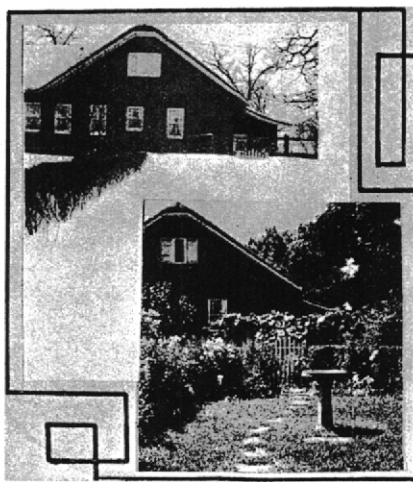
"When traffic is withheld from the railroads their receipts of course are reduced, so necessarily their purchasing power is curtailed, for a railroad cannot spend money when the money is not coming in. We all know too well what reduced purchasing power has meant throughout our country in recent years—shutting down of factories—closing of wholesale and retail establishments, and loss of jobs everywhere.

"Ten years ago, in 1926, for example, the railroads' purchases of material and supplies amounted to the enormous sum of one billion five hundred fifty-nine million dollars. In 1934—I do not have the figures for 1935 as yet—the amount was reduced to but six hundred million—less than 40 per cent of what was spent in 1926.

"To bring home to you what railroad purchases mean in our state I call attention to the amount spent in Wisconsin in 1929. In that year rail purchases here amounted to nearly fourteen million dollars. In 1932 they dropped to less than four million.

"Now all of these benefits that the public receives are entirely aside from the service the railroads render the residents of the communities, by providing safe and dependable transportation. Most of this you probably take for granted. You know that the rail-

(Continued on page 14)



Inset: The Garden Gate "In the Good Old Summer Time" Above: Find The Gate in the Winter Snows of 1936.

# The Dismantling Shops at Dubuque

## The Locomotive Yards

(Continued from the February Magazine)

**L**AST month we followed the fate of worn out car equipment from its condemnation as no longer fit for use or for repairs, to the scrap heap and the burning yard at the Dismantling Shops at Dubuque, Iowa. We learned it was cheaper in the long run to "dismantle" and to destroy old cars, when the cost of putting them back into service exceeds "a maximum man-hour expenditure allowable, per car"; and we followed the procedure of destruction, noting the orderly precision and well-calculated expense of time and labor in order to achieve the utmost results with the least expenditure.

The dismantling work on cars is carried on inside the buildings, now we shall go out into the "yard" and see what is being done in the slower, more laborious task of taking down an old locomotive.

An ancient steam engine on the way to the scrap heap is a sad sight to an "old rail," for to him a locomotive is almost a human being. In his affections "she" is reckoned little less than one of the family, and he looks on one of these once proud queens shoved aside to await the final call with a sigh of regret, as one who parts with an old friend.

Not one obsolescent locomotive, but had its day of glory—not one but what rode the rails in the yester-years, the ultimate in its particular type of mechanical

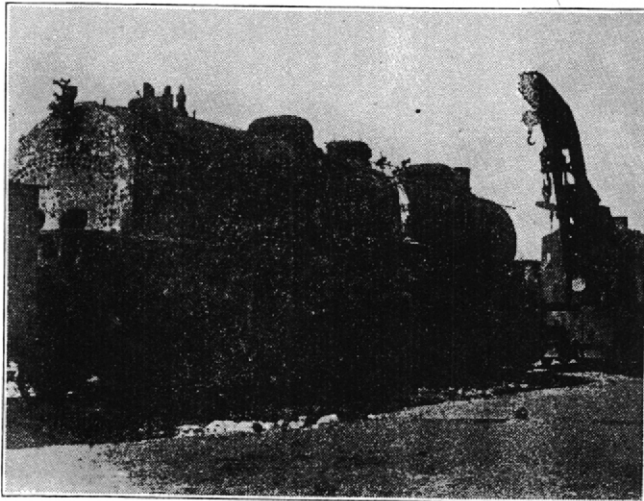
achievement, the pride of its owners and the special joy of the men who sat in the cab or shined up the "bright work." And there was "bright work," with gleaming brass banding and other ornamentation which proclaimed "her" Queen of the Rails.

As stated, the dismantling of locomotives is carried on independently of the car work, and is all done in the "yard." Two engines with their tenders are usually pushed in to undergo destruction at the same time, and as the acetylene torches get in their cutting and the top work comes down, the hulks are moved along from one end of the track to the other. Cranes work on parallel tracks loading the scrap into cars on a third parallel track. At first, the piping and fittings and front end are removed, the cab is lifted and sent away to the burning yard. Then the jacket and lagging comes off and this is put to one side in special trays or containers. Then

the torch is applied to the barrel of the boiler, reducing it to heavy melting steel.

Then, stripped of her mantling, the hulk is pushed ahead to where the frame and running gear may be operated upon. This is reduced to scrap by the acetylene cutters and loaded into scrap cars at the immediate side. Another shove is taken along the track to where the wheels are to be dismantled. The journal boxes, if of steel, are removed and laid aside for shipment to Milwaukee Shops, to be used in repair work or further inspection. The leaf springs and other reclaimable articles undergo the same treatment.

If the tires are worn beyond further use, they are at this time cut free of the wheels and the axles are then cut. Wheels with good tires are placed horizontally on a block and the tires removed with a heater ring and fuel oil; the wheel centers then go to an improvised forge where the lead in the



Dismantling A Giant Mallet Engine.

counterbalances is removed and collected into molds for re-use.

On nearby tracks, the tenders are cut loose from the underframes, the tanks thrown onto the ground and cut into heavy melting steel. The trucks are moved by a lift truck into the shops for their dismantling, and further disposition.

The locomotives are dismantled and the materials disposed of at the rate of one per week, and a force of nine cutters,

eight laborers and two crane operators work one shift.

### Cost Figures Carefully Watched

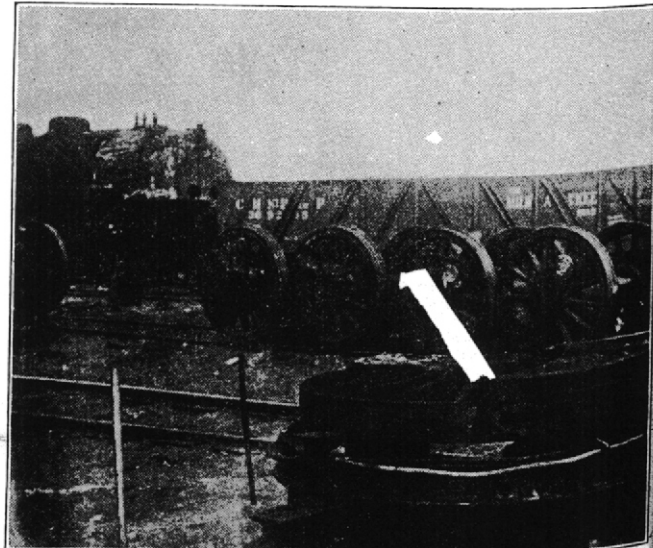
Detailed costs of the Dubuque operations are prepared each month, from daily reports of the equipment dismantled, and the expense of each procedure, for labor and material, while the unit cost of the work undergoes continuous study.

It is estimated on the basis of shipments made from Dubuque, that 95 per cent of the locomotives are reduced to scrap, while 60 per cent of the metal in the car equipment dismantling goes to scrap and the remaining 40 per cent, including materials retained at Dubuque for further use, mounted wheels, brake beams and other materials shipped to Milwaukee for repair sale and further inspection.

The costs of the Dubuque operation, as computed, includes all charges for supervision, labor and material at Dubuque, all switching charges and expenses for heat, light and power, but does not include taxes and other overhead on the property.

The cost covers not only dismantling, but the preparation of scrap that is to be sold and its handling, as well as the handling of all other serviceable material. The combined cost of dismantling and handling in one month when 9,027 tons of metal were handled, was \$1.96 per ton, distributed as follows: 71 cents per ton for dismantling, 85 cents per ton for cutting scrap and 40 cents per ton for loading and sorting this scrap; or \$1.35 per ton for all labor, and 55 cents per ton for material, including stores expense.

The cost in that month of dismantling and handling material from 482 freight cars, containing 6,602 tons of metal, was \$1.82 per ton, distributed 47 cents per ton for dismantling, 93 cents per ton for cutting scrap and 42 cents per ton for loading and sorting scrap; or \$1.31 per ton for labor and 43 cents per ton for material. The cost of dismantling and handling the material from 20 locomotives in one month was \$2.28 per



Wheels Awaiting Their Final Sentence.



ton, distributed: 49 cents per ton for cutting, 33 cents per ton for loading and sorting scrap; or \$1.34 per ton for labor and 89 cents for materials and supplies. The unit costs, taking the month of June, 1935, as an example are shown in the accompanying table:

60 days. The classification of scrap standard to the A. A. R. is used in all advertising, but no distinction is made between locomotive and car scrap. The work at Dubuque is organized to prepare scrap into grades that will bring the best possible prices as well as

pairs. The storekeeper at Dubuque orders and receives incoming supplies needed for operation and to care for the usable material distributed from Dubuque, and to ship to Milwaukee or other places the trays of material for further inspection or handling.

Mr. H. Unmacht is the storekeeper at the Dubuque plant.

The dismantling operations at Dubuque have attracted wide attention and the following from an English periodical will be read with interest:

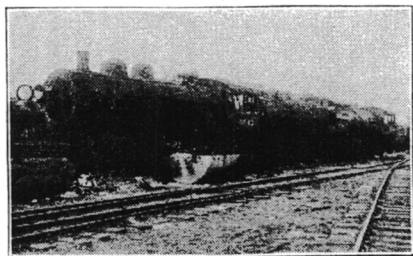
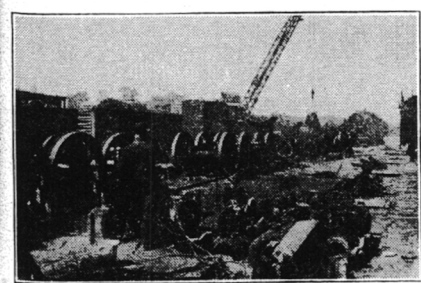
### Dismantling Locomotive on the Progressive System

"A programme for dismantling 8,537 passenger and freight vehicles and 420 locomotives is being carried out by the Chicago, Milwaukee, St. Paul & Pacific Railway, as part of a scheme which is to be extended over five years on a progressive annual system. The dismantling of locomotives and tenders is performed independently of the work on freight and rolling stock, and is undertaken entirely in the open. The locomotives are dismantled on one track whilst the cranes work on a parallel one, and the scrap is loaded into cars on a third track alongside the others. Locomotives awaiting dismantling are stored in the vicinity, and usually two engines undergo the process simultaneously, during which time they are moved progressively from one end of the track to the other. In the first position, piping fittings and the smokebox are removed, and the cab lifted from the firebox and destroyed by auto-genous burning and cutting on adjacent property. The locomotives are then brought to the second position, where further operations are carried out, and the boiler barrel is reduced to four pieces by means of two cuts around the boiler shell and other cuts in a lengthwise direction. In the third position, the frame and running gear are reduced to scrap by means of oxy-acetylene cutters, and loaded into scrap cars, the cylinders being completely dismantled in this operation. The engine, or what is left of it, is then moved to a position further on for dismantling the wheels, leaf springs and other components subject to repair or further inspection. The tenders receive a similar treatment in a nearby position. Locomotives are being disposed of at present at the rate of seven or eight a week; a gang of twelve workmen, working as one shift, is employed on the work.—*The Railway Gazette* (London), November 8, 1935."

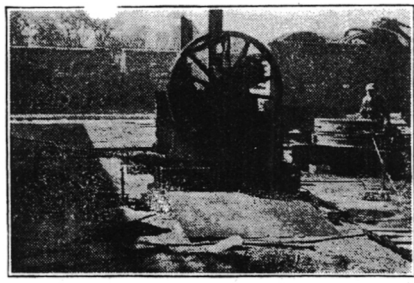
| Cost Per Ton of Dismantling and Other Handling of Equipment at Dubuque. |                          |                  |                  |
|-------------------------------------------------------------------------|--------------------------|------------------|------------------|
|                                                                         | Freight and<br>Work Cars | Loco-<br>motives | All<br>Equipment |
| <b>Dismantling Operations:</b>                                          |                          |                  |                  |
| Labor .....                                                             | \$0.23                   | \$0.75           | \$0.35           |
| Shop expense .....                                                      | .04                      | .12              | .06              |
| <b>Total labor .....</b>                                                | <b>\$ .27</b>            | <b>\$ .87</b>    | <b>\$ .41</b>    |
| Oxygen .....                                                            | \$ .10                   | \$ .42           | \$ .18           |
| Acetylene .....                                                         | .05                      | .11              | .07              |
| Other material .....                                                    | .01                      | ..               | ..               |
| Store expense .....                                                     | .01                      | .05              | .02              |
| <b>Total material .....</b>                                             | <b>\$ .16</b>            | <b>\$ .58</b>    | <b>\$ .27</b>    |
| Switching charges .....                                                 | .04                      | .01              | .03              |
| <b>Total dismantling .....</b>                                          | <b>\$ .47</b>            | <b>\$1.46</b>    | <b>\$ .71</b>    |
| <b>Cutting Scrap:</b>                                                   |                          |                  |                  |
| Labor .....                                                             | \$ .57                   | \$ .16           | \$ .49           |
| Shop expense .....                                                      | .09                      | .02              | .08              |
| <b>Total labor .....</b>                                                | <b>\$ .66</b>            | <b>\$ .18</b>    | <b>\$ .57</b>    |
| Oxygen .....                                                            | \$ .16                   | \$ .16           | \$ .16           |
| Acetylene .....                                                         | .09                      | .09              | .09              |
| Other material .....                                                    | ..                       | .03              | .01              |
| Store expense .....                                                     | .02                      | .03              | .02              |
| <b>Total material .....</b>                                             | <b>\$ .27</b>            | <b>\$ .31</b>    | <b>\$ .28</b>    |
| <b>Total cutting scrap .....</b>                                        | <b>\$ .93</b>            | <b>\$ .49</b>    | <b>\$ .85</b>    |
| <b>Sorting and Loading Scrap:</b>                                       |                          |                  |                  |
| Labor .....                                                             | \$ .33                   | \$ .25           | \$ .32           |
| Shop expense .....                                                      | .05                      | .04              | .05              |
| <b>Total labor .....</b>                                                | <b>\$ .38</b>            | <b>\$ .29</b>    | <b>\$ .37</b>    |
| Switching charges .....                                                 | .04                      | .04              | .03              |
| <b>Total loading and sorting scrap .....</b>                            | <b>\$ .42</b>            | <b>\$ .33</b>    | <b>\$ .40</b>    |
| <b>Grand Total:</b>                                                     |                          |                  |                  |
| Labor .....                                                             | \$1.13                   | \$1.16           | \$1.16           |
| Shop expense .....                                                      | .18                      | .18              | .19              |
| <b>Total labor .....</b>                                                | <b>\$1.31</b>            | <b>\$1.34</b>    | <b>\$1.35</b>    |
| Oxygen .....                                                            | .26                      | .58              | .34              |
| Acetylene .....                                                         | .14                      | .20              | .16              |
| Other material .....                                                    | ..                       | .03              | .01              |
| Store expense .....                                                     | .03                      | .08              | .04              |
| <b>Total material .....</b>                                             | <b>\$ .43</b>            | <b>\$ .89</b>    | <b>\$ .55</b>    |
| Switching charges .....                                                 | .08                      | .05              | .06              |
| <b>Total—All costs .....</b>                                            | <b>\$1.82</b>            | <b>\$2.28</b>    | <b>\$1.96</b>    |
| No. units dismantled .....                                              | 482                      | 20               | ..               |
| Tons salvage recovered .....                                            | \$6,602.82               | \$1,873.35       | \$9,027.71       |

In disposing of the scrap iron, the same procedure is followed as in selling all other scrap on the railroad. Reports are furnished each month to the store department, giving estimated tonnage of each class of the scrap produced each month; then the purchasing department sends out inquiries once a month or oftener depending on the varying prices of scrap. These inquiries give the tonnage of each kind of scrap offered for sale, but they do not say on what particular part of the railroad it is located. Immediate payment is required from purchasers on notice of shipment and the scrap is sold subject to cancellation by buyer or seller if not delivered within

to enable it to be handled expeditiously. When the scrap produced at Dubuque is sold, the cars move direct to the market, approximately nine cars being shipped in one day. Operation of the Dubuque Dismantling Shops as such has been organized and is carried on under the direction of Mr. K. F. Nystrom, superintendent of the Car Department and the supervision of Mr. L. B. Faltynski, superintendent of the plant. The store department forces under the direction of Mr. J. F. Kelly, co-operate in organizing the material handled, determining how much of the material will be recovered and again placed in stock for re-use in car re-



Scenes in the Locomotive Dismantling Yard.



# Shipping by Truck: A True Story

## A Truck Patron's Plight With His Load of Live Stock

Geo. L. Lieb

THE following is a true account just as related by Mr. Johnson, a farmer living three miles from Fairmount, North Dakota, who made a shipment of a carload of live stock Fairmount to So. St. Paul on Saturday, January 4th.

During the past summer he hired a Dodge truck from a Wahpeton trucker to make the trip from his farm to So. St. Paul. The truck and driver, a young fellow who was hired by the owner and provided with \$9.00 to cover the expenses of the trip, was ready to leave Mr. Johnson's farm at 10 a. m. Before arriving in Wheaton, Mr. Johnson smelled hot rubber and remarked about it to the driver, but he kept on going until they were 3 or 4 miles past Wheaton, where they had to stop. Examination showed a very hot wheel. They then hailed a passing automobile and asked the driver to send a garageman from Wheaton. When he arrived it was found that a rear bearing had burned out and he could do nothing for them. Mr. Johnson returned to Wheaton with the garageman and endeavored to locate another bearing for the truck. After telephoning all the surrounding towns none could be found closer than Fergus Falls. It then was necessary for Mr. Johnson to hire an automobile at a cost of \$7.00 to go to Fergus Falls for the bearing. Mr. Johnson going along so as to hurry things.

The garageman at Fergus Falls charged Mr. Johnson \$11.00 for the bearing, and, as Mr. Johnson had but \$20.00 with him expecting that to be sufficient to make the trip, realized he would be running pretty short on expense money. It was then necessary to make arrangements to charge the bearing to a garage in Wahpeton where Mr. Johnson's credit was good. Of course, Mr. Johnson had to sign up for this.

Finally, getting back to Wheaton, they repaired the truck and again started on their way to So. St. Paul. Before getting far one of the tires blew out. This was changed and after going about 50 miles further a second tire blew out, making another change necessary. The third change was made inside of the next 25 miles account of another blowout. This ended their tire trouble, but while climbing a rather steep grade the truck came to a stop and started rolling back down the hill, the brakes being worn out refused to hold and Mr. Johnson had to get out and put anything he could lay his hands on under the wheels to save his stock from going into the ditch. This happened about 2 miles from a town and it then was the truck driver's turn to walk into town where he bought a can and 3 gallons of gasoline, carried it back to the truck and they again started on their way. When they arrived in the town where the gasoline had been bought the filling station had closed.

They then drove on hoping to make the next town where they might find an open filling station. Evidently the driver was not acquainted for he again ran out of gasoline. This time 4 miles from town. The can purchased was again put into use, the necessary gasoline purchased and the journey resumed.

It was 8:30 a. m. when they finally reached So. St. Paul. Mr. Johnson immediately went about the sale of his live stock; about the time this had been

completed, Mr. Johnson's commission man informed him that there was a party on the telephone waiting to talk to him. On answering, he found it was his trucker who was in Minneapolis all ready to start for home. This was the last straw. Mr. Johnson told him to keep right on his way, and, that night Mr. Johnson bought a ticket over the Soo Line to Fairmount and home.

Mr. Johnson now says that never again will a truckman get his live stock shipments. It is to be the good old railroad from now on.

Mr. Johnson is a reliable farmer working 480 acres just out from Fairmount. The above is just as he told it.

## Tribute to a Perfect Record of the Railroads

THE American Brake Shoe and Foundry Company, in acknowledgment of the perfect safety-passenger record of the railroads during 1935 used a large full page advertisement in the New York Times, Chicago Tribune, San Francisco Chronicle and the San Francisco Examiner, because according to that company: "this magnificent record deserved more publicity than it has received through inconspicuous items in the daily press." Their ad was as follows:

Not One Passenger Lost His Life

Through a Passenger Train

Accident on Any Railroad

in the United States

During 1935

"With Safety an increasingly difficult problem in all modes of transportation, we believe this perfect passenger-safety record of the railroads of the United States for the year 1935 deserves broader recognition than the modest item published in the newspapers.

"Any one of the more than 800 roads making up our great railroad system might well be proud of such a record, in these days when higher and higher speeds are demanded by the public, while the roads are forced to the most rigid economies in their equipment and operating budgets. But when the nation's entire 420,000 miles of track carries human beings an aggregate of 18,400,000 miles without a single passenger losing his life through a passenger train accident, it is a matter for public appreciation.

"To achieve such a record meant remarkable perfection of signal systems and safety devices, and an amazingly high standard of dependability in rails, rolling stock and equipment. But even more important than this, it means increasing vigilance and absolute devotion to duty on the part of the great human organization of 995,000 railroad employees. In storm and flood, in fog and sleet, in biting cold and blistering heat they 'carried on' with an indomitable spirit and a resourcefulness in emergencies required in few other public services.

"The long and unremitting campaign of the railroads for 'Safety First' has borne fruit in the world's safest form of transportation."

The AMERICAN BRAKE SHOE AND FOUNDRY COMPANY,

NEW YORK.

## Record Rail Trip, Minneapolis to Quebec

THE Quebec, Ont., Chronicle Telegraph of January 27th gives publicity to a "record trip" made by the Hon. Frank Carrel, M.L.C., from Minneapolis to his home in Quebec. Mr. Carrel believes he holds the record for making the quickest railroad journey between those two points.

Mr. Carrel left Minneapolis on the HIAWATHA, which the Chronicle Telegraph cites as "reputed to be one of the fastest air-conditioned trains in America," at 12:30 p. m. on January 25th and arrived at his destination the next

evening. It further says: "Notwithstanding the HIAWATHA had to cover 430 miles in 420 minutes with six stops and a temperature many degrees below zero, she arrived in Chicago on time permitting Mr. Carrel to cross the city and join the Canadian National's fast International Limited for Toronto which likewise and in similarly cold weather, reached the latter city on schedule next morning enabling Mr. Carrel to make all further connections for Quebec, and so arrive here last evening. The total distance covered was 1,857 miles in 33 hours with three changes of railways and trains in Chicago, Toronto and Montreal."



# ACCIDENT SAFETY PREVENTION

## Education for Safety

By L. G. Bentley, Chairman, Committee on Education, Safety Section, A.A.R.  
(Continued from February Magazine)

ANY person, young or old, who has a desire for an education, must go to school and receive instruction.

In our case, the railroad officer is the instructor and his men are his students.

Of course, no teacher is equipped to impart education unless he is himself an educated man.

Therefore, the railway officer must know the safe methods as well as the unsafe, and he must be able to make the safe methods seem desirable to those who are to carry them out.

The officer must not only know the Safety Rules but he must believe in them and be able to make his men believe in them to the extent that they have the desire to obey them.

This is no hit-and-miss feature of Safety Education.

Safety rules and instructions must mean the same thing to all men at all times. To the child who may be studying arithmetic,  $2 + 2$  must always equal 4, not 4 today and 6 tomorrow.

In applying this principle to Education for Safety, we have found that there is nothing an employee learns more quickly, nothing behind which he hides more readily, than the unexpressed permission of Supervision to violate safety rules or instruction for expediency's sake so long as nothing happens. This being the case, he knows that you have no right to discipline him when he finally gets in trouble.

For example, a young conductor was directing the breaking up of a cut of cars, using tracks 6 and 7 for the purpose.

He personally rode a tank car in No. 6 track, set the brake and then went across to No. 7 track and cut off two cars. He then watched the engine back up to the switch and head down in No. 6 track, pushing two cars ahead of the engine to couple to the tank car.

Just as the cars were coming together, this conductor noticed that the knuckle on the tank car was not in proper position.

In violation of the Safety Rules he went in to adjust the knuckle and was caught between the drawheads of the two cars as they came together.

As he was held suspended between the drawheads, life and consciousness remained. His associates took hold of him and signalled to open the coupling. As they did so, he was released and with his release came death, but before he died they heard him say, "I thought I had time."

The lesson of this tragedy is that

he wasn't caught the first time he violated the safety rules; he knew they were not inviolate, so he became a Safety Law breaker once too often.

We do not send our boys to a medical college when they desire an education in the engineering professions. Neither do we expect a teacher of language to coach our sons in mathematics.

By the same token, an officer whose whole soul and mind is absorbed in rapid movement of cars or other features of output, will have little effect as a Safety Educator on the men who look to him for advice and information as to how they may keep from getting hurt while moving those cars or turning out the products of their crafts.

A well balanced official education, in which Safety, Efficiency and Economy each has a place commensurate with its importance is what is needed before the workmen can acquire the education they need on their jobs.

A serious and extremely distressing accident came to my attention recently, which brought to my mind an impressive appeal by Isaiah Hale a few years ago when speaking of the importance of instructing New Men for Safety.

Mr. Hale said, "Unless you spend sufficient time with your new men, to properly instruct them, and then follow them up to know that they understand your instructions and that they are inviolate, you will miss an opportunity that will never return."

Quoting Mr. Hale further, "When the man is new, he wants to do as you want him to do, because he wants a job. If you fail to start him off right and create lasting impressions immediately when he goes to work, you may be sure that later and selfish interests will come into play and dominate him so that he will be forever removed from those supervisory influences which you might have made permanent in the early days of your association with him."

Application of this fine principle represents one of the highest types of Education for Safety.

I'd like to tell you of a case in which this was not done. A bright young fellow came into the shop as a special apprentice.

The morning he started work, the General Foreman went with him personally to the job, introduced him to two workmen with whom he was to work and told them to watch over him carefully.

Within two hours this young man lost an arm, because the instructions given were general. He was not educated as to any of the detailed hazards of his job. His training did not start the moment he began work.

Those who failed were unable to ed-

ucate this young man for Safety, because they had never had the desire to take such an education themselves. They were utterly incompetent to teach that which they did not know.

## Impulse

Thousands of accidents occur every year, not because the victim intended doing anything unsafe, not because another wilfully violated a rule or instructions, but because of some impulsive movement, some act indulged in without forethought. These accidents we charge to the impulsive acts of men.

"IMPULSE" is described as "A force so communicated as to produce motion, suddenly or immediately."

Let's see how this works out in relation to Education for Safety.

Select an employee who is in such position that he MUST cross the track for some legitimate purpose in connection with his work. An impulse drives him to do just that thing, "Cross the Track." Whether he is too near the end of a car or locomotive or far enough away to be safe does not enter his mind. A force is communicated to him which produces motion suddenly and across he goes.

For quite a while now, our Committee, through posters and circulars, has been trying to set impulses in motion which will cause a man to glance in both directions before fouling any track, even a dead track.

I found an example of the manner in which this education has reached men beneficially a few days ago while discussing the subject with a member of my own staff. He said that prior to the time we started this feature of education, he always felt insecure when moving about on the tracks and railroad yards, constantly, perhaps subconsciously in fear that he might be "Struck or run over," but that since forming the habit of "Looking Both Ways," his impulses require him to do the only thing possible to insure safety at all times from this particular danger, "Look Both Ways," the result being that he now feels perfectly safe, no matter how lively the movement of engines or cars may be. His impulses have been educated to act for self-preservation.

(Mr. Bentley's discourse will be concluded next month.)

## Arithmetically Sound

Hard-boiled Little Girl—Gimme one ticket and make it snappy.

Ticket Clerk—But, honey, there are two of you. How about the other little girl with you?

H. B. L. G.—Aw, ain't we half-sisters? Add dat up.

"Gosh, you're dumb. Why don't you get an encyclopedia?"

"The pedals hurt my feet."—Wesleyan Wasp.



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## Five Years of Depression on the Railways

IN its issue of January 11th, the *Railway Age* shows all the various effects of the depression on the railways by publishing in parallel columns statistics giving their average annual gross earnings, net financial results and expenditures during the five-year period 1931-1935 inclusive, as compared with the five-year period 1926-1930 inclusive.

improvements and purchases of materials, fuel and equipment were terrific. Purchases of materials and fuel declined 57 per cent. Capital expenditures for improvements declined almost 74 per cent. The number of freight cars ordered declined 82.4 per cent, of locomotives ordered 88.5 per cent, and of passenger cars ordered 94 per cent.

### EFFECTS ON THE RAILWAYS OF FIVE YEARS OF DEPRESSION

|                                   | Column 1<br>Annual Average<br>Five years 1926-30 | Column 2<br>Annual Average<br>Five years 1931-35 | Column 3<br>Percent<br>decline |
|-----------------------------------|--------------------------------------------------|--------------------------------------------------|--------------------------------|
| Revenue ton-miles .....           | 427,233,956,697                                  | 268,427,115,085                                  | 37.2                           |
| Revenue passenger-miles .....     | 31,723,506,314                                   | 18,327,856,702                                   | 42.2                           |
| Gross earnings .....              | \$6,038,338,548                                  | \$3,424,414,825                                  | 43.3                           |
| Operating expenses .....          | \$4,421,698,908                                  | \$2,578,614,811                                  | 41.7                           |
| Net operating income .....        | \$1,114,903,254                                  | \$457,774,770                                    | 58.9                           |
| Net income .....                  | \$737,898,336                                    | (Def.) \$8,438,365                               | (*)                            |
| Number of employees .....         | 1,663,896                                        | 1,052,864                                        | 36.7                           |
| Wages .....                       | \$2,826,048,509                                  | \$1,632,200,617                                  | 42.2                           |
| Purchases—materials and fuel..... | \$1,318,867,000                                  | \$566,215,000                                    | 57.1                           |
| Capital expenditures .....        | \$811,926,000                                    | \$214,153,000                                    | 73.6                           |
| Freight cars ordered .....        | 71,148                                           | 12,499                                           | 82.4                           |
| Locomotives ordered .....         | 858                                              | 99                                               | 88.5                           |
| Passenger cars ordered .....      | 1,676                                            | 101                                              | 94.0                           |

(\*) Average deficit in 1931-1935.

The most striking figures given are those indicating the retrenchments made in expenditures and, especially, in those for equipment, the decline in orders for locomotives and cars having averaged about 90 per cent.

"Average annual gross earnings decline 43.3 per cent," says the *Railway Age*. "By means of the most drastic retrenchments in all history, average annual operating expenses were reduced almost 42 per cent.

"There is, no doubt, a general impression that railway employees suffered most from these retrenchments. The figures show that this was not true. The average number of employees declined almost 38 per cent and their average annual compensation about 42 per cent. Return earned upon capital declined much more. Net operating income—the amount of earnings left after paying operating expenses and taxes—declined 59 per cent. This completely wiped out 'net income' which is what is left after paying interest, and is available, when any is earned, for paying dividends. Net income in the five years 1926-1930, inclusive, averaged almost \$738,000,000 annually, and in the five years 1931-1935, averaged \$8,438,365 less than nothing at all.

"The effects produced upon

"The figures indicate graphically not only how terribly the railways have suffered during the depression, but also the enormous problem of rehabilitation with which they will be confronted when increased gross and net earnings make possible the beginning of rehabilitation."

### To Local Railroad Officials

THE following editorial is reprinted from the Madison, Wisconsin, Capital Times of February 1st:

(Dear Officials): We believe that officials and trainmen of the United States should be congratulated for the remarkable safety record that they achieved

last year. During 1935 not one passenger lost his life through a passenger train accident in the entire country. This really is a remarkable record in view of the fact that the trains run every day in all kinds of weather, are manned by humans who are subject to man's natural deficiencies, are called upon to transport the bulk of the long distance travel of the nation, and have been operating under unusual difficulties because of the tightened financial conditions of most of the roads in recent years. We have a tremendous admiration for the men who man the trains after learning of the 1935 record and hope for them and the traveling public that the same fine record will be obtained this year.

### William H. Ellis

WILLIAM H. ELLIS, veteran engineer and also a veteran of the civil war, died at Columbia hospital in Milwaukee on February 10th at the age of 90 years.

Mr. Ellis enlisted in the 2nd Wisconsin Cavalry shortly after the outbreak of the civil war and at its close he went to Madison, Wisconsin, entering the employ of The Milwaukee Road, serving as engineer during forty-six years. He retired from active work in 1920.

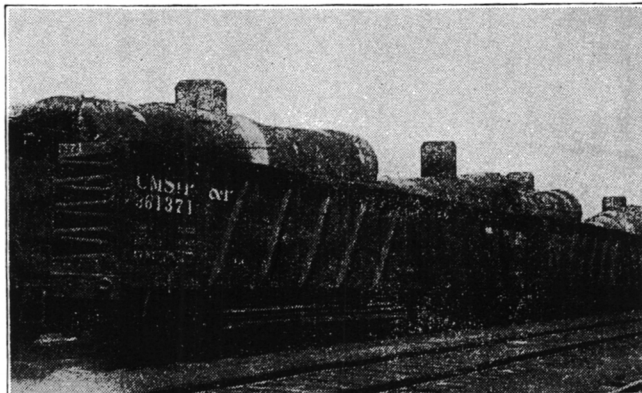
Funeral services were held in Milwaukee, where Mr. Ellis had made his home for forty-five years.

He is survived by two daughters, one son and one sister.

### Elected to High Office

MR. VICTOR L. HITZFELD, assistant general agent, Passenger Department, Chicago, was elected to the office of Monarch of Aryan Grotto, Mystic-Order Veiled Prophets of the Enchanted Realm, at the annual meeting and election held at the Sherman Hotel, Jan. 8. The stewardship of this organization will be in his hands for the ensuing year. The 47th annual Supreme Session of this organization will be held at Indianapolis next June. Monarch Hitzfeld expects to lead Aryan Grotto's organized units, the band and zouaves, in the parade at this session, and he extends to other Grotto units a cordial invitation to join with them in this movement.

This is primarily an organization for good wholesome fun and frolic, composed of Master Masons in good standing. It also has its serious side. Its slogan is, "Goodfellowship," and this principle is exemplified to a marked degree.



Locomotive Boilers on Their Way Out.

## The Half Century Post

ON MONDAY, January 6, 1936, the Traffic Department of the Milwaukee Railroad at Milwaukee did honor to O. J. Pokorny, city freight agent, commemorating his completion of fifty years of service with the Milwaukee Railroad.

A dinner party was held at the Plankinton Hotel, at which every member of the Traffic Department staff was present, and an enjoyable evening was spent by all, particularly the guests of the evening, Mr. and Mrs. O. J. Pokorny.

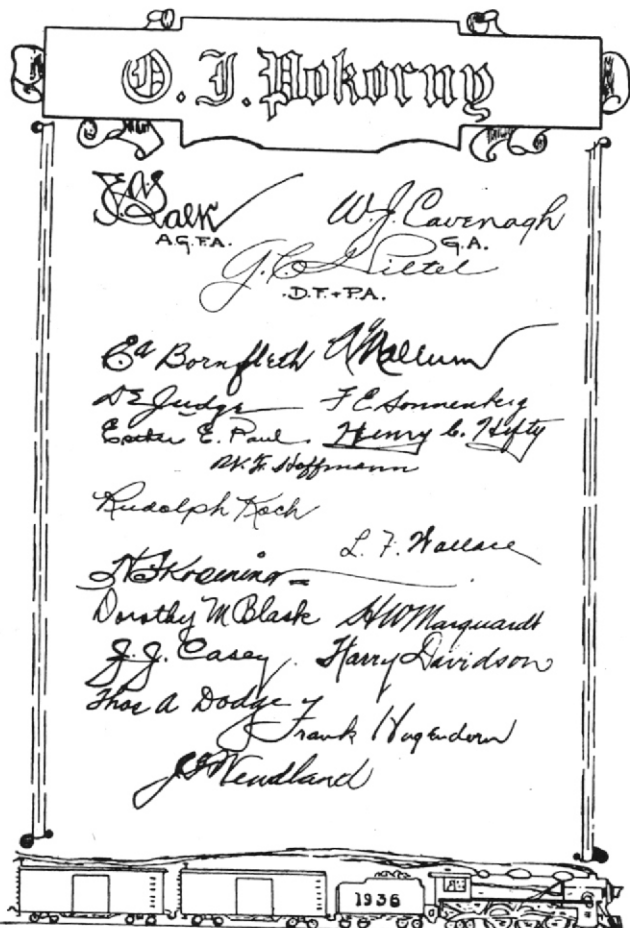
At the close of the dinner, presentation of a fifty year button to Mr. Pokorny was made by assistant general freight agent E. A. Lalk. Mr. Lalk spoke in commendatory terms of the service rendered by Mr. Pokorny in the past fifty years, calling attention to the fact that the occasion was unique in that very few men in the Traffic Department could look back over that number of years of service at one place, namely, Milwaukee; for, as a rule, traffic men were more or less of a roving nature, whereas his service had been in one locality only.

W. J. Cavenagh, general agent, Milwaukee, presented Mr. Pokorny with a medal which was struck to commemo-

rate his service dates and the occasion, and a scroll indicating those in attendance. Mr. Cavenagh spoke in a light vein of many incidents in the past life of Mr. Pokorny, which on numerous occasions helped to endear him to all.

Golden Anniversary

1886-1936



C. M. & P. S. P. R. R.

### Railroading as a Career

The excerpt from a radio address on July, 1935, by Robert S. Binkerd, vice president, Baldwin Locomotive Works, printed below is from the "Baldwin Locomotives," magazine of the Baldwin Locomotive Company. It has already had wide publicity, but being full of thought for the budding railroad man, this Magazine takes pleasure in presenting it to its readers.

"Practically everybody who ever worked at railroading, and most persons who have intimately known railroad men, agree that there is something about it that 'gets a man' so that 'once a railroader, always a railroader,' has passed into a proverb.

"In any event despite all the hard work, low pay, moving of one's home from place to place, and meeting every kind of trouble that man and the elements can conspire to cause, few men who work long at it ever want to change, no matter how much they may grumble on occasions.

"It is common nowadays to hear that

the great days of railroading are over, and that it no longer offers an attractive career to ambitious young men. With this viewpoint I totally disagree. The old days of wild, extensive activity are over, but the new days of revamping this essential service to modern conditions require far more pioneering, a far higher coordinating ability, than did the old days. Successful railroading involves reattaining and restoring a temporary center of balance, which is constantly being destroyed by invention; by the growth of one part of the country and the decline of another; by the rise and fall of thousands of different forms of production and consumption; changes in public demands and orders—sometimes unwise—proceeding from public authority. Met with a spirit which insists on accomplishment, no matter how many or conflicting the obstacles, no profession offers a finer challenge to technical training, mental alertness and executive ability.

"It is absolutely the last place for any man who is not willing to give everything he has to his work. But for men who are so ready it offers a constant challenge, in the course of meeting which, they will grow and grow in ability. Every phase has a challenge of its own, whether it be in hauling the business gotten or getting the business to haul; whether it be in making up trains in yards, running them on the track, building and maintaining the cars and locomotives, keeping up the track, bridges and signals, or recording and analyzing the results of all these operations.

"Those seeking to enter this field should beware of advertised short cuts whereby in a short time one is promised to be made an expert on some specialty or other. Successful railroad men require a broad understanding which cannot be gotten out of a short and narrow experience. Study should accompany work for many, many years after school, but it is far more important to start somewhere with a determination to learn all that can be learned about your original job; and thus outgrow it, than it is to try to make oneself a theoretical expert before getting to the vital education that only work and responsibility themselves can give.

### Irving Gill

ON FEBRUARY 5, 1936, occurred the death of Mr. Irving Gill, who had served the Milwaukee Railroad for approximately 52 years. He was born in England on June 13, 1863, and in 1882, at the age of 19, he accompanied an uncle to the United States. He settled in Braceville, Ill., which at that time was a thriving mining town. For 26 years he worked as a miner in the mines in the vicinity of Braceville owned by the Milwaukee Road. In 1908 he was advanced to the position of coal inspector working under Mr. Lloyd, who was then fuel agent. He continued to serve in that capacity until about a year ago when his health prevented him from continuing in active service and he retired to his home in Braceville. He was without relatives in this country but his neighbors in Braceville thought very kindly of him and gave him every consideration during his illness.

### The Following Appreciation and Toast Was Offered

Here's to a man whose work began

Back fifty years ago,  
Who hit the ball in spring and fall  
'Tense heat and winter snow.

Each day that came he played the game,

He'd praise but never knock  
And scorned to shirk but did his work  
And never watched the clock.

And as we greet him here tonight  
Who count ourselves his friends,  
We hope that he'll keep up the fight  
Until life's journey ends.

May his example spur us on  
And let our motto be  
'Don't Stop to Roost, Get Out and Boost'

Like our friend O. J. P.



# The Agricultural and Colonization Department

## Winnett Starts Rebuilding—Citizens Join to Reclaim Livestock Industry

By M. J. Boyd, Agent

The citizens of Winnett, Montana, and surrounding territory believe in progress. They have mapped out a goal and are on their way toward it. They know that stock raising has been and will continue to be one of the main if not the chief source of income for the town and ranchmen. Therefore, they reason why not protect that income for all time, yes, even make it grow.

To do what our citizens hoped to, it was necessary to work together locally and get the cooperation of others. So on September 20, 1935, the first Soil Conservation Service CCC Camp to be established in Montana was located at Winnett. The camp is a permanent one, built of lumber and suitable for year-around use. It will house 200 boys and their officers. The boys work under direction of the Soil Conservation Service.

The Soil Conservation Service operates under the U. S. Department of the Interior. The regional office to which Montana belongs is located in Huron, S. D. In the Winnett area the Soil Conservation Service is working on a program of water conservation. It, therefore, is cooperating with the Montana State Water Conservation Board. Local engineering is under the direction of Mr. E. J. Parkinson, an engineer who is personally acquainted with the area and its physical features and who has had a number of years engineering experience in and about Winnett.

The success of the plan is dependent upon an adequate supply of water and its proper use. Consequently, the program of permanent development calls for the construction of several quite large water storage reservoirs and many small ones.

The first step in building a permanent livestock industry was designed by the engineers upon advice and suggestions received from local land users and their friends. This was the construction of two sizable water storage projects. One, the Yellow Water Project, requires the construction of a dam 1300 feet long and 31 feet high. This dam will result from the movement of 125,000 cubic yards of earth. At present 100 CCC boys are riprapping the face of the dam with 4,000 cubic yards of rock. They expect to complete the earth construction and riprapping about July 1. When completed it will form a reservoir covering 400 acres storing 4,500 acre feet of water, an amount sufficient to irrigate about 2,000 acres of crop land.

The second one is the Win-

nett Storage Project. It requires the construction of a canal 40 feet wide at the bottom, 70 feet wide at the top and 40 feet deep and an over all length of about three and a half miles. It will divert the water from Ford Creek into War Morse Lake, a natural storage reservoir. The lake is three miles long and one mile wide and has an estimated storage capacity of 27,000 acre feet of water. It will furnish irrigation water for 10,000 acres of good hay land. To dig the canal 125,000 cubic yards of earth will be moved. A concrete headgate will be installed and a concrete diversion dam constructed in Ford Creek. This project will also be completed about July 1.

The Soil Conservation Service has consented to and included in their program storage and regulation of flood waters in the Flatwillow Drainage Basin. As soon as necessary right-of-way requirements are completed and additional power machinery is available, work on this project will be begun.

The State Water Conservation Board is furnishing the heavy machinery equipment for this construction work. Without it these projects could not have been built.

The CCC Camp is under the efficient management of Capt. Myles K. Stoltz. The captain and his assistants have centered their efforts on making this one of the most efficient and outstanding camps of its kind in the country. Local people treat the boys as they do their neighbors. The boys are good workers, fine citizens and in addition to a loyal spirit of cooperation are learning trades through their camp school and other practical experiences.

Stock water reservoirs are to be constructed throughout the surrounding range territory. Ten cooperative grazing associations were organized during 1935. Their operation is awaiting the federal government's land buying program.

All of the foregoing program is designed to stabilize the livestock industry. The new projects will permit 12,000 to 15,000 acres of new hay land to be developed. With completion of a great many stock watering reservoirs in the several grazing districts; the enactment of controlled grazing, which will give the range a chance to reseed itself; the seeding of abandoned plowed land with a forage that will eventually reclaim

them, stockmen hope to gradually rebuild the range until it will carry more stock than at any previous time, and to accomplish this desirable end all agencies and individuals are working in unison and with complete understanding of the objectives sought.

## Let's Talk Seed Corn—Help Insure a Good 1936 Crop

GOOD seed corn in a large part of our Milwaukee-served territory is mighty scarce. Not since 1926 has the seed corn situation been as critical as it is this spring.

Every community has some good seed corn and a lot of poor seed. The job is to find the good and get that good seed properly distributed so that the 1936 crop may be a splendid one. All interested persons have been asked, by state authorities, to assist in helping to make surveys to discover the good seed. This is to be done by encouraging farmers and elevator managers to have germination tests made of all seed corn intended for use this spring. Results of hundreds of tests made so far indicate that there are many surprises in store for farmers who so far have not tested their seed. Germination tests of "good looking" seed corn result in readings as low as 30 to 40 per cent with many of the tests running 60 to 80 per cent.

If everyone thinks seed corn for the next few weeks in the corn-producing counties much can be accomplished. Encouraging the testing of seed by taking it and helping to distribute the good seed by telling everyone about that good seed will help a lot to insure a good crop this year. Let's talk seed corn for the next few weeks. Together we can help a lot to insure a good 1936 crop.

## New Folder Describes Northwest Farm Opportunities

A NEW folder has just come off the press describing farm opportunities in Washington and Northern Idaho. It particularly points out where new settlers may purchase farm and farm lands in Milwaukee-served areas in these two states.

The folder is well illustrated, briefly written, yet complete and up-to-date, including figures recently released by the U. S. Agricultural Census of 1935. Anyone looking for a new farm home in the northwest will do well to get one of these free folders. Just write this department for a copy.



Preserving the Range For Herds Like This Is the Object of the Winnett Improvement Program.

# THE MILWAUKEE RAILROAD WOMEN'S CLUB

## Mason City Chapter

Mrs. W. L. Gaffney, Historian

MASON City Chapter met January 25th with the president, Mrs. W. F. Ingraham, presiding. Mrs. John Nelson, with Mrs. Pack at the piano, led in the singing of several old-time songs, after which the club recited the club motto.

Mrs. Ingraham reported \$38 realized on the book, "Entertaining," which we helped to have printed. We were also given by the promoters five hundred books to sell, which we voted to sell at 25 cents each.

Three new members were received and introduced. In the Welfare Department \$150 was expended the last two months, twenty tons of coal distributed, and also twelve Christmas baskets.

Sunshine Chairman Mrs. MacGregor reported for the last two months two spoons given, a cake, fruit and flowers, fifty-two personal calls, fifty-eight telephone calls. Her total expenditures for the two months being \$18.60. Mrs. Goeltz reported a balance of \$283.85 in the treasury. Mrs. Eston Hendrickson, corresponding secretary, reported three letters written.

After the conclusion of business, cards furnished the entertainment for an hour. Miss Grace Ryan, accompanied by Mrs. Ingraham, sang several songs during the card playing. A dainty lunch was served by the committee.

## St. Paul Chapter

Mrs. J. M. Maher

THE first regular meeting and pot-luck supper of the year were held in the Degree of Honor Hall on Jan. 14. Forty members attended the supper. The chairman, Mrs. Allen, was assisted by Mmes. Haskins, Johnston and Sitzmore. The business meeting was held later. President Mrs. Washburn presiding. Mrs. Johnston, good cheer chairman, reported four cheer cards, two telephone calls and two personal calls. Mrs. Philpot reported progress in the membership drive; Mrs. Medinger, \$24.68, spent for relief, and Mrs. Cashil gave a reading on "Safety in the Home."

Following are the officers and chairmen for 1936: President, Mrs. F. M. Washburn; first vice president, Mrs. S. F. Philpot; second vice president, Mrs. E. F. Conway; treasurer, Mrs. D. J. Curtin; recording secretary, Mrs. O. D. Wolke; corresponding secretary, Mrs. John Sitzmore; historian, Mrs. J. M. Maher.

Chairmen of committees: Constitution and by-laws, Mrs. E. T. Chamberlain; welfare, Mrs. M. L. Medinger; good cheer, Mrs. E. J. Johnston; scholarship, Mrs. Geo. Brew; ways and means, Mrs. Julius Pothén; membership, Mrs. S. F. Philpot; social, Mrs. W. C. Allen; program, Mrs. B. J. Gibbons; publicity, Miss Alice Trehern; auditing, Miss Gladys Murphy; safety, Mrs. O. C. Martin; telephone, Mrs. Geo. Mueller.

The meeting held Tuesday, Feb. 11, was called to order by the president. Mrs. Medinger, welfare chairman, reported \$21.07 spent for coal for the

needy. Mrs. Johnston, good cheer chairman, reported five telephone calls, two personal calls and 10 cheer cards. Mrs. Pothén, ways and means chairman, conducted a contest for a hand-made quilt which was awarded to O. H. Berg, Minneapolis. Following the meeting the members enjoyed a social evening with dancing by a two-piece orchestra. Bridge and 500 were also played. Lunch was served by Mrs. Johnston, chairman, assisted by Mmes. Tabor, Brew and Maher.

The club has heard with deep regret of the death of Mrs. Julius Brokopp and extends sincere sympathy to Mr. Brokopp and family.

## Great Falls Chapter

Mrs. J. J. Toy, Historian

ON January 28th the first meeting of the new year was held at the M. E. Randall home with Mrs. Robert Randall assisting hostess. A lovely dessert luncheon was served after which a short business session was held.

Mrs. D. V. Phare, chairman of the ways and means committee, announced that a card party would be held February 1st in the recreation room of the Y. W. C. A. Being that our need for a clubroom is so apparent, it was suggested that the prizes for said party be donated, which would mean more profit for us. Consequently, Mrs. Phare donated a cake, Mrs. L. E. Wilson a jar of fruit and Mrs. Toy a pie.

Mrs. E. J. Smith, treasurer, reported that we had \$49.68 on hand after all bills to date were paid.

Mrs. Thomas Morgan, chairman of the sunshine committee, reported sending a very nice Christmas basket to an employee who had just recently lost his wife. Also reported sending some fruit and books to the Robert Randall baby, who has been ill with pneumonia. Also reported 25 good will calls.

Following adjournment bridge was played, Mrs. W. Voss winning high score

and Mrs. R. E. Randall low score. Cut prize was won by Mrs. H. C. Brisbine.

The next meeting will be held February 11th at the home of Mrs. D. V. Phare, with Mrs. J. J. Toy assisting hostess.

The bridge party held February 1st was a very enjoyable affair. We did not have as many as planned due to the fact that the weather has been so cold. There were 30 present, but all of them reported a good time and enjoyed getting together. We netted \$7.20. Our president, Mrs. L. E. Wilson, gave a short talk informing us that we would soon have our clubrooms in the depot, according to a communication from Mr. L. K. Sorenson, our superintendent.

In conclusion will say I took time off to have Jimmie, Joe, Jr.

## St. Marie's Chapter

Mrs. Leo J. Fay, Historian

AT the regular meeting of the chapter in November the following officers were elected to serve for the coming year: Mrs. Carl Shewnaack, president; Mrs. Nels Stromberg, first vice president; Mrs. Taylor, second vice president; Mrs. Claude Hallead, secretary; Mrs. Peter Mikelson, treasurer.

The annual Xmas party was held at the clubhouse December 16th. A very enjoyable time was had by all present. After a short program Santa appeared and presented each child with a bag of nuts and candy. Later the ladies in charge served cocoa and cookies to all.

January 16th the chapter entertained the members and their husbands at a chili supper. Cards were played later in the evening. About 35 were present and I am sure everyone had a pleasant time.

At the regular meeting in January Mrs. Vogel opened the meeting, then turned it over to the new president, Mrs. Shewnaack. Mrs. Vogel was presented with a beautiful plant in recognition of her splendid work in the club for the two years in which she served as its president.

Plans were made for a card party to be held in the near future. After the meeting refreshments were served by Mmes. Vogel, Strand and Fay, the retiring officers.

## Tomah Chapter

Mrs. Hugh Johnson, Historian

THE January meeting, with Mrs. Wm. Hovey, president, presiding, was well attended. After the club motto, "America,"

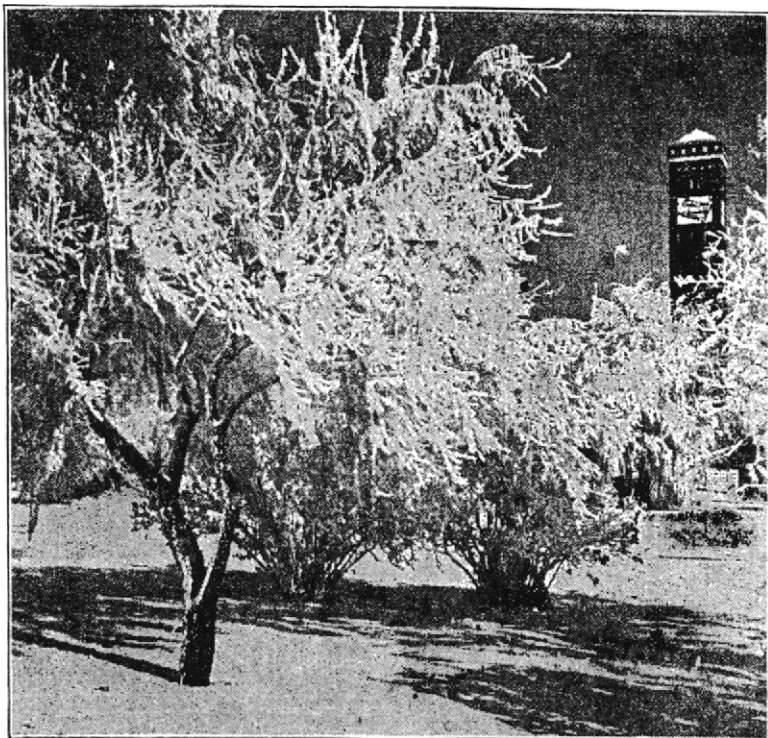
was sung, the ways and means committee chairman gave a good report. The flour campaign was a success, \$17.25 profit made by the club. The work for the year was then planned, after which the meeting was turned over to the program committee.

The February meeting was held in the community rooms of the public library, with the vice president, Mrs. Oliver Kimsey, presiding. After the club motto "The Bells of Harmony" was sung.

The good cheer chairman reported 41 calls and three deaths. At these times of sorrow the club furnishes the dinner on the day of the funeral, which is much appreciated.

The membership drive is now on and each member is urged to join now.

The quilting committee is asking each member for a quilt block, 12 x 18. When these are finished the chapter will have 10 quilts to distribute among the needy. The meeting was turned over to the program committee who had a Valentine party arranged.



Winter in a Great Falls, Montana, Park. Tower of Milwaukee Road Station in Background.

## New Lisbon Chapter

*Mrs. George Oakes, Historian*

ON Jan. 28 the eighth regular meeting of New Lisbon Chapter was called to order at 2:30 p. m., at the home of Mrs. A. L. Hurd, by the president.

Although it was a bitter cold day 24 members were present to respond to the reading of the club motto.

After the reports by the secretary, treasurer and committee chairmen it was decided to hold a card party each week to which ten people outside of the Club were to be invited, and charge each one ten cents. Two members were to be the hostesses, they were to serve a very light lunch and give two inexpensive prizes.

The dollar which they collect is to be turned over to the treasurer, to increase its funds.

The quilt blocks, which were made by each member, have been put together, and a lovely top is the result.

Seventy-three cents sunshine money was collected.

After adjournment a nice lunch was served.

## Sioux City Chapter

*Mabel Landon, Historian*

THE regular December meeting of Sioux City Chapter was held in the club rooms in Labor Temple. A pot luck dinner was enjoyed, and was followed by the regular business session and election of officers.

The officers elected to serve for the ensuing year were: President, Mrs. R. L. Robson; 1st vice president, Mrs. LaBreck; 2nd vice president, Mrs. Cousins; secretary, Mrs. Eckert; corresponding secretary, Mrs. Carney; treasurer, Mrs. E. Murphey; historian, Mabel Landon.

From the yearly reports of the various officers and chairmen, the Sioux City Chapter closed a very successful year, the relief work done during 1935 amounting to \$400.85. The past officers and members are to be congratulated on the splendid work of the last year.

On Monday, January 20, the new president, Mrs. Robson and Mrs. LaBreck entertained the executive board members at the home of Mrs. Robson. Plans were discussed for the work to be carried on and means of raising money for an extensive relief program. After the business session a delicious luncheon was served by the hostesses.

The regular January meeting was postponed on account of the severe cold and snow.

## Milwaukee Chapter

*Mrs. H. A. Grothe, Historian*

THE board met on January 6 for transaction of business relating to welfare work and discussion of program for the month.

At the regular meeting on January 20, the following re-elected and new officers were in charge:

President, Mrs. J. H. Valentine; vice president, Mrs. Ida Zimmerman; treasurer, Mrs. E. Neuster; recording secretary, Mrs. C. C. Steed; assistant recording secretary, Mrs. R. D. Miller; corresponding secretary, Mrs. C. E. Larson; historian, Mrs. H. A. Grothe.

Mrs. Valentine presented outgoing officers and committee chairmen with corsage bouquets. Each also received a personal note of thanks in appreciation for their cooperation during the past year. After the meeting, cards were played, and refreshments served.

Although the weather was cold and stormy, the luncheon given at the club rooms on January 23 was successful to the extent of providing a social afternoon and realizing \$20.00. The committee in charge deserves commendation for their efforts with the handicap of inclement weather.

A good attendance was recorded for the second board meeting called for February 3. It was brought out that requests for assistance in the Milwaukee family have become increasingly heavy. The severe



## Able Assistants

The four lads in the above picture, 1. to r.: Robert, Jimmie, Richard and Roy Grube, sons of Conductor Clarence Grube of the Black Hills Division, gave Black Hills Chapter valuable assistance in collecting tin foil. They obtained around ten pounds which was sent in to the secretary general in Chicago.

The eldest of the boys is 14 years and the youngest, 7 years old.

winter is responsible for a great increase in need for coal. It is hoped our programs may be well patronized so funds will thereby be obtained for welfare work.

An evening party was planned for Tuesday, February 18. A social time including cards and refreshments scheduled.

Mrs. McLaughlin is in charge of a cooking demonstration and card party to be held February 27 at the Public Service building.

Katherine Carel of our club broadcasted over station WISN on January 16, her paper entitled "Present Day Importance of the Railroad." It was presented by the author before the Professional and Business Women's Club.

## Tacoma Chapter

*Mrs. F. D. Devlin, Historian*

TACOMA CHAPTER held its January meeting Monday, the twenty-seventh. A very fine luncheon was served promptly at noon to approximately ninety members by Mrs. Chas. Schulta, chairman, and her committee of ten members.

The following officers took over the offices for the ensuing year:

President, Mrs. Harry Micklethwait; 1st vice president, Mrs. E. P. Allen; 2nd vice president, Mrs. E. P. Wilson; recording secretary, Mrs. Guy Bell; assistant recording secretary, Mrs. George Beachwood; corresponding secretary, Mrs. T. C. Corbett; treasurer, Mrs. N. F. Bingham; historian, Mrs. F. E. Devlin.

The president, after giving a short talk, pledging her best effort and asking for the cooperation and support of the membership, proceeded with the business routine. The list of committee-chairmen was read.

Many plans were made to raise funds to carry forward the benevolent work of the club. The plan to have a program at each monthly meeting was decided upon.

We look for a very successful year.

## Terre Haute Chapter

*Mrs. M. C. Faris, Historian*

AT THE regular meeting of this chapter on January 16, a potluck supper was served, after which the first meeting of the year was held. The new officers taking charge are: Mrs. Kemp, president; Mrs. V. E. Engman, first vice president; Mrs. H. A. Smith, second vice president; Mrs. H. Patton, recording secretary; Mrs. Roberta Bair, treasurer; Mrs. Geo. Huffman, corresponding secretary; Mrs. M. C. Faris, historian.

The committee on the Christmas baskets reported 14 baskets sent out in addition to the regular relief that is being carried on each month.

Mrs. Colwell, the retiring president, was

presented with a beautiful lamp and table in appreciation of her untiring service during the past year.

The ways and means committee have planned a Jiggs supper to be given February 12, at the K. of P. hall. This is to be open to the public, with privilege of playing cards following the supper. These suppers have been well patronized in the past and we hope that they will be as successful this year.

## Mobridge Chapter

*Jeannette Hopper, Historian*

AT THE regular meeting of Mobridge Chapter, held January 20, the following newly elected officers were installed: President, Mrs. O. Hanes; first vice president, Mrs. Bert Dowd; second vice president, Mrs. H. Wyman; recording secretary, Mrs. Geo. Gallagher; corresponding secretary, Mrs. L. W. Clark; treasurer, Mrs. Leo Swanton; historian, Mrs. James Hopper.

After installing the officers, Mrs. Manley, the out-going president, gave a very interesting talk on the outstanding achievements of the Mobridge Chapter from its beginning, commending each former president on some special work accomplished under her respective term of office.

Mrs. Haanes, upon taking her place as presiding officer, named the standing committees for this year, under the following named chairmen: Constitution and by-laws, Mrs. J. O. Beaver; good cheer, Mrs. H. Wyman; ways and means, Mrs. Chas. Williams; membership, Mrs. B. K. Doud; house and purchasing, Mrs. L. D. Lyons; social, Mrs. W. P. Moran; program, Mrs. G. Baum; auditing, Mrs. Bess Bunker; safety first, Mrs. Frank Schneider; refreshments, Mrs. Frank Williams.

The Mobridge club has just closed a very satisfactory year both financially and socially under the leadership of Mrs. Manley, this being her second year as president. Over 2,600 calls were reported to have been made on the sick and needy during the year, and 23 families have been aided most of the time during this period of time.

One of the money-making activities planned for the near future is sponsoring a play to be given by a group of home-talent players under the direction of Rev. Bruins at the Mascot Theater, February 25. This play is the well-known comedy, "Nothing But the Truth."

## Montevideo Chapter

*Mrs. W. S. Hasleau, Historian*

OUR first meeting after vacation was held on September 30, with Mrs. J. E. Hills presiding. As a means of earning money, it was decided that dances should be held twice a month, in the clubhouse. These have proved so successful that we shall continue them throughout the spring months.

At the Christmas dance on December 22, a quilt made by club members was given away. Mrs. Herman Fandrey was the lucky winner. This party was so enjoyable that arrangements were made for a New Year's Eve dance, which was also a huge success. It was voted to make this an annual affair. A substantial sum has been realized for our relief work in this way. We have been enabled to furnish coal to 18 families and nine Christmas and New Year baskets were distributed.

On November 3 a potluck dinner was enjoyed by members and their families. Officers of the club were in charge with volunteer members assisting. One hundred and six persons were served. Cards were played following the dinner.

Our regular business session on November 25 was followed by the election of officers: President, Mrs. E. B. Crooker; first vice president, Mrs. J. E. Hills; second vice president, Mrs. Wm. Schmitz; recording secretary, Mrs. Frank Wilcox; assistant secretary, Mrs. C. N. Williams; corresponding secretary, Mrs. E. M. Young; treasurer, Mrs. T. Dugan; historian, Mrs. W. S. Hasleau. An interesting program was presented at this meeting under the direction of



entertainment chairman, Mrs. S. Lofahl, who is most able in this capacity. Mrs. E. B. Crooker, our new president, held a board meeting at her home on January 9. Sixteen ladies were present. Plans for the coming year were discussed, after which dainty refreshments were served. It is with regret that we report the recent passing of several members of our railroad circle. On January 19 occurred the death of Mrs. George Daniels. She leaves her husband and daughter, Arlene. On January 8, Mrs. Bert Daniels passed away suddenly at her home in this city. She is survived by her husband. Our sincere sympathy goes to these bereaved families. Mrs. J. H. Barrett died at her home on January 15. Funeral services and interment were at her old home in Hammond, Wisconsin. Mrs. Barrett had been an active member of our chapter for several years and her unflinching help and attendance will be greatly missed. She is survived by her husband, to whom our deepest sympathy is extended. Mrs. Ben Nordquist, charter member of this chapter, passed away at the Montevideo hospital on February 2. Her active interest in our organization will be a loss keenly felt. She leaves her husband and daughters, Avis and Phyllis, to whom we convey our sympathy.

### Othello Chapter

*Mrs. Kate Showalter, Historian*

OTHELLO Chapter met in the clubhouse on January 21. After the initiation of the following officers, Mrs. Ethel Frazier, president; Mrs. Burk, first vice president; Mrs. Sarah Reynolds, second vice president; Mrs. Zola Bogardus, recording secretary; Mrs. Bessie Morgan, assistant recording secretary; Mrs. Ida Malone, treasurer; Mrs. Anderson, corresponding secretary and Mrs. Kate Showalter, historian, the out-going president closed up the business for 1935 and turned the meeting over to the new president, who took the chair while some 30 members applauded.

Mrs. Guest closed two years of very successful work. Mrs. Guest was presented with a very beautiful gift from the members in appreciation of her work.

And Mr. Guest was given a standing vote of thanks for his work in getting the clubhouse and the much needed work that he did on it without charge.

Mrs. Frazier then appointed her committee chairmen; Constitution and by-laws, Mrs. Sheridan; mutual benefit and relief, Mrs. Kate Showalter; sunshine and good cheer, Mrs. Lena Morgan; membership, Mrs. Dorothy Barnes; ways and means, Mrs. Frank Schumaker; social, Mrs. C. K. Reynolds; program, Mrs. Helen Showalter; publicity, Miss Edith Bogardus; auditing, Mrs. Lena Donley; safety, Mrs. Anna Watersat; library, Mrs. Bessie Morgan; house and purchasing, Mrs. Jack Brown.

### Beloit Chapter

*Mrs. Willard McIntyre, Historian*

OUR Christmas party for members and families was a pleasant affair with over one hundred attending. A pot luck supper was followed by a program. A jolly Santa arrived with gifts for all the children, also bags of candy and apples. Five hundred was played by older members, and a big cribbage game by some of those successful winners of cribbage series, mostly from round house department.

The club sent out 15 baskets at Christmas time. Sixteen tons of coal were delivered in December to needy families. Mrs. Thomas Flanigan, welfare chairman, has been in that office for ten years and we are happy she will be there for the coming year.

Our club has lost by death two of our oldest members in years of service, having become members in February, 1925, when the chapter was formed:

Mrs. Jessie Conger Johnson, wife of Walter Johnson, Rockford, Ill., general agent for this road. Beside the husband, she leaves two daughters, one son and three grandchildren. Mrs. Johnson was co-chair-

man of our welfare and sunshine. She was such a cheery person, we shall all miss her "Hello, Everyone," as she entered the door. Very few of our business or social meetings that Mrs. Johnson was not present.

Mrs. E. R. Snively, wife of Engineer E. R. Snively, Rockford, Ill. Besides the husband, she leaves five daughters, one son and five grandchildren. When our club first started we all knew Mrs. Snively well, for she was quite a worker, but of late years ill health has kept her home and we have missed her.

### Austin Chapter

*I. McCarthy, Historian*

ON THURSDAY afternoon, January 9, the board members met in the club rooms, many of them who had held offices previously and several new ones. The new president, Mrs. George Haseltine, presided over the business meeting. The following were appointed as her aides for the year:

Mrs. B. H. Brown, house chairman; Mrs. E. J. Bromiley, Sr., ways and means; Mrs. Charles Hartsock, program; Mrs. H. B. Hinckley, auditing; Mrs. Frank Doering, corresponding secretary; Mrs. Wm. Massino, safety first; Mrs. F. F. Luskow, membership; Mrs. J. D. Williams, sewing; Mrs. Oscar McGee, telephone; Mrs. O. C. Peed, welfare; Mrs. Walter Whiteside, social; Mrs. Thos. Damm, assistant social chairman; Mrs. F. J. Holmes, by-laws; Mrs. Mary Taylor, coffee.

The welfare chairman reported the sum of \$88.34 spent for relief work during the month of December. Ten families were given aid and 5 Christmas baskets were sent out. The good cheer chairman reported 19 personal and 27 telephone calls and 7 cards sent. Dainty refreshments were served by Mrs. E. J. Blomiley, Sr., and Mrs. Leon Comeau.

On January 14 the regular picnic supper was held. Mrs. W. H. McKallor delightfully entertained the audience by giving a reading. Our recording secretary, Mrs. F. M. Valentine, resigned on account of ill health and Mrs. E. J. Blomiley, Sr., was appointed to fill the vacancy. Mrs. W. H. Deere was chosen as ways and means chairman in place of Mrs. Blomiley. Cards were enjoyed the remainder of the evening. Mrs. G. A. Van Dyke having high score in contract bridge, R. H. Dehring in 500 and Mrs. Chas. Hoffstadter in auction bridge.

Despite the extremely cold weather, about 35 people came out on January 23rd to enjoy the card party put on by Mmes. F. H. Doering, Carl Voelker, Thos. Damm, E. H. Kough and Inez McCarthy. Mrs. E. C. Butler and Wm. McFarland won prizes in contract bridge, Mrs. Walter Lutz and Mrs. Wm. Callahan in 500. Mrs. E. J. Blomiley, Sr., received the door prize. A dainty lunch was served and all who came reported a good time.

It was voted to change the hour of the board meeting from 2:30 to 1 p. m. So on February 6, the board members enjoyed their first 1 o'clock luncheon preceding the meeting. Mrs. Thos. Damm and Mrs. B. H. Brown served a most delectable luncheon. The decorations were in keeping with St. Valentine's day and each received a valentine favor.

All of the ladies expressed appreciation of the rest room recently installed in the club room and voted to send Mr. Van Dyke a note of thanks.

Mrs. E. J. Blomiley, Sr., and Mrs. O. C. Peed were elected chairmen to put on a card party when the weather moderates.

On February 11, few but very enthusiastic members were out to enjoy the picnic supper. All of the food was most delicious and several recipes were exchanged. Mr. Igou enjoyed the hash and no doubt Mrs. Igou will have hash on the menu often. Mr. Van Dyke gave an instructive talk at the business meeting. Mrs. H. B. Hinckley, chairman of the auditing committee, read her report covering the last 6 months of 1935, showing \$231.34 spent for relief during that time.

### Aberdeen Chapter

*Mrs. A. H. Adams, Historian*

ABERDEEN Chapter met on December 19 for its regular meeting, with our president, Mrs. H. M. Gillick presiding. This meeting was in the nature of a Christmas party for club members. Dainty refreshments were served and carols were sung by the French club from the local college.

Santa Claus came in on the train arriving at the depot at 5:00 p. m. Gifts of candy, apples, etc., were given to all the children and they enjoyed the beautiful tree in the depot.

On January 20 the chapter met for its first get together of the new year. A large crowd was in attendance in spite of the extreme cold. Regular business was taken up and plans made for activities for the coming months. An evening card party in February was voted.

Membership chairman reported 1,166 voting and contributing members. The chapter was made happy by a gift of \$25.00 from Mr. O. F. Waller, our kindly traveling freight and passenger agent.

### Minneapolis Chapter

*Mrs. G. F. Hancer, Historian*

ON Monday January 5th, the regular meeting of Minneapolis Chapter was held in the clubrooms with 53 members present. Mesdames Hindert, Benson and McDermott had charge of the pot-luck supper. There were about eight tables of cards and lovely door prizes.

The board meeting of the chapter was held on Tuesday, January 27th, with 18 members present. A dessert luncheon was served by Mesdames Grace, Hammer and Hancer. After the luncheon our president, Mrs. Bagnell, conducted the business meeting. Our welfare chairman, Mrs. Peterson, reported that she had made seven calls, 10 telephone calls, and spent \$18.40 for Christmas baskets, and sent out fifteen tons of coal. Our treasurer reported that the board had \$315 balance on hand.

We wish to apologize to our ways and means chairman, Mrs. A. J. Neese, for our error in not reporting the full amount cleared on the last dance; this should have been \$115 cleared.

Mrs. Grace, our sunshine chairman, reported she had made 13 calls on the sick and sent out six cards and also flowers.

A get-together of all our Milwaukee women was planned for the near future, and Mrs. P. H. Bornkamp, Mrs. Carl Hammer and Mrs. Eric B. Gherke were appointed as a committee to arrange for a place of meeting and for the program.

We were very glad to welcome Mrs. C. F. Holbrook back again after she had been called home by the death of her sister.

The February meeting was held on Monday night, February 3rd. A pot-luck supper was served by the wives of the officers of the Traffic Club. Mrs. C. L. Metzoll, chairman, was assisted by Mesdames Malcolm McEwen, W. E. Sinclair, Paul Gehrig, C. F. Cassidy, George Larson, Glen Cottrell and P. A. Burns. There were 83 present. Ten tables of cards were played. The door prizes were won by Mrs. Metzoll and Mrs. Cottrell. Everybody voted this as one of the most pleasant evenings the club has had.

### Wausau Chapter

*Mrs. A. I. Lathrop, Historian*

THE February meeting of the Wausau Chapter was in the nature of a valentine party. During the business meeting, it was announced that there had been eighteen renewals during January, increasing the list of members to 197, voting and contributing. The treasurer's report showed a balance of \$44.77 on hand, and it was announced by Mrs. Wm. McCarthy, welfare chairman, that \$21.87 had been spent to help five families during January. In recognition of her faithful and efficient service as club president for the past two years, Mrs. Charles Conklin was presented with three linen lunch cloths from the members. The

following standing committees have been announced by Mrs. J. E. Whaley, president:

Ways and means, Mrs. Felix Slomski; social, Mrs. Arthur Yates; welfare, Mrs. Wm. McCarthy; good cheer, Mrs. W. W. Essells; membership, Mrs. Ed. Congaware, Mrs. J. E. Dexter, Mrs. Frank Duvie, Mrs. August Krueger; house and furnishing, Mrs. Lawrence Nowitzke; publicity, Mrs. A. I. Lathrop; safety, Mrs. B. F. Hoehn; auditing, Mrs. M. M. Harrington, Mrs. Leo Zieball, Mrs. A. W. Warner; librarian, Mrs. Henry Rege.

Bridge and five hundred were played. Favors in bridge were won by Mrs. Anne Lennert and Mrs. J. A. Jakubec, and in five hundred by Mrs. Horace Young and Mrs. Wm. McEwen. Mrs. Henry Wegner won the valentine cake donated by Mrs. Isadore Livernash. Mrs. Charles Strassman, Mrs. O. J. Winter and Mrs. C. H. Randby of Merrill were out-of-town members present. Following the card playing, a lunch was served by the executive board. Previous to the meeting, the executive board discussed welfare work.

#### Sidelights

Much interest is shown in the library, and the members are taking advantage of the fine magazines and books which they are privileged to borrow. Mrs. Henry Rege is a gracious and efficient librarian.

The club starts the year 1936 with a fine spirit of interest and a desire to carry on the worthwhile work of this branch of what has become a real movement throughout the system of the Milwaukee railroad. The capable slate of officers for the Wausau chapter has the co-operation of all the membership.

### Marmarth Chapter

Mrs. Harry Wand, Historian

MARMARTH Chapter held its regular meeting on January 30, with the president, Mrs. John Richmond, presiding. From the chairman of committee reports, \$6.00 was received from ways and means, \$4.38 spent for sunshine and good cheer, and the treasurer reported a balance of \$100.00. As the weather is so very cold it was decided to postpone the dance, which had been planned, until a later date. A survey had been made of employment of our railroad family, and it was reported that with a few exceptions Milwaukee employees at Marmarth are working part or full time, which certainly is good news and an indication business is improving on our road. Mrs. A. Bude of Moberg, who was one of our enthusiastic members for many years, was a guest and we were happy to have her again meet with us.

A nice lunch was served by Mes. R. C. Rushford, Chmura and Fagan.

### Perry Chapter

Mrs. John Heinzelman, Historian

THE first regular meeting of the year 1936 was held on Friday, January 3rd. There was a very good attendance with the officers-elect to take their chairs as follows:

President, Mrs. J. B. Bryant; first vice president, Mrs. Fred Wagner; second vice president, Mrs. Thos. Connell; third vice president, Mrs. S. Einerson; recording secretary, Mrs. Pat Ryan; corresponding secretary, Mrs. Everett Evans; treasurer, Mrs. A. A. Brown; historian, Mrs. John Heinzelman.

The committee chairmen appointed by the president are:

Lydia Byram Fund, Mrs. Wm. Young; program, Mrs. D. Young; sunshine, Mrs. Malcom Nelson; Kitchen, Mrs. Forest Hedrick, Mrs. Wm. Sheets and Mrs. Ralph Goodwin; auditing, Mrs. D. F. Sullivan; membership, Mrs. Irving Chubbick; social, Mrs. C. V. Shannon; house and purchasing, Mrs. B. Stitzel; relief, Mrs. J. J. Kindig and Mrs. Wm. Thompson.

There is a very lively interest taken in the campaign for new members as it is the wish of the committee to have the membership roll completed by the end of February with a big increase in membership.

The enjoyable program at this meeting was in charge of Mrs. Fred Wagner, and included vocal solos by Mrs. Clayton West and Miss Dorothy Fuller; a reading by Miss Evelyn Wagner; a clarinet solo by Orlan Emerick, and a piano solo by Philip Cooper.

Our last meeting was held February 7th, and started with a one o'clock luncheon. Plans for the year's work were outlined and much interest shown in the prospects for the new year. A pleasing program given after the business meeting was a dramatic reading by Miss Betty Einerson, a humorous reading by Jack Audis and two vocal solos by Mrs. D. Young, who also led the community singing. Mrs. Frank Chapman was the accompanist. Mrs. Fred Wagner was in charge of the program. Mrs. Sheets and Mrs. Shannon were in charge of the luncheon.

### Butte Chapter

Mrs. H. C. Johnson, Historian

BUTTE Chapter held its annual Xmas party December 21. A large crowd gathered to enjoy an impromptu program presented by children of the Milwaukee family in charge of Mrs. O'Reilly; also group singing of the carols, accompanist Mrs. Johnson, followed by a social time for all. A beautiful Xmas tree adorned the club rooms, with a special treat for each child. Individual cakes were part of the feast made by Mrs. Dunn and Mrs. Bidle, each decorated with a unique Xmas design.

The usual routine of business was conducted at the January meeting, and a general hearing of the year's reports. After which Mrs. Johnson called the newly elected officers forward and presented Mrs. H. R. Clemens with the gavel as president of the chapter, and sincere good wishes for the year's work.

After which Mrs. D. V. Goggins very graciously presented Mrs. Johnson, retiring president, with a beautiful Chinese plaque from her executive board, in appreciation of her two years as president. Mrs. Johnson was deeply touched by the courtesy.

### Present-Day Importance of the Railroads

(Continued from page 3)

Road is constantly ready and willing to serve you; that it will take you and your family safely to your destination regardless of storms or blizzards, and you know that it provides uninterrupted freight service so that the tradesman's shelves may be constantly stocked to enable you to secure the necessities and comforts the household requires.

"Time permits to relate but briefly few of the constant improvements the railroad men and women are making to enable patrons to derive greater benefit from rail service.

"First of all, rail schedules, both passenger and freight, have been speeded, where conditions permit, considerably in recent years. Fresh fruit and vegetables are rarely considered out of season. Delicacies at any time of the year in any locality now, are available because of the fast freight schedules. Merchants have been able to reduce the investment stocks on hand because they can get their goods so much faster from the manufacturers. Equipment is being improved right along so that shipments will arrive in perfect condition. Distribution methods are being improved so that car shortages will not occur with resultant inconvenience and probable loss of sales and money

and expressed her appreciation of the loyalty and co-operation.

A social hour and refreshments were enjoyed. Mrs. Field, formerly of Spokane, was a welcome guest.

Mrs. Clemens conducted the business meeting of February 3, at which plans were made for a bridge party to be held in the club rooms February 29. Refreshments were served, and prizes to be given. A pleasant time is anticipated.

The chapter as usual enjoyed a social hour and refreshments following the business meeting.

### Miles City Chapter

Mrs. N. A. Helm, Historian

MILES CITY Chapter held its monthly meeting in club house February 3, at 8 p. m., with President Mrs. Moss presiding, and 50 members in attendance. The meeting was called to order by repeating the club motto.

Sunshine chairman, Mrs. Wm. James, reported 386 personal calls, 174 telephone calls, 28 messages of good cheer and sympathy and 51 families reached during the month.

During the month preceding, 39 boxes of candy were sent to the county farm, 37 cards sent, also 43 glasses of jelly and jam, pies, cakes and clothing were distributed to the needy.

Welfare chairman, Mrs. L. Nimber, reported expenditure for the month was \$23.93; 12 personal calls, 14 telephone calls and 3 families aided.

The treasurer was requested to send a check of \$10 as a donation from the club to Holy Rosary hospital.

The ways and means committee plan to sponsor a leap year dance February 29, and a pot luck dinner, 6:30, February 10.

President Mrs. Moss reported she had her chairmen for the year all completed.

After the business meeting the Tarpo children and Neva Halvorson gave some musical numbers.

A delicious lunch was served by Mrs. Swan Nelson, C. Spear and E. Farr, after which cards were played.

to shipper and consignee.

"On the western roads passenger rates and charges for sleeping car accommodations have been greatly reduced. Dining car meals cost less. Air conditioning has been installed in through trains. Greater comfort and convenience of travelers have been introduced in many ways.

"Wisconsin is very fortunate in being served by the new high speed trains on whose operation the eyes of the transportation world are focused just now. On one of them, all of the cars that are carried were built right here in the city of Milwaukee. I refer to the new speedliner—the Hiawatha—designed and built by our fellow townsmen here in the Milwaukee Road Shops.

"Now I'll conclude with a statement that, as an employee of the Signal Department—the department that develops and installs and maintains the semaphore signals, flashing light signals, and the many other devices that protect the lives and property of our patrons—I'm delighted to make. Heed it well, please! Not a single passenger was killed in a passenger train accident during the entire year of 1935. Think of the millions of passengers handled by the railroads of the country in a year—and not a single one fatally injured in a passenger train accident. To fully understand the significance of this record we must, unfortunately, contrast it with the terrible slaughter on the

highways. The National Safety Council has estimated that thirty-six thousand four hundred persons died in motor vehicle accidents last year. I don't have the record of airplane crashes.

Eternal vigilance brought about the railroad's safety record.

While railroads are quick to avail themselves of modern devices and appliances, the nature of the work demands greatly upon safe practices being followed by the employees. The record is a tribute to every railroad man and woman.

"I am grateful to the station and its tenders for such a splendid opportunity to discuss in part what the railroads mean to the public and I bespeak your patronage and your kindly consideration of our problems. Such support will help to keep railroad men and women in their jobs. Thank you."

## Good Old Dubuque Shops

Lucille Millar

THE deepest sympathy of all employees at this point is extended to Oscar Ohde in the passing of his wife on February 14 after an illness of only a few days. Besides her husband, she is survived by a sister and two small sons, David and Joyce.

The Reclamation Plant is snowed under this writing, but before the temporary shut-down, it was a grand and glorious sight and that greeted our ears one morning with a whistle. For many years the housewives in the shops end of town set their backs by the old "Milwaukee" whistle and, while the one now in operation, is not quite as loud as the old one, it is a welcome sound just the same.

The morning that the temperature dropped to 35 below brought forth stories of days long gone by, but some of us younger generation couldn't remember back that far; however, we did hear of the "boner" that was pulled by a fair young lady who said she remembered the last severe cold spell and that evening the village sheet stated it was in 1898.

Andy Mohr was looking pretty dejected at that time we saw him—was it because your rabbit died, Andy, or that you had just missed up a chance to sell it at a good price? Cheer up, because we're promised orders of everything this Spring and Summer after this long cold spell.

Here's one for Ripley—a cold little house crawled over the scribe's foot the other morning and she didn't say a word she couldn't—that was once that words killed her.)

Buttons covering years of service have been awarded recently to Al. Voggenthaler 35 years, Robert Sommer 35 years and Harry Kreamer 25 years.

During the past Winter ninety-six tons of coal have been distributed by the Dubuque Chapter—Milwaukee Railroad Women's Club to widows and needy employees. President, Mrs. Henry Wiedner is asking for donations or dues from those who are fortunate enough to have had steady employment. Let's answer this 1936 Roll Call and put the treasury of this Chapter in readiness for another emergency.

Let us pause and consider when we're cozy and warm, with coal bin quite full and protected from harm.

That many a brother is discouraged and sad—has forgotten what it is to be happy or glad.

Let us pause and consider—perhaps the fee that you give may enable some brother employee to live!

# Said To Be Humorous

## Sow What?

A little city boy who had been to the country was describing to another boy friend the pig he had seen.

"It was in a pen," he said, "and it was afraid of the little pigs. They would chase the big pig around the pen and after he fell down with exhaustion the little pigs pounced upon the big pig and ate the buttons off his vest."

## Could Take His Time

For years he had been henpecked but at last the worm turned. One morning he said to his wife:

"My dear, I had a queer dream last night—that some man was running off with you."

"Indeed," replied his wife, "and what did you say to him?"

"I just asked him why he was running."

## Swank

"Annie Mae," said the mistress of the house, finally giving way to curiosity, "I notice you have been taking our empty grapefruit hulls home with you. What do you do with them?"

The negro maid, looking up at her mistress with a sheepish grin: "Yes, mum," she admitted, "I've been carrying 'em home. Ise think they make my garbage look so stylish."

## Taste in Music

"What kind of music suits you best?"

"Well, I'm not very particular. I like it either rare or well done."

## Widely Traveled

"Haven't I seen you somewhere?" asked the young man.

"Quite likely," replied the girl, "I've been there."

## With All Voices Joining In

In the morning the pastor will preach on "Three Philosophies of Life," and Mrs. — will sing "The Lord Knows Why."

## As Things Are Going

"Did you take any summer boarders this year?"

"Yes," replied Farmer Cornstossel. "We didn't care about the money, but them city folks is goin' to be wantin' jobs as farmhands one o' these days an' we thought we'd kind o' get 'em acquainted with us an' mebbe have first call on their services."

## Wait 'Till Dad Hears

Mrs. McTavish—My little boy has just swallowed a ten-dollar gold piece.

Neighbor—Gracious, is the child in danger.

Mrs. McTavish—No, thank goodness, his father is out of town.

## Northern District Car Dept.

O. M. S.

THE Twin Cities are busy digging out of the heavy snow fall and from all reports, surrounding points are doing the same.

J. E. Mehan and H. Belond from our Milwaukee office, were company business visitors at Minneapolis.

Assistant Foreman J. C. Weatherell of Minneapolis shops, was transferred to St. Paul new yard, January 1, replacing Assistant Foreman F. M. Washburn transferred to Minneapolis shops.

Lawrence Larson, from Hurley, Wis., visited his uncles, Einar and Harry Hauger, at Minneapolis during Christmas vacation.

Since our last writing, we have said

## Live and Let Live

"You must be hard on husbands," sneered the weeds widow to the grass widow, who had just got her fifth divorce.

"Oh, yeah?" retorted the grass widow. "Well, you'll notice none of them found life with me so terrible he had to be buried when he left me."—Cincinnati Enquirer.

## They Turned Back

They were speeding in a taxi toward the theatre.

"I wish you hadn't made me dress up. I—er—" he began.

"Nonsense, dear," she replied. "You look nice in your dress clothes."

"I wish I hadn't, all the same."

"I never saw such a man."

"All the same, I think we ought to turn back."

"We're 10 minutes late already. What's the idea?"

"Well, I've just remembered that I left the ticket in my brown suit."

## First Things First

The under-sized husband was trying on the overcoat his wife had bought him for Christmas.

"You know, dear," said he, gazing at himself in the mirror, "this is a nice present and all that, but don't think that I'm ungrateful. But really, isn't it much too large for me?"

"I know, my dear," she returned. "But we can't help that. You must remember that it's got to cover the radiator of the car in cold weather. We have to consider that first, haven't we?"

## Was Modern Enough

The sad looking man in the tenement area leaned over the bannisters and caught the visitor before she could disappear down a hole in the staircase.

"I wonder," said the visitor indignantly, "the landlord doesn't do something to repair this wretched building."

"Well," said the slum dweller, "he was going to do something about it until he went on a tour to Naples and saw the ruins of Pompeii. Now he thinks this isn't so bad."

## Misapplied

The following letter was received recently by a concern that manufactures corn molasses: "Dear sirs: Though I have taken six cans of your corn medicine my feet are no better now than they were before I started."

## Up to the Minute

Small Girl Friend (to 8-year-old son of auto salesman)—Oh, I think you're lots better looking than your daddy.

Son—I ought to be, I'm a later model.

Happy Birthday to J. Hemsey, QCF; Walter Johnson, chief clerk, and Ella Siegler, stenographer.

Gust Gruhlke of Minneapolis light repair yard, has been home due to illness the past two weeks. We hope to see him about soon.

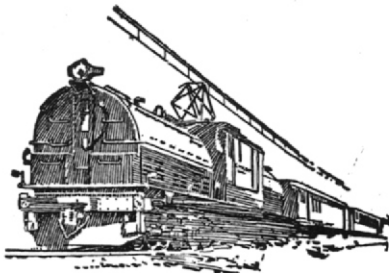
Miss Audrey Benter, clerk at St. Paul coach yard, while going home from work, slipped on the ice, fell and sustained a broken leg. We hope Miss Benter will be back with us soon. Miss Rubye LeFever is replacing Miss Benter.

All the boys and all the girls enjoyed their Christmas gifts and are just waiting for next Christmas.

We are glad to report that Foreman Bross, Aberdeen, S. D., who has been ill, is getting better.



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



## *Courtesy*

Much has been said on this page from month to month about the value of courtesy. This has been done not as a routine matter but because courtesy is of great importance to every business having contacts with the public.

You would not trade at a shop whose employes were curt and abrupt, obviously disinterested in your patronage. In these days when competitive agencies are doing their best to make friends it is more important than ever before that all Milwaukee Road representatives who meet our patrons,--as solicitors, agents, ticket sellers, trainmen, sleeping car and dining car men, or in any other capacity,--reflect the pleasure it gives us to have their patronage.

A writer in a recent number of a national magazine placed certain railroad employes near the foot of the list as to proper treatment of the public. Filling station employes were given first place in courtesy.

On the opposite page are quoted brief excerpts from letters written by many satisfied customers of this railroad. These items prove that courtesy is greatly appreciated by our patrons and that they like to travel on a line that treats them unusually well.

The last item in the list is quoted to show that one careless employe can create an unfavorable impression on passengers and spoil a journey that many other employes have endeavored to make pleasant.

These letters should stimulate all of us to greater efforts to attract and hold patrons--shippers as well as travelers--by making all their contacts with us most pleasant and satisfactory.

A stylized, cursive signature of J. D. Smith. The letters are fluid and connected, with a prominent 'J' and 'S'. The signature is written in black ink.

Chief Operating Officer



# What Our Customers Say:

I made the trip without incident and was accorded the finest treatment I have ever received at the hands of any train crew—they were all a lot of fine fellows.—*Washington State Official.*

◆ ◆ ◆

I want to commend the conduct of the conductors and trainmen on that line.—*Minnesota Farmer.*

◆ ◆ ◆

This fine old gentleman (and he is a gentleman in the true sense of the word) made the trip very pleasant, not only for the writer but for all of the passengers.—*Insurance Official.*

◆ ◆ ◆

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 desired.—*Ohio Passenger.*

◆ ◆ ◆

The conductor, porters, everyone, gave a quality of service which made me feel like a guest rather than a passenger. I should like also to add that you had engineers who knew how to stop and start a train.—*Illinois Passenger.*

◆ ◆ ◆

I had occasion to travel on most of the other trains and none can compare with the comfort and courteous attention that your road gives.—*Minnesota Passenger.*

◆ ◆ ◆

I would like to commend the service by all members of the train crew. Their courtesies were unlimited.—*Illinois Passenger.*

◆ ◆ ◆

It is indeed a pleasure to meet railroad officials who make traveling pleasant, and this was very much appreciated after having spent two miserable days on another line.—*Official of a Washington Corporation.*

◆ ◆ ◆

The service in general offered by your road has been of such a wonderful nature that words cannot express our entire satisfaction—safe to say fully 100% plus.—*Illinois Business Man.*

◆ ◆ ◆

We traveled on many railroads and can frankly say that your road was most comfortable, pleasant and above all the most courteous.—*California Passenger.*

◆ ◆ ◆

The entire crew was very polite and courteous and seemed very glad to serve one.—*Missouri Passenger.*

◆ ◆ ◆

It was quite evident that this brakeman had his heart in his work, was proud of the train, and doing his level best to make it a success.—*Minnesota Passenger.*

◆ ◆ ◆

No one can describe the train, equipment, courteous service and attention, without the very lavish use of superlatives.—*Iowa Attorney.*

◆ ◆ ◆

The courtesy of your employes was most noticeable.—*New York Passenger.*

◆ ◆ ◆

The entire train crew were extremely courteous and attentive to their duties.—*Indiana Passenger.*

◆ ◆ ◆

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.—*U. S. Army Officer.*

◆ ◆ ◆

I was on four different systems and found the OLYMPIAN to be my favorite as the men on the train all the way were very anxious to please.—*Illinois Passenger.*

◆ ◆ ◆

On the entire trip both officials and employes did everything possible to add to our comfort and pleasure.—*West Virginia Passenger.*

◆ ◆ ◆

I sometimes wonder whether you folks know how much it means to men who are away from home half the time to have friendly greetings of men like Jack and the steward.—*Wisconsin Clergyman.*

◆ ◆ ◆

My impressions were such that I wish to thank you for having provided such fine equipment and such courteous service.—*Maryland Business Man.*

◆ ◆ ◆

I am told this is only regular service on The Milwaukee, but if so it is none the less deserving of our kindest feelings and you may rest assured that no opportunity will be lost to do a good turn in appreciation of the unusual courtesies.—*Wisconsin Business Man.*

◆ ◆ ◆

The service on this train is on a par with what I have just related with the exception of a brakeman who is extremely officious and seems to think he owns the train.—*Government Official.*

# ON THE STEEL TRAIL

## THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Train Director, Bensenville, Ill.  
A. M. Dreyer.....Fullerton Avenue, Chicago  
Ruby M. Eckman.....Care Trainmaster, Perry, Iowa  
John T. Raymond.....Dispatcher, Marion, Iowa  
Miss E. L. Sacks.....Care Trainmaster, Dubuque, Iowa  
Miss C. M. Gohmann.....Care Superintendent, Ottumwa, Iowa  
Miss S. M. Clifford.....Care Asst. Superintendent, Kansas City  
Miss C. M. Browning.....Care Superintendent, Green Bay, Wis.  
Miss E. Stevens.....Care Superintendent, Savanna, Ill.  
Miss N. A. Hiddleson.....Care Mechanical Department, Minneapolis  
Mrs. O. M. Smythe.....Care Car Department, Minneapolis, Minn.  
Ira G. Wallace.....Clerk, Red Wing, Minn.  
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, Moberly, S. D.  
Mrs. Edna Bintliff.....Care Dispatcher, Mitchell, S. D.  
A. M. Maxelner.....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  
K. D. Smith.....Operator, Portage, Wis.

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

R. R. T.

THE many friends of engineer Charles M. Rousch, of the Spirit Lake-Metaline Falls Line, will be deeply grieved at the sad news, just received, of his death on February 11th at Denver, Colorado, where he had gone in a vain search for renewed health. He is survived by his wife and two married daughters, all living at Spirit Lake, where he had made his home for years. Our sincerest sympathy is extended to the sorrowing relatives.

Everybody was pleased to see Mr. W. M. Gleason, station master at the Spokane Union Depot, back at his post again after a severe attack of pneumonia had confined him at home for several weeks. He looks a little thinner than before but otherwise quite as chipper as usual. Congratulations on his complete recovery.

Jess Jones of the first shift switch crew at Spokane, who was accidentally badly scalded some time ago, is still unable to return to work; we understand some skin grafting was found necessary. We tender our best wishes for his early recovery.

Fireman Earl Miller, temporarily doing roundhouse work at Spokane, is still at home sick and unable to work. We hope that he may soon be able to be back on the job.

"Bill" Smith, the genial roundhouse foreman at Spokane, was at home the other day when we visited the roundhouse, his old enemy rheumatism having sneaked up on him while he wasn't looking. However, it is hard to keep a good man down and after a few applications of the grease-gun he is again at his post.

The same insidious trouble, inflammatory rheumatism, laid out Tom Barnes, Jr. (son of Tom Barnes, Sr., of the Spokane roundhouse), who has been working in the roundhouse at Othello. While he is in a hospital here, recovering, machinist Albert Bates of Spokane is working in his place at Othello.

More victims who are off duty temporarily, due to illness brought on by our recent (and still present, at this writing) attack of arctic climate, are engineers Bert Nolan, of Nos. 15 and 16, and Walter Clinton, of the Pend d' Oreille passenger run, both of whom are confined at home—let us hope, not for long.

As an offset to this long list of sickness, we are pleased to learn that Mr. Kelly Hudson, agent at Spirit Lake, who has been ill for three months or so, has recovered sufficiently to be able to return to his post on February 8th. We offer our congratulations. Mr. E. A. Brown, who acted as relief agent, went back to the extra list.

Fortunately, not everyone laying off has to do so because of illness. Some do it just to get away from the cold weather—for instance, C. W. Coburn, agent at Man-

ito, who is off on a few weeks' vacation in sunny California to thaw out. Here's hoping he may have a good time. J. C. Maddox is relieving him in the meanwhile.

Conductors Louise, Falck and McAulay are sporting brass buttons these days quite frequently, the delayed arrival of passenger trains from the snowbound central states frequently necessitating make-up runs from Spokane. We feel sure that they are quite ornamental in their full regimentals and sustain the reputation of our passenger train service for courteous attention to our patrons.

While night roundhouse foreman Sam James of Spokane does not often patronize the movies, there was one recently at a local theater which he made it a point to see; it was "Sanders of the River," with Paul Robson in the title part. The reason for this is that the film is based on a story by Edgar Wallace, the famous British novelist, who was Mr. James' close friend at a time, many years ago, when they were both in the British Naval Service on both east and west coasts of Africa, and that the story, in turn, was based on incidents in the Colonial Service in which Mr. James either took a personal part or which at least came under his observation. Mr. James saw many thrilling things in those days, but the aeroplanes shown in the film had not even been thought of at that time, and he never saw a Colonial Administrator quite as handsome and dashing as the film hero.

Engineer Tom McCall gave up his run on Nos. 7 and 8, between here and Butte, and took a switch engine assignment in Seattle yard in order to be nearer to his family there. While the run on Nos. 7 and 8 is up for bids, engineer Clayton Clark is handling it temporarily.

The office force at the Spokane freight-house is observing the old maxim, "An apple a day keeps the doctor away," and feasting daily on most delicious apples donated every day by Mr. George Gaub, revising clerk and rate expert at this office, from last season's crop on his beautiful ranch on Moran Prairie, south of Spokane.

We learn, a little late, to be sure, that fireman Jack Paris, at present working in Spokane roundhouse, was married in January to Miss Hazel, daughter of Mr. Harry Ade, whom the older employees hereabouts will remember well as long time roundhouse foreman at Spokane. The newlyweds are making their home here. We join their friends in offering our belated congratulations and good wishes.

Foreman Councilman's B. and B. crew is working here, as at other points on the division, making repairs to buildings. We were pleased to meet old friends from the Coast among members of the crew.

William Plybon, Louis Plybon and Andrew Rogerson have all gone to Malden for duty as extra firemen in main line service.

J. R. Cook took up his assignment as agent at Othello on February 3rd; A. D. Latto, who was temporarily on this posi-

tion, went back to extra work on the West Coast Division.

### "S. C. D. Office on the Air"

A. T. B.

MEMORIES, just memories; the big snow storm and cold weather during January.

The recent snow storm and cold weather brought to life all the old caps and heavy wearing apparel which had been packed away among the mothballs.

Bernice and Edith came down wearing bright red stocking caps pulled down over their ears.

Leona pulled her ski suit out of the trunk in the attic and came down to work wearing it, and did that suit come in handy! I'll say it did.

Dick wore two pair of socks and two scarfs pinned around his neck with bright new safety pins.

Steve, I am told wore two pairs of suspenders, anything to keep warm.

Herman wore an extra cap under his hat but found the hat small under these conditions, so he borrowed Frank's hat when he went out for lunch at noon. This worked out O. K. until the wind blew the hat off of his head right in the water at the roundhouse cinder pit. After considerable work Herman rescued the hat. Frank says he doesn't mind folks borrowing his hat, but he doesn't expect to have it returned all trimmed with icicles around the brim.

On the first day of the snow, Velma and Mr. Wible were unable to get out of the house on account of the high drifts and so were unable to report for work.

Mr. Wible came down the next day wearing a derby and, having no protection for his ears, froze one. The next day he wore a scarf around his head; too late, then—the damage was done.

Mr. Deppe had one of his cheeks frost-bitten going home one night from work, but he got a "break" several days later when he went down south to Arkansas with F. H. Campbell for a few days. Weather somewhat better down there, but cold for that section of the country.

Some forks are lucky. Bernice again came through this time, winning a case of soda water playing cards. How about a drink, B. K.?

It seems the ashmen did not collect the ashes in Bill's ward for some time, so Bill decided to call up the alderman about it, but didn't know what ward he lived in. Better find out, Bill, election time is coming.

Just received word that one of the in and out boys from the office is giving consideration to having his eyebrows plucked, but can't make up his mind as to the style, streamlined or otherwise. May have more on this later.

Well, well! Velma cut another tooth, a wisdom which caused her to be away from the office for several days. Not so wise at that.



## Seattle General Offices

M. W. N.

MR. HARRISON R. KELLER is displaying a handsome silver signet ring made by his daughter, Shirley Ann, 16, a student at Lincoln High School, Seattle. Miss Keller is no novice at this work, having completed seven rings in her metalcraft class this semester. Tooled leather work, including billfolds, purses, etc., and decorated bowls, Christmas cards, wall hangings, oil portraits, flower and marine studies are all numbered among the art objects executed by this young lady. A cabin studio, built by father and daughter, houses a creditable art exhibit, which won the Arts and Crafts Girl Scout badge. These are difficult badges to win, only two being awarded in Seattle during the past year. Shirley Ann will continue her art course at the University of Washington and hopes to become a costume designer. Another devotee of the fine arts in Mr. Keller's family is Lois Marjorie, 18, a senior at Lincoln High. Already an accomplished dancer, with many public performances to her credit, Lois Marjorie is studying with Miss DeVries and Miss Wentworth, and plans to continue her dancing studies at the University of Washington. The Keller girls are talented along practical as well as artistic lines, as they make their own clothes—very clever ones, too—and excel in outdoor sports. A very talented family, Mr. Keller.

Mr. J. O. McIllyar, division freight and passenger agent at Aberdeen, Wash., was a Seattle visitor last week. Mr. McIllyar has now become a full fledged Grays Harborite—he denied it was raining in Aberdeen and Hoquiam.

Mr. W. J. Murray of the City Office has been mentioned favorably hereabouts as the Milwaukee official entry at the Olympic Games. He has a new ski outfit in which he looks perfectly stunning. No reports have reached us yet regarding performance, but his looks in the new ensemble will certainly cause all the sweet young things in town to want to go in for skiing in a big way.

Mr. A. V. Palmer, former rate clerk in the General Freight Department, has accepted a position in the rate department of the Pacific Steamship Company, Seattle.

Mr. E. M. Stablein, of the Transportation Department, accompanied by Mrs. Stablein, left on a vacation trip to Washington, D. C., and will be prominent in the next line-up when the president receives. Some low person or persons have threatened to acquaint Franklin D. with Stab's predilection for Al Smith, but it is hoped their better natures will prevail, and they will not ruin the climax of this patriotic pilgrimage.

Mr. Charles McMillan, formerly clerk in the Seattle office, was a General Freight Department visitor last week. Mr. McMillan is now with the Pacific Telephone & Telegraph Company.

One of the most successful luncheons of the season was held in the Women's Club rooms at the Union Station last week, the occasion being the birthday anniversary of the club. A huge birthday cake was cut by Mrs. H. B. Earling, with appropriate ceremonies, and several interesting speeches were made by visitors and club members. A record attendance was registered and all guests report quick service, a fine luncheon and a good program.

The Milwaukee Road Bowling League has started the second half of the season of twelve games. Villata leads with 2,264 pins for average of 189, closely followed by Ellis and McAvoy with 2,258 each for average of 188. The Local Office team leads the league with 9 won and 3 lost, and the Law Department team (not one member of which is employed in the legal department) is second with 7 won and 5 lost.

A log house has a charm all its own, and when you're personally acquainted with every log in it, it becomes more than a house, it's part of your personal history. Such a home is the beautiful log lodge constructed by the Agner brothers at Kingston, Wash., across the bay from Seattle. Mr. John H. Agnar, of Mr. Hillman's office, and his brother, R. R. Agner, selected the



site for the building in a picturesque section with beach frontage, where the wild beauty of the Washington forest had not been disturbed, and they have created there a restful, artistic retreat, a home in every sense of the word. Time formerly spent at playing golf and fishing was put into the clearing and landscaping of the extensive grounds, and after the logs were selected and assembled, all of the work of construction was done by the two men. The task was accomplished in a leisurely but thorough manner, and interesting pictures were taken during the course of construction, showing the various stages of progress. The stone for the massive fireplace was brought up from the beach and fitted together in a manner that would have done credit to the ancient Egyptian stonecutters. The interior is spacious and well designed, the hardware is of hand-wrought metals, and the house is attractively furnished in harmony with its setting. When the house and grounds were complete and pictures had been taken of every angle of the accomplishment, these photographs were bound together in a book, embellished with sketches by the versatile John Agner, and you may come up and see it some time if you are seeking inspiration for a like project.

Mr. A. Woodward, of Mr. Meyer's office, and Mr. Robert Bigham, of Mr. Webb's office, are recuperating from recent operations. Both are reported progressing favorably at this time.

## La Crosse—River Division— First District

Scoop

THE poets rave about the snow, beautiful snow, etc., but you should hear the railroad fraternity rave about it.

Old Man Winter sure welcomed our new trainmaster, Mr. H. C. Munson, with one snow storm after another. And how they drift!

August Eisfeldt, pump repairer, Watertown, has been on the sick list. Tom Beggan was pinch hitting for August.

Mr. A. M. LeMay has taken a new job, that of inspector of stores, headquarters Milwaukee.

Mr. J. C. Hart is our new division storekeeper, headquarters La Crosse.

Tom Richards, formerly with the supply trains, is now division storekeeper at Ottumwa, Ia., and Joe Brennan, his old sidekick, is in charge of supply trains, lines east.

A. J. Reifentstahl, civil engineer of Mr. McDonald's office, La Crosse, recently recovered from a siege of quite long duration with pneumonia in a La Crosse hospital.

Herman Ogden is stenographer in the superintendent's office, La Crosse, Al Kester having gone to Milwaukee to work as stenographer for Mr. J. T. Kelly.

We regret to report the sudden death while attending an old-time dance in La Crosse of R. Fritz, baggageman at La Crosse for many years. The sympathy of the division is extended his relatives.

Engineer Curt Hodge and wife left Mon-

day for an extended vacation at Tucson, Ariz. Curt claims the natives won't know him when he gets back, as he intends to lay on a generous coat of tan even if he has to join a nudist colony to do so. Mrs. Hodge is the former president of the C. M., St. P. & P. Women's Club at Portage.

Conductor R. Bowen of Tomah and his sister are vacationing in Tucson, Ariz., for the winter also.

Engineer George Bates and wife are in Florida, where the sun shines all day and a feller can drive around the country without encountering a ten-foot snow bank.

Agent Pete Phillips and wife and son, Foster, and family, are driving to Florida this month. We expect to hear some tall tales of who caught the biggest fish, etc. Foster says he isn't much of a fisherman but he can furnish the bait, especially if John Pate is along to catch the fish.

Portage yard lost an old employee in the death of Robert Miller, sectionman who was struck and instantly killed by Madison Division passenger No. 33. Bob was cleaning switches at the east tower plant at the time.

He will be greatly missed, as he was thoroughly dependable and a good workman, with over thirty years' service as car repairer and sectionman to his credit. The sympathy of the Division is extended his relatives.

They are calling Baggageman Frank Bulgrien at Portage grandpa, as his son Wallace and wife have a brand new son. Frank thinks he will teach the new arrival how to fish first thing this summer, as with so much snow fishing should be good.

Speaking of snow, old timers say this is the worst cold snap and snow since eighteen-hundred-and-froze-to-death and the most of the snow is east of Portage, around Milwaukee and Chicago, instead of being up north. But cheer up. Spring is just around the corner.

## Kansas City Division

K. M. G.

WE hope our ex-storekeeper, G. C. Sheridan, likes his new position of traveling storekeeper, with headquarters in Milwaukee. He and Mrs. Sheridan left Ottumwa on January 8 to take up their residence in Milwaukee. Their many Kansas City Division friends wish them good luck and hope they will return to Ottumwa occasionally to visit. T. A. Richards has succeeded Mr. Sheridan as local storekeeper.

R. J. Coker and wife returned from sunny California just in time for our sub-zero weather. They visited their son Howard and wife, the former Elizabeth Allison of Ottumwa, who are now living in Long Beach. Howard has a position of operator in the radio department of the navy on the flagship West Virginia. W. L. Boyer of Elgin, Ill., relieved Mr. Coker as lineman during his absence.

Bill Givens, son of superintendent, has entered the law school of the State University, Iowa City, Ia.

Mrs. Virgil Glore, wife of engineer, is making an indefinite visit with her brother in Little Rock, Ark., who is master machinist, Motor Car Department, Missouri Pacific Railroad.

Captain of Police C. F. Carlson, headquarters in Kansas City, has been transferred to Chicago, and F. E. Schultz has been appointed to the position vacated by Mr. Carlson.

On January 27 Engineer John D. Reed was released from the Veterans' Hospital in Des Moines, where he had been a patient since January 7, being treated for ulcers of the stomach. He hopes to return to the service in the very near future.

Mr. and Mrs. C. D. Smith were in Mason City on January 29, 30 and 31 to attend the Eastern Star school of instruction.

F. D. (Red) Cooper of the engineering department, accompanied Bill Neutzel to Chicago week-end of February 1 and again on February 8. Bill returning to his home and F. D. C. going over to see and hear Fred Waring and his orchestra and to take in other entertainment offered by the big city. Understand Bill has just ONE spe-

cial reason for making the trip home to Chicago each week-end.

Wife of H. H. Harvey, special agent, Otumwa, departed on January 20 for Wichita, Kan., on account of the serious illness of her mother.

Roadmaster F. M. Barloske has taken a sixty days' leave of absence on account of ill health and is being relieved by R. R. Lowe.

G. W. Anderson, district adjuster, returned to his home in Milwaukee on January 26. He had been confined to the Otumwa Hospital for several weeks and upon being dismissed left for Milwaukee, where he will remain until fully recovered.

On January 12 J. L. Pogue took up the duties of second trick operator at West Yard, after several weeks' absence from the service. He and Mrs. Pogue had been in Dallas, Tex., with their daughter, Mrs. Miller, and family, during the month of December, during which time Mr. Pogue was confined to the hospital because of illness.

Notice has been received of the death of the father of Mrs. W. C. Smith, wife of section laborer, Laredo, whose death occurred at his home in Moravia. No details have been received regarding his death.

Hollis Cooper, daughter of section foreman at Laredo, left for Union, Neb., about February 9 because of her sister in that city having been taken to the hospital for a minor operation.

Engineer G. R. Bartlett has been confined to his home since December 6 suffering with rheumatism. Hope he will soon recover.

We are all glad to hear that our Kansas City correspondent, Sibyl M. Clifford of Mr. Dodd's office, Coburg, has recovered from a recent attack of pneumonia and is back on the job.

### West Coast Notes

A. M. R.

SECTION FOREMAN OSCAR BECK suffered a broken arm recently, but is getting along nicely, although not yet back to work.

The mother of Glenn Russell, depot baggage agent, Tacoma, underwent a major operation the latter part of January in the Tacoma Hospital. Doing all right at this writing, we are glad to state.

E. P. Allen, signal supervisor, was operated on at the St. Joseph Hospital, Tacoma, recently and is now back on the job.

Florence McMahon, stenographer to trainmaster Cleveland, also joined the sick list last month with a good case of the "flu." But as usual had to get well and come back to the office and work. Wonder what's become of the old-fashioned doctor who prescribed sea voyages, etc.?

Mrs. T. J. Hamilton, wife of assistant superintendent, Tacoma, who has been quite ill in the hospital at Tacoma, is back home again, but not yet entirely recovered.

Guy Bell, time reviser and "cut notice distributor," was home with a severe cold the first few days of February. Is working again, but still a little bit off center.

Hans Olson, former section foreman, and father of O. Olson, B. & B. carpenter, passed away at Tacoma on Jan. 22nd. Hans had been through a lot of things during his 78 years of life, but he never lost his pleasant smile.

Brakeman Chas. Scott is back working again after a long, severe illness. At one time it was thought he could not recover, but we are happy to state he is again O. K.

The mother of Rose Shipley, our switchboard operator here, passed away Jan. 16th in Tacoma after a long illness. Interment was in Calvary Cemetery, Tacoma.

Fred Louis Rehbock, former general yardmaster at Marmarth and Tacoma, passed away in Tacoma Jan. 13. He had been in rather poor health for some time, but continued working, and his relations with those who came in contact with him were always pleasant, regardless of how badly he felt.

He entered the service of the Milwaukee when quite a young man and remained with them until his passing. We're sorry to have him leave us.

Recently had a five-foot tide come up

over the barge slip at Raymond. Seems as if when the water doesn't come from above, it raises up from below. Anything to keep things wet.

Mrs. Jacob Shook, widow of former Idaho Division engineer, was a Tacoma visitor recently. Very cheerful company and we are always glad to have a visit from her.

It is our impression that Tacoma has the most unique street car operation on what is known as "K" street, that can be found any place in the country.

Under ordinary street car operation, one car goes south and the car on the opposite track goes north. But not on "K" street. There, if you are driving north, you will meet a car coming towards you on your left hand and on the adjoining track, also going south, will be another car.

Then, if you think you can depend on that kind of operation, you turn around and start south, only to meet a car coming towards you on your left hand, just as before.

At night, just to help out the motorist, all cars carry headlights on each end, lit, and one doesn't know if the darn car is coming or going. The only safe thing to do is to wait until it either passes or wanders off up or down the street.

If, as a chief clerk or official who has to sign his superintendent's name several dozen times a day, you think the name is long, just try this one:

Jayne Pinheiro de Ulhoa Cintra.  
This gentleman is general superintendent of the Paulista Railway of Brazil.

### Twin City Terminals

J. T. H.

JOHN A. JOHNSON, freight house employee at Minneapolis, with a service date of March 6th, 1910, passed away at his home Monday, January 26th, 1936. Mr. Johnson had not been employed for more than a year on account of poor health.

Mr. John Klint was a recent visitor at the Minneapolis freight house. Mr. Klint, who has some fifty-odd years of service,

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all at the Minneapolis freight house, has been retired for the past few years but is still quite active. When Mr. Klint started working at the Minneapolis freight house in 1872 one of his jobs was to walk over to the postoffice and get the mail, there being no letter carriers in those days.

Mr. M. C. Ahern, time reviser in the superintendent's office, has been covering himself with glory on the hockey rinks recently. In one game recently his team won 5-3 and the "Flash" scored all five goals, and then just to prove there was no mistake about it he followed this dandy performance up by scoring four goals in the very next game. The U. S. Olympic team could use a high scorer like this.

Although a couple of months late with this bit, it is still very much worth mentioning that Carl Holmgren of the Accounting Department bowled 289 in league competition. He says he was so excited he cannot remember bowling the last two frames.

Arthur Charles Bender, son of the late H. & D. Division engineer, Wm. Bender, and grandson-in-law of C. B. Rogers of the Accounting Department, died at Minneapolis as the result of a heart attack on January 23rd, 1936. He leaves his mother, four sisters, two brothers, his wife and infant son, William Rogers Bender.

There were many grins around the depot when it was learned that the bonus bill had passed over the veto, Ed's reaching 'way back to his ears.

Dean Benson, son of Mrs. Martha Benson of the Accounting Department at Minneapolis, was recently rewarded for a lot of really hard work when he secured the appointment to West Point. The examinations were taken by nearly a hundred young men, which makes the feat of securing the appointment outstanding.

## "Drafts From the Drafting Room"

H. J. Montgomery

WITH 1936 comes leap year, presidential, governor and mayor elections; and, oh yes, city clerk of West Allis. The first few mentioned are minor issues, but don't forget, you loyal West Allis railroaders, to vote for our friend, Robert Borucki, for West Allis city clerk. For him every block is a roost—er, I mean, every sock is a boost! Oh, what the—vote for him.

Big doings in the blue print room. The new vault is nearing completion and is it ever a dandy one. The tracings will be safer than safe.

Did you ever see Horton's kids? Boy, are they ever big. Six footers—all of them. The apprentice now finishing his time in the drafting room is Frank Hense. Welcome, Frankie, old boy.

Listed among the Polar Bears of the 4A club are Ozzie Peterson, Guzz Koester, Clary Brophy and Einar Nelsen. All brought their cars down regularly during our 78-hour cold wave.

Triple "L" Lentz sold his sport model Ford and is now seen riding in cabs. No trouble in cold weather, says he.

Ozzie Peterson, our locomotive m. m., has left his car off the jacks this year and is driving. That's the stuff, fella.

Elmer Kuntz rides his new Terraplane half way to work and walks the other half.

Lentz has finally gone in for the game of skat. He has mastered the game in three weeks. His motto or reason for this suc-

cess, he says, is due to "Long suit through your partner, and short suit through the player" and "guchs" whenever you have two or more jacks.

Petrie (Spats) is almost so good, like Lentz. But is he ever a mauerauer? He only plays when they are loaded.

Our pal and friend, Royce L. Juell, is back with us after an absence of about four years. Royce is much heavier, but still the same old Royce.

Sylvan Lester is a model-maker during his spare hours. He is making a miniature Hiawatha for his children. He also has learned to manipulate the keys on his "German golter reducer," and makes a little pin money.

Harvey (Red) Uecker is gradually learning how to bowl. After 15 years he got a 600 total. Kinda lucky, eh what?

Who is winning all this easy money? How is it being done? Whom does one have to see?

Guess who? One fellow in our midst never gets the breaks. When he bowls (he is a good bowler) he either gets tapped or a good pocket hit goes for a spilt. He averages 155 but should easily have 185. When he plays skat, he's either mauerauered upon or never gets the jacks. In baseball he is a good pitcher but gets no support. Who is he?

Art Schultz, reverse ball artist, has been getting a lot of breaks lately, and is mar-belling around 165. Not bad for that soul apple. (I mean, the ball, of course.)

Another chap who is bowling 'way over his head this year is Chandler, our Hal. He is now holding 155 average, but not for long.

That will be all.

## H. & D. Notes

Walt

ONE never knows what Dan Cupid has up his sleeve these days and the latest report of his conquest reaches us in the news that Miss Effie Johansen and A. E. Maloney exchanged marriage vows at a quiet ceremony on Wednesday, Jan. 22nd, at Montevideo, Minn. Following the ceremony a wedding dinner was served at the home of Mr. and Mrs. R. V. Gordon for members of the bridal party and a few close friends. The newlyweds departed on the Olympian for parts unknown on their wedding trip. The best wishes of everyone on the division are extended to the happy couple. Mr. Maloney is a clerk in the assistant superintendent's office at Montevideo.

During the past month the families of several of our employes have been saddened by the passing of those near to them.

Our sympathy is extended to Messrs. W. F. and P. W. Holloran in the loss of their father, who passed away on Feb. 2nd. Burial took place at Montevideo on Feb. 5th.

It is with deep regret that we learn of the death of Mrs. Geo. Daniels, wife of Conductor Daniels, who passed away on Jan. 19th. Interment at Montevideo on Jan. 22nd.

Our sincere sympathy is extended to Mr.

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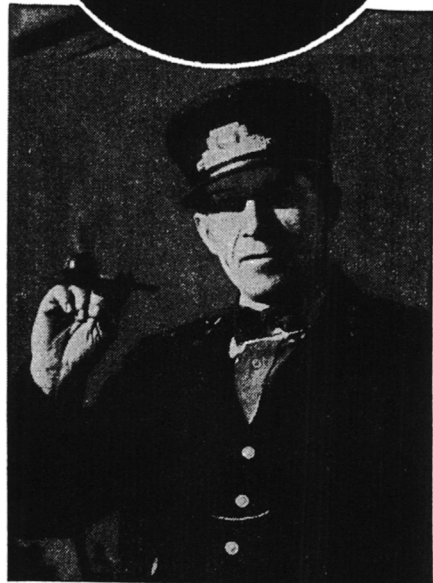
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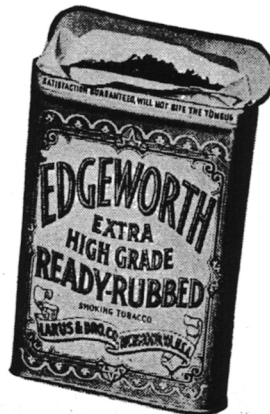


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N. J.

Geo. Hocum in the loss of his wife, who passed away on Feb. 1st. Services were conducted on Tuesday, Feb. 4th, at Minneapolis and interment took place at Milwaukee, S. D.

We extend our deepest sympathy to Grover Tonner in the loss of his mother, Mrs. Anna Tonner, age 88, who passed away on Monday, Jan. 13th, at her home in Chicago. Mrs. Tonner was said to be one of the oldest citizens of Chicago.

Mrs. J. H. Barrett, wife of Conductor J. M. Barrett, passed away at Montevideo on Jan. 15th, 1936. Our sympathy is extended to the bereaved family. Interment took place at Hammond, Wis.

Another item from the East Division has just reached us concerning the death of Mrs. Geo. Mainzer of Spokane, Wash., on Jan. 18th. Mrs. Mainzer was the mother of Conductor L. F. Mainzer of Montevideo.

We have a report that Scotty Brown has been assigned to the Hutchinson Line run, replacing Conductor Sukau, who has taken a passenger run on the main line.

We are glad to report that Conductor Dick Humphrey is back on the job after spending several weeks in California.

A. E. Jerde is relieving Agent Scott at Waubay, who is away on a vacation.

We have a report that Frank Faeth, freight house clerk at Aberdeen, was painfully injured in an automobile accident near Brookings, S. D., on Jan. 12th. After several weeks of inactivity we are glad to see him back on the job again.

We are happy to write that Miss Alice Andres, daughter of Chief Dispatcher Andres of Montevideo, returned home on Jan. 24th after undergoing an operation in a St. Paul hospital. According to the latest reports, she is getting along nicely.

Mrs. C. W. Wheeldon, daughter of Agent H. L. Marlette at Ashton, was taken to the Lincoln Hospital at Aberdeen on Jan. 30th because of serious illness. However, at this writing Mrs. Wheeldon is rapidly recovering and will be released from the hospital within a week or ten days.

Mr. P. E. Dugan of the Real Estate De-

partment was a visitor at Aberdeen on January 31st.

Messrs. H. B. Earling and C. H. Buford passed over the division on Feb. 6th and 7th, en route to Chicago.

It is noted that Leo DeWalt, regular messenger in Aberdeen terminal, is working as relief clerk in the Aberdeen freight house. He is being relieved by Wm. DeWalt.

Another regular monthly Staff and Safety First meeting was held at Aberdeen on Jan. 30th, Superintendent Gillick presiding. The meeting was well attended and various subjects, including the all important programs on safety first, fire prevention, fuel conservation and claim prevention were discussed.

Contract, auction bridge and whist amused 26 tables of guests at the benefit party sponsored by the Aberdeen Chapter of the Milwaukee Railroad Women's Club on Feb. 7th. Contract prizes were won by Miss Myrtle Brown and E. L. Feddern, while honors in auction went to Mrs. Frank Faeth and Jack Barger. Miss June Solke and John Stan were awarded prizes in whist. The clubrooms were decorated in Valentine and Mickey Mouse motives for the occasion and created a very delightful appearance.

## Chicago Union Station

Ann Weber

**TWENTY** of the boys from the Auditor of Investment and Joint Facility Accounts Office finally shook off their inertia and managed to get together for a friendly bowling match on January 25 and again on February 8.

The "Old Maestro" Shorty Dale, who has not bowled for high into five years, came through on top with a 555. Carter Yowell, another old master, brought up the bottom with a 322 in the first match and in the second clinched the cellar position with a rip snorting series of 278. Leo Walch, one of the instigators, did his part by mowing them down for a 92 in one game.

Some of the low scores may, no doubt, be attributed to fatigues, due to the unaccustomed exertion and also the many trips to the brass rail.

Quite a few of the boys had never bowled before but have shown signs of developing into first-class bowlers. Another match is scheduled for February 21 which we feel sure will not be the last. By the time this item reaches our avid readers we may be expert enough to accept a challenge from some of the other departments.

The mystery of who places Judge Owens' and Joe O'Shea's metal wastebaskets on the tray beneath their desks, to be unceremoniously kicked across the floor as they innocently place their pedal extremities beneath their desks, still goes unsolved. The Judge and Joe will appreciate any suggestions as to ways and means of apprehending this practical joker. Nick Werhane suggested a bear trap.

Word has come to me that there are other ping pong enthusiasts in the building, one party even suggesting a tournament. So, look to your laurels, you ping pong players in the Purchasing Department.

A baby sister arrived some time ago at the home of Tony Gaertner, a member of the Refrigerator Department.

About the first of the year, the news leaked out that George Neuendorf, of the Passenger Department, was married on November 1 to Ann Young. How could you, George, just as Leap Year was approaching?

## West I. & D.

Edna Bintliff

**D**ID that groundhog see his shadow? Yes, six of them! He must have had double vision and four eyes, for the winter weather that followed his appearance was really "weather." The few trains that did run did not worry much about getting any place, they just came and went whenever they could get up enough motion to brave the blizzards.

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Sonia Lee and Patricia Jean: Granddaughters of Chief Dispatcher E. H. Pratt, Mitchell, S. D.

There was only one apparent consolation about the entire affair, we did think that maybe the old-timers would shut up about the blizzard of '88," at last. But did they? Far be it from them. They insisted that the storm just experienced was the merest trifle. They suggested that this generation is soft, that they cannot "take it," etc., etc. Well, how can you answer that if you were not present at the "88" affair. They have a distinct advantage in the argument before it ever starts.

Among those snowbound was C. L. Kellar, traveling auditor who was at Rapid City when the storm started, and was unable to reach his home in Spencer, Iowa, for several days.

Stanley Core was shut in at Mitchell. No, he was not sick nor convalescent, nor was he shut up, just in. But we were glad to have him here to give a lift with the flanger, which he surely did. It is no easy job to open up the tracks after a real storm and it takes real men to do it.

And speaking of men—we are always impressed by the loyalty of the section men, line men, roundhouse men and others who have to get out in the storm and keep things moving. Surely no salary alone can repay them for the work they do. Only the sense of belonging to a real organization can make their efforts worth while, and we believe they all do feel this way about the company.

H. A. Anderson, section foreman, Marion Junction, suffered a frozen face during the sub-zero weather, and was off duty for a few days.

The Milwaukee Women's Club at Rapid City, report that they have gathered in and forwarded to the head of the office thirty pounds of tin foil collected by various members of the Milwaukee family. Mrs. Tom Hickson is president of the Black Hills Chapter.

Mr. and Mrs. Fred Diehl and daughter, Genevieve, of Rapid City, returned recently from Washington, D. C., where they had been visiting their daughter, Mrs. Elsie Wallis. They report a nice trip and a very pleasant time.

Mrs. A. F. Iliff, wife of Mr. Iliff, clerk at Rapid City, took their daughter, Patricia, to Sioux Falls, where she attends school. Patricia had been home on a vacation with her parents.

Earl W. Wynn reported for work at Rapid City January 2, 1936, starting the year out right in the right spot. Earl moved his family out the 10th of January and is now settled and on the job. He drew the clerk's job at Rapid which was bulletined in December. Earl came from Charles City, Iowa, where he had been employed by the Milwaukee Railroad as helper.

R. I. Colvin, agent at Rapid City, and Mrs. Colvin, spent a week visiting friends in Chicago recently. They left their two children, Dick and Noel, with Mrs. Colvin's parents at Inwood, Iowa, and picked them up on the way home. They reported a very nice trip—Mr. Colvin met a number of the Milwaukee Chiefs while there.

Rapid City has enjoyed fine weather this winter, being about the only part of the

state which was not visited by sub-zero temperatures for the greater part of January and February. They did get a few nips on February 8th and 9th, but soon recovered. The question is: Why go to California?

And speaking of industries, Rapid City has received 16 carloads by the early part of February. Those scenic roads are going to be used by the local people, evidently.

Emma Reyner put her car up and walked to work during the cold weather at Rapid. Well, we did the same thing at Mitchell and we still think we were smart, although we have almost bought and paid for the Red-top taxi company.

We want to thank our Rapid City contributor, wish more of you would send in news items. We do not like to write about Mitchell all of the time, but as Nora D says, how can we write about something we do not know about and how can we know unless someone tells us? So send us news, we beg of you.

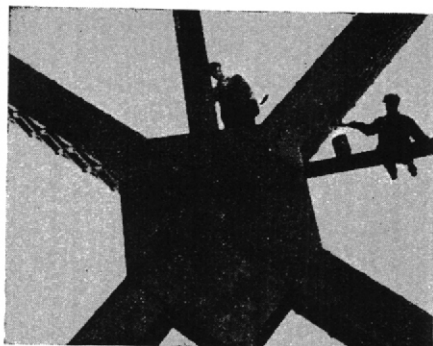
Mr. Ingraham was a Mitchell visitor several times during the past month. We know he is a busy man, but, nevertheless, he always takes time to ask us how we are and we always wish he would come oftener. Even if we might have to work because of it, we still like to see him coming this way.

Mr. A. W. Parker, roundhouse foreman, Mitchell, was looking for a coffee pot the other morning. He was planning to serve coffee, and we suppose doughnuts, to his brave weather fighters. No wonder the boys like to work for "Al." (Of course we did not taste the coffee, so perhaps we are taking too much for granted.)

Mr. Ray Drum, conductor on the H&D, brought us a pamphlet from the Pasadena Rose Festival the other day, when it was about 30 below. Just to make us envious, evidently. Mr. Drum spent some time in California this winter, and is sold on the climate, just as everyone seems to be.

J. F. McMahon, stock yards foreman, Mitchell, has a new Ford. That is, it looks new, just the same as our Dodge did when we bought it. At any rate, we understand it has plenty of speed, but since Paul told us this, we may be wrong.

And now if March comes in like a lion and goes out like a tiger, spring may at



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last appear some time in April. But, any way, the lake should be full and the ground soggy for a change out here on the West I&D.



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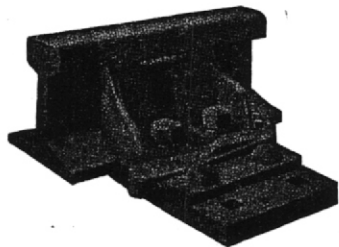
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CHICAGO, ILLINOIS

## Chicago Terminals

Guy E. Sampson

WELL, we have had a touch of a real old-fashioned winter in the terminals. It sure was some task trying to keep business moving in the yards when the divisions had to abandon trains on account of the storm. With sub-zero weather hanging on for three weeks, snow falling and a 49-mile-an-hour wind blowing, it kept everyone on their toes and especially the roundhouse forces which did very well under the conditions to keep yard power turning. The "Old Reliable" S. E. division made about the best record of any division on any road running into Chicago. The coal has kept moving from the Indiana and Illinois mines and empties were kept moving back to them. Guess the storm didn't bother the miners down in the ground very much so they kept the output coming up from Mother Earth just the same. Hundreds of men were hired to shovel snow and officials were kept busy night and day overseeing the work of "keeping a big railroad yard open during a big snow storm." But next summer we will all look back and wish for just a wee tiny bit of that cooling atmosphere we are having now.

Pat Cary, of the Bensenville roundhouse forces, was about the best fixed of all the employees. As we get the story, some friend of Pat's daughter gave her a present at Christmas, which was a blanket for her little dog. But Pat conceived the idea of wearing it over his head, ears and neck under his cap. And while a dog blanket looks odd on a full grown man, it sure kept the cold out. There is some talk of all the boys adopting the idea if we ever get another spell of weather like we have just gone through.

Leslie Rankin, son of Ill. Div. engineer Rankin and wife, has just finished work at the U. of Ill. and received his Bachelor of Science Electrical Engineering degree. His many friends congratulate Leslie on his accomplishment, and wish him success in his chosen vocation. He returned home January 27th.

The sympathy of all employees is extended to the family of F. C. Bleimehl, train director at Tower A. 2 (the busiest spot on any railroad in Chicago) who passed away January 25th. He had been in the service of the road 43 years. He had been ailing about two months before he passed away.

"Pee Wee" Miller's crew come in for special mention again this month. On January 20, while going west on No. 3 main between Galewood and River Grove, this crew with engineer Oscar Metzinger and fireman Chas. Yoarkovich saw an auto stalled on No. 1 main headed west, a half mile from any crossing, and No. 7 getting close. A quick stop was made, Miller and

Tom Norton tried to flag No. 7 and their fireman jumped from his engine before engineer had brought it to a stop and hurried to the auto in time to pull the occupant from it and to safety before No. 7's engine hit the auto. It took an hour to get the auto from under the pilot of the engine and traffic was somewhat tied up for that length of time.

H. E. George, general yard master at Bensenville, and wife are going south to Hot Springs about February 20th and we are willing to bet that he wishes they had gone two weeks sooner.

Engineer George Bayne is a patient at the Hines Vets Hospital at present. His many friends hope for him a speedy recovery.

Are you a contributing member, or is the Mrs. a voting member of the Milwaukee Women's Club? Well, well, we didn't think there was a single employee who did not belong to the club. Have you ever stopped to consider the great amount of good the club is doing among our brothers who are out of work? Give it the once-over and you will get into one of their clubs and assist them in their work.

Snow banks and extreme cold weather has made extreme "Caution" a prime factor in our Safety Program. Every employee has had to take extra precaution with every movement to avoid being injured or injuring another. We are in great hopes of ranking high in accident prevention on the Milwaukee railroad for this bad weather period. Keeping Safety in mind all the time will turn the trick, and we can do it.

### Illinois Division Engineer Celebrates Another 50th Anniversary

John F. Dulen, the oldest engineer on the Illinois Division, from point of service, who three years ago celebrated 50 years as an engineer with the Milwaukee, on February 1, 1936, celebrated with Mrs. Dulen their golden wedding anniversary by renewing their marriage vows. They were attended by Mrs. Mary Connell of Denver, Colorado, vice president of the Ladies' Auxiliary to the Brotherhood of Railroad Trainmen, who was the original bridesmaid, and their son Ralph V. Dulen, general chairman of the Brotherhood of Locomotive Firemen.

Both Mr. and Mrs. Dulen were born on farms near Amboy, Illinois, attended school together and were married there on February 1, 1886. They started housekeeping on the West Side of Chicago where they have since resided and raised twelve children, five boys and seven girls. All are still living with the exception of Lee, former Illinois Division baggage man, and John F. Dulen, Jr., former coach yard foreman at Western Ave. All of the other boys are also employed by the Milwaukee, as were five girls, four of whom married "Milwaukee" men.

## Your Local Watch Inspector Deserves Your Patronage

MILTON PENCE

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F. H. BARTHOLOMEW

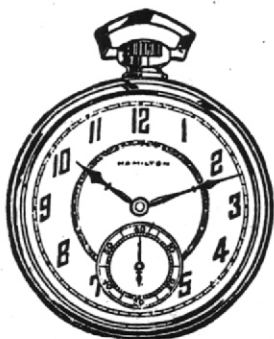
2353 Madison Street -:- CHICAGO, ILLINOIS

H. HAMMERSMITH

332 W. Wisconsin Avenue MILWAUKEE, WIS.

CHAS. H. BERN

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The above are  
Official Watch  
Inspectors for



## The MILWAUKEE ROAD

Consult them when considering the purchase of Watches or Jewelry



Wisconsin Valley Division Notes  
Lillian G. Atkinson

WORD has been received by friends of Mr. and Mrs. M. E. Millard that they are enjoying their stay at Miami, Florida. They have just returned from a visit to the Singing Tower which is located on the highest spot in Florida and is surrounded by beautiful landscaped grounds. They have visited many other places of interest and expect to be gone for several months.

Mr. Reginald George Allord, locomotive fireman for the Milwaukee road for 27 years, died at 4:30 p. m., January 26, at the Wausau Memorial hospital. He was ailing for some months, but continued to work up to a few days before being taken to the hospital. Funeral services were held and interment was at Tomahawk. The Valley Division employees extend sympathy to the Allord family.

A baby girl was born to Mr. and Mrs. Arthur Janz during the month of January. Twenty-six degrees below zero, accompanied by piercing wind and drifting snow, failed to intimidate New York, Chicago and western fur buyers in their quest for silver fox pelts at the private farm sale of the Fromm Bros. fox farm held during the week of February 5. Some of these buyers have been buying furs from Fromms as long as they have been in the business and they were very much pleased with the hospitality shown them. Edward Fromm, president of Fromm Bros., said he was impressed that the new policy adopted for a private farm sale is sound both on the part of his firm and the fur trade. Another sale is projected for this year, which promises to be equally attractive.

Mr. and Mrs. C. B. Carmen of Minocqua left for West Palm Beach, Florida, February 9th, where they will spend two months.

W. D. Bernard of the Trout Lake Nursery says that deer seem to be very plentiful in spite of the severe winter last season. He also says the year just closed was a banner one for fish and that while many still want to catch the big ones, an increasing number of men are using fly rods and going after the smaller types. The lakes and streams seem to be producing more fish than ever and are not likely to be reduced seriously with the rod and reel. Beavers seem to be increasing and can be seen in almost any lake toward dusk, often swimming up within a rod or two of the boat.

Mrs. Edward Gongaware of Wausau visited with Emery Gongaware at the Sacred Heart hospital at Tomahawk on Sunday, February 9.

Mr. and Mrs. R. E. Sternetzby spent a day in Milwaukee with their son, Arthur, who is attending Marquette university.

Fullerton Avenue Building  
A. M. D.

YOUR correspondent will appreciate very much the cooperation of all the employees of the Fullerton Avenue building in gathering news items. This is especially referred

- Under all conditions and at all times.  
T-Z Products give unexcelled service.
- "Crescent" Metallic Packing
  - T-Z Front End Blower Nozzles
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- T-Z Products, as standard equipment,  
are daily proving their merit.
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310 So. Michigan Avenue  
Chicago, Illinois

JOE AND ALVIN . . . buy Lava

GOSH! I WOULDN'T HAVE HAD SUCH A CLOSE CALL IF I HADN'T TAKEN SO LONG TO GET MY GRIMY HANDS CLEAN.

SAY, BUDDY, WHY DON'T YOU USE THE SOAP THAT MOST RAILROAD MEN DO—LAVA SOAP GETS ANY GRIME AHEAD OF SCHEDULE.



ALVIN SAYS: "YOU'RE WASTIN' TIME—WASTIN' MONEY—if you're not usin' Lava Soap"

1. ITS QUICK, THICK LATHER GETS THE SURFACE DIRT
2. ITS FINE, POWDERY PUMICE GETS THE GROUND-IN DIRT
3. ITS GLYCERINE AND SOOTHING OILS PROTECT THE SKIN

Yessir, washing grimy hands with ordinary soap is just like riding the Toonerville Trolley . . . you may get there sometime. But in the meantime the boys using Lava Soap are putting on their coats and going home.

For Lava gets any grime . . . deep ground-in grime . . . while ordinary soap's struggling with the surface dirt. Lava's made by the Ivory Soap people specially for cleaning extra-dirty hands fast. And Lava is safe for the tenderest skin. Its quick yet gentle action is always easy on the hands, helps keep them from cracking and chapping.

And Lava saves you money. Because it gets dirt so fast it doesn't take so much . . . it lasts you much longer than ordinary soaps. Keep Lava in your locker . . . keep Lava at home. Get two or three cakes at your nearest dealer today.

LAVA SOAP GETS THE DIRT . . . PROTECTS THE SKIN  
A Procter & Gamble Product



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*Manufacturers of*  
**ANTI-FOAMING COMPOUND**  
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**FEED WATER HEATERS**  
*(The Locomotive Water Conditioner)*  
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**MUFFLERS**  
**TIRES (TAYLOR FORGE)**  
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**CORPORATION**  
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**PILING—TIES**  
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**Company**  
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**Baxter Laundries**  
**INC.**  
**We Do Mending, Darning, Turning of Col-**  
**lars and Cuffs and Replacing of Buttons**  
**FREE OF CHARGE**  
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**SHRIVERS DIVISION.....3128 W. Lake**  
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**Plaza 4100**  
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**SUPERior 0065**  
**448 N. Wells St. Chicago, Ill.**

to the Freight Auditor's Office and the Freight Claim Department. By news items we mean constructive news, more than that of a personal nature. How about it?

Charlotte Bonthron of the Central Typing Bureau was married January 18, to Clarence Girard. The reception was held at the bride's home after which they departed on a honeymoon to northern Michigan.

We are glad to report that Margaret Porten and Catherine McCants are back to work after an extended sick leave.

Ardell Westerberg and Roselle Simon, also of the Central Typing Bureau, are at present at home on sick leave. We are all hoping for their quick return.

We have just been informed that Wm. Stegman of the Central Train and Engine Timekeeping Bureau has been married. For intimate details I will have to refer you to Bill.

R. Padgett, formerly of Terre Haute, has been diligently employed in the Auditor of Expenditure's office for the past six months.

J. J. Tully of the Auditor of Overcharge Claim's office, after being severely injured by a hit-and-run driver in the early part of September, has returned to work. All our sympathies are with Jim and we sincerely wish for his continued recovery.

Virginia Preihs of the Abstracting and Assorting Bureau is at home with a fractured ankle, having slipped and fallen on an icy street while on her way to night school.

Edith Evans of the same department has been holding out on us. We have just discovered that she is Mrs. Robert Loehen. She left the service January 31 to take up her duties as housewife. Her fellow employees presented her with a gift of glassware.

G. A. Burns of the Auditor of Overcharge Claims' Office has returned from his usual Florida vacation, missing two weeks of Chicago's sub-zero weather. He brought back a fine coat of tan.

Apparently the Mardi Gras of New Orleans is very popular with the employees of the building. Mr. and Mrs. P. J. Kelly of the Ticket Auditor's Office, Cele Koob and Julia Ryan of the Abstracting and Assorting Bureau, and Esther Bergston, Grace Larson and Mildred Heinomen of the Central Computing Bureau all intend to be on hand for the festivities during Washington's birthday holiday.

We understand that Christine Steggers of the Central Typing Bureau is an "auntie" now. Congratulations.

Mrs. Mamie Dahlan of the Car Accountant's Office and her daughter, Charlotte, recently were awaiting a street car at Rosemont and Western Avenues when an automobile painfully injured the daughter who was standing on the safety island with her mother. We understand that unless some unforeseen complications develop complete recovery is expected.

We understand that the Misses V. Mackreth and Radler of the Auditor of Expenditure's Office are anxiously awaiting the time when they can once more clamber aboard a horse. We suggest that they take up ski jumping as the weather is more appropriate for that type of sport.

Sylvia Edstrom of the Car Accountant's Office is leaving the service after several years of car record work. We understand she is matrimonially inclined and the lucky man is none other than David Staley of the same office. Our best wishes are extended to them.

Mr. and Mrs. P. J. Meyer, Mr. and Mrs. J. Maloney, Mildred Zenk and Josephine Lazare are going to Hot Springs to spend Washington's birthday.

V. A. Van Natta of the Central Station Accounting Bureau has resigned to prepare for bar examination to be held in March, having graduated from Kent Law School.

Miss Kathleen Connors, an employee of the above office for many years, was married Thanksgiving day to Mr. Joseph Carey. They will make their home in Buffalo, N. Y.

## Iowa (Middle and West) Division

*Ruby Eckman*

**RETIRED** Chief Carpenter E. Collins, now has two new members of his family, as his grandsons, Earl and John Collings, both of Persia, were married recently. The boys work in the B and B department of the Milwaukee.

Many of the Iowa division employees had their first view of a rotary snow plow, when one of the machines was brought from lines west to work on the Iowa division in February.

Lawrence Stotts, son of Yard Clerk Marlow Stotts, a student at the State University in Iowa City, was stricken with spinal meningitis the fore part of February. The young man had been working hard with a view of completing an engineering course at the United States Naval Academy, as his appointment as an alternate had been announced. His many friends will regret to hear of his illness which of course makes a big difference in his plans.

George Ackerman, who has been on the Elberon section since the extra gangs were pulled off, was called to Chicago the fore part of February to work for Foreman Moberly, who was in charge of a gang in Chicago.

A. Lathrop came out from Marion to handle part of the work in the water supply department, due to the illness of Thomas Johnson. Mr. Johnson was quite seriously sick for some time.

Engineer Fred Sprague of the Iowa division list is a proud grandpa. A son was born the fore part of February to Mr. and Mrs. Glenn Schmidt of Stuart, Mrs. Schmidt being Fred's eldest daughter.

P. H. Doud, for many years an employee of the Milwaukee at Ferguson, died at the home of his son, Conductor George Doud, the latter part of January. Mr. Doud was eighty years of age and until his retirement ten years ago, worked on the section and in the coal shed at Ferguson. Mr. Doud was well known to many of the older employees.

Mrs. Ida M. Irwin, mother of Mrs. Hiram Colburn, died at the daughter's home in Perry the latter part of January. Mrs. Irwin's death, coming as it did so soon after the death of Engineer Colburn, was exceedingly hard for Mrs. Colburn.

W. C. Mouser, one of the oldest operators on the Iowa division, died at his home in Council Bluffs January 25, following a long illness. Mr. Mouser started to work for the Milwaukee in 1888 and has continued in service until a few months ago when his health failed to such an extent that he was forced to lay off. Burial took place in Council Bluffs. His wife and one son survive.

Fred Aeck, son of Conductor Phil Aeck and William Johnson, son of Ethan Johnson, machinist helper, both enjoyed furloughs during January and February, and visited their families in Perry. Both boys are in the navy and at present are stationed at the Great Lakes Naval Training Station.

Conductor A. E. Peterson's wife has been confined to the home for some time as a result of injuries sustained when she slipped on the running board of their car, and fell, injuring her hip.

Mrs. Cora Hart, mother of Conductor Homer Johnson's wife, and a sister to Assistant Yard Master E. E. Banyard's wife, died in a hospital in St. Joseph, Mo., the fore part of February. Due to the severe weather conditions prevailing Mrs. Johnson and Mrs. Banyard were delayed in reaching St. Joseph, but arrived there a few hours before Mrs. Hart's passing. The remains were brought to Perry for funeral services and interment.

Conductor Homer Lee was off duty a few weeks in February due to frost bitten feet. Homer had to walk through snow drifts a half mile to a farm house to call an agent when his engine got stuck in a snow drift during one of the severe storms.

Practically all of the available reserve firemen and trainmen were called to service during the severe weather in January and February, as many of the older en-

gineers and conductors laid off while it was so cold.

Mrs. Retta Mills, mother of Conductor William Stevenson, died at her home in Perry the fore part of February. Burial took place at Perry.

There were two weddings in the Lutze family the latter part of January. Machinist Orin Lutze slipped away supposedly for a vacation trip, but returned from Baltimore, Md., with a new Mrs. Lutze. The bride was the former Alberta Moore and has spent considerable time in Perry. Mr. and Mrs. Lutze returned from their honeymoon in time for Orin to serve as best man at the wedding of his sister, Miss Dorothy, who was married to Linley Binford of Portland, Oregon.

Section Foreman Lester Fiala of Madrid section, probably saved the life of a little child the latter part of January. Lester was working at the switches in the east part of Madrid yard when he saw a little girl, who was en route to school, stop and sit down on the curb. As the temperature was several degrees below zero Lester thought the little girl might have become overcome by the cold, so carried her to a nearby hotel where she was given first aid treatment and taken to her home. She had become exhausted wading in the deep snow from her home to the school, and prompt action doubtless saved her from freezing.

Conductor William Hunt's wife had a peculiar experience the latter part of January. While listening to the news broadcasts from a Des Moines radio station she heard that two young men had been overcome by gas fumes in a cabin in a tourist park near Kansas City. One of the young men had been found dead and the other, Paul Fletcher, was said to be in a serious condition in a hospital. Mr. Fletcher was Mrs. Hunt's brother-in-law. She immediately got in touch with relatives in Kansas City and learned that the young man had passed away just before her call. Mr. Fletcher lived in Hot Springs, Ark., and was driving a truck east. He had been married less than a year.

A marriage of interest to railroad people took place Feb. 11 when Conductor William Agnew was married to Mrs. Lena Barker of Perry. Mr. and Mrs. Agnew went at once to housekeeping in an apartment in Perry.

Agent J. A. Pope and family of Sac City found themselves forced to seek a new home as well as all the furnishings as their home and all its contained burned in an early morning fire during sub-zero weather on February 11.

An epidemic of the mumps has found victims in several of the railroad families in Perry. Assistant Superintendent W. J. Whelan's son, Billie, was the first in their family to get the disease. Mary Adele was next and last, but not least, Mr. Whelan had them, or it. Three of the family of Assistant Foreman F. R. Hoes were among the victims. Maurice Sanford, son of Machinist Harry Sanford, lost a couple weeks' work due to the disease. Jack Davis, son of Conductor Edward Davis, got up too soon after the fever left him and had a relapse which necessitated him being in bed again. Betty Briggie, daughter of Conductor Fred Briggie, was a victim, and Helen Narver, a daughter of Conductor John Narver, was forced to spend a couple weeks in bed.

## D. & I. Divn., 2nd Dist.

E. L. S.

SWITCHMAN CHAS. FOOT is still on the sick list, being laid up with a very bad cold for several weeks since fore part of January, but is slowly on the mend at this time, and expect he will return to work shortly.

Conductor Ed. Chaloupka has also been laying off due to sickness.

Mrs. Lyle Webb, wife of Operator L. E. Webb, Marquette, passed away at LaCrosse hospital, January 23, after a long illness. Funeral services and interment made at Lansing, January 25. We extend to Mr. Webb our sincere sympathy in his great bereavement.

Agent H. G. Esmay, Volga City, died at his home January 22, following a stroke several months previous. Funeral services conducted and interment made at Denver, Col., his former home. Mrs. Esmay is extended sincere sympathy by the Milwaukee family on this division.

Conductor John A. Broskey has been laying off for some time, as is usual during the winter months, and we think this winter at least, he picked a good time to be off duty.

We notice from the Ottumwa news items last month that Adjuster Geo. Anderson, has been quite ill for some time, but we learn since that he is well on the road to recovery and are pleased to hear it.

From everywhere on the division, employees, officers, patrons and also many former friends of his at Dubuque, we hear expressions of pleasure for having returned to our division again, Mr. W. M. Thurber, assistant superintendent, and hope that he and Mrs. Thurber will like it here.

With the continuance of the severe cold weather and much snow on this division, as well as a great many others, the train, engine, yardmen, section men, and others whose duties are outside, are carrying on valiantly, to say the least, in keeping at their several posts of duty, and we will keep hoping and trusting for more favorable weather conditions. Our division has not been tied up at any time so far up to this writing, and has been running many trains of other divisions over our territory, and have called back every extra man in train, engine and yard service (as no doubt all other divisions have, too, by this time).

## Iowa (East) Division

J. T. Raymond

UP TO February 14 there has been constant zero weather accompanied by heavy snow and high winds since Jan. 1. It has taxed the endurance of the most courageous in battling the severe wintry elements that seemed bound to prevail. It is certainly an object lesson to the rising generation on how dependent we are for sustenance and comfort on the regular operation of the railroads. There has been a great hue and cry in a number of localities on the prospective shortage of fuel.

Agent M. E. Burns of Green Island, who has been ill, has recovered sufficiently to resume work early in February. Everyone concerned is glad of this. Mike has surely been missed.

Mrs. Ed Torrence of Marion passed away at her residence Monday, January 27. She was the wife of O. E. Torrence, a long time Milwaukee employe, until retired on account of illness. The funeral services were held Wednesday afternoon, January 29. Interment at Oak Shade Cemetery. Mrs. Torrence was a member of the Methodist Episcopal church, the W. R. C. and the Mystic Workers. Friends on the System extend their sympathy to Mr. Torrence and family in their great loss.

Engineer G. W. McRae left Marion the middle of February and will visit for a pe-

# 'M-F'

## Lock Nuts and Water-Tight Bolts

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Leading Railways

MacLean-Fogg Lock Nut Co.  
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ASK the veteran railroaders for their opinions on watches. They have tested—and seen tested—watches in service year in and year out. They know that Hamilton's reputation for accuracy is not only a slogan—it's a fact! That's why most of them have a treasured, trusted Hamilton of their own. And those who don't—would like to!

For 44 years Hamilton Watches have been the standard of railroad accuracy. The newest is the Hamilton 21-jewel, 992 Elinvar\*, factory-sealed for your protection. Besides giving you the benefit of Hamilton's most recent watch-making methods, the 992 Elinvar comes to you in a sealed package that cannot be re-sealed. It guarantees that you are getting a watch which has not been tampered with. You will be proud of this watch. It will keep you on time. Ask your time inspector or jeweler to show it to you. HAMILTON WATCH CO., LANCASTER, PENNSYLVANIA

\*Hamilton is exclusive licensee under United States Elinvar Patents No. 1,313,291 dated August 19, 1919, and No. 1,454,473 dated May 8, 1923.

# HAMILTON

The Railroad Timekeeper of America

Factory Sealed for Your Protection



ried with his son in Biloxi, Miss., where it is some warmer.

The sympathy of many friends on the division is extended to Mr. D. C. Bash and family in their bereavement through the death of Mrs. Bash, who passed away at Marion January 30. Mrs. Bash was a member of the M. E. church, Grove City Rebekah lodge, Woman's Relief Corps. Funeral services were held February 1. Burial was made at Cedar Memorial Park.

Engineer W. R. Barber was off for some time in February on account of the illness of Mrs. Barber, who is improving slowly.

The Milwaukee Women's Club, through the daily papers, solicited the cooperation of the railway families in supplying needy former railway employees with clothes and shoes and this appeal has met with a gratifying response.

The prolonged cold weather has tested the sympathy and the material resources of these women and we are pleased to note the prompt and efficient manner in which the president, Mrs. Coakley, and her assistants are meeting the many appeals that are being made from Milwaukee families.

F. B. Peter, who has been employed in the Civil Engineering Department at Marion, was transferred to the same department at LaCrosse, S. M. Dahl coming to Marion from LaCrosse in same capacity. Mr. Peter has lived in Marion for several years and has made a lot of friends who very much regret to see him leave and who wish him success in his new field.

Funeral services were held at Marion January 28 for Frank Charles. Mr. Charles had been employed for a long term of years for the Milwaukee Road in the B&B Department. Interment was at Marion. The sympathy of many railway friends are extended to the bereaved family.

Miss Le Nora Dippel, daughter of Mr. and Mrs. G. W. Dippel of Marion, was selected to represent the Iowa State Teachers College in the after-dinner speaking contest at Denver University, Denver, Col., February 14. Miss Dippel is a member in several societies that are engaged in worthwhile activities there.

W. T. Bright, agent Elwood, who was injured in an automobile accident early in January, is still off duty. He is reported to be improving slowly.

John A. Griffith, 80, died Sunday evening, February 9, at Clinton, Iowa, after a two weeks' illness. The funeral services were held Wednesday morning, February 12, burial at Calvary Cemetery. Mr. Griffith was born in St. Thomas, Colorado, and had been in the employ of the Milwaukee Railroad for 48 years, and had spent over 30 years of this time as fireman of switch engine at Clinton. Mr. Griffith has made many warm friends in railway circles who deeply regret his passing. The Employees' Magazine extend sincere sympathy to the bereaved relatives that remain.

### La Crosse-River Division, Second District

Ira G. Wallace

FRANK ANDERSON of the Red Wing office was a member of a local team which participated in the bowling tournament held at Fargo, N. D., January 24 and 25. Although he failed to place in the money, he reports they had a very enjoyable time.

Herb Birler, ticket clerk at Lake City, has recovered from his illness and is again back at work.

Operator Pat Scanlan was called to Milwaukee to help in the terminals during the blizzard.

Conductor John Fiepel discovered a fire on the roof of the freight office at Bayport, Minn., and with the help of the agent, extinguished it before the arrival of the local fire department.

Traveling Freight Agent Al Lakmann, the Division's cold air fiend, has now announced that he has discontinued the back yard tent treatment for the winter and is again sleeping indoors. Al claims that it was not the thirty below weather that forced him inside, but that it was impossible for him to hear the phone ring.

Section Foreman George Loer spent a

week vacationing in various parts of northern Minnesota. George said that there is an abundance of deer due to the closed season this year.

The track department is to be commended for their ability to keep the tracks open during the recent blizzards and extreme cold waves. Although quite a few of our trains were late, some competing lines failed to move a train for nearly a week.

Mrs. Edward Riley has left for Long Beach, California, where she will visit friends and relatives. She expects to be gone about two months.

Max Hahn of Wabasha has been appointed division pump maintainer filling the vacancy left by the death of Ole Peterson. Oscar Ostrom of Wabasha has been appointed to succeed Max.

Due to the severe winter, the ice harvest at Bayport will not be as heavy as last year. Close to 800 cars have moved to date. Operator Wittisch has been assigned to Bayport during the movement.

The new pick-up and delivery service which went into effect recently is proving to be a real help to our shippers and also a great stimulation to our L C L tonnage.

Billy, the son of Conductor John Shafer, is now recovering from the chicken-pox.

### Kansas City Terminals

S. M. C.

OUR one and only New Year's resolution was that Kansas City terminal would be represented in each copy of the magazine for 1936, and like most New Year's resolutions it was broken within a month. However, this was because the correspondent was ill, and not for lack of news. Roundhouse Foreman Lord and Car Foreman Clark have each appointed a representative to report items from their respective departments, and Jim Talbott is still on the job at the local office.

J. T. Clark, car foreman, was called to Dubuque by the death of his mother, who passed away January 4. Mrs. Clark was past 80 years of age and until recently had enjoyed the best of health. The sympathy of the Milwaukee family is extended to the bereaved ones.

Oscar and Elmer Barthel, car inspectors, were called to Freeport, Ill., January 6, by the death of their father. The mother of Oscar Vaughn, carman, died at her home in Independence, Mo., February 12. These families have the sympathy of their fellow employees.

Mike Donoho, night roundhouse foreman, had his automobile stolen some time ago and has recently been breaking in a new one. Wonder what sort of a "pick-up" this one will have.

Mr. Harry Zane, general S-W agent, has a new title. He is now grandfather. Susan joined the family group January 18. Congratulations.

Leap year: Conversation overheard between the two bachelors at the local office. The little one: "Well, she's got to have at least 160 acres of land and live on a concrete highway." The tall one: "I'm not so particular about how many acres she has, but her birthday must be on Christmas and I want to get married on Christmas, too." Jim Talbott says that is sure using your noodle.

The last part of January and so far in February the weather holds a record for being bad. When the thermometer begins to flirt with the zero mark we Missourians freeze up and when it gets below zero and stays that way for days, we just about pass out.

Among other things blamed on the cold weather is the abandonment of the golf hot stove league at the local office. This year, so far, not a word has been heard about golf and from the way it is outside, it will be some time before golf is even talked about.

Talk about silver linings to clouds. Chas. Wright, our claim clerk, says the cold weather with the ground frozen 30 inches, will make better gardens this spring and there will be no grasshoppers to destroy them.

Everett Mayberry, messenger at the local office, was married in January. Good luck,

Everett, and may you and the Mrs. be happy many years to come.

We are glad to welcome Mr. F. E. Schultz and family, who recently moved to Kansas City, upon Mr. Schultz' promotion to captain of police at Kansas City.

Mr. and Mrs. Frank Reed intend making a trip to New Orleans in the near future.

W. I. Leach, switchman, is back at work after having been off some time taking treatments at Hot Springs, Ark., for a rheumatic condition.

Uncle Billie Farr, who prior to being pensioned, was an employee at the local office, died February 1. His remains were taken to Cowgill, his former home, for burial.

Happy Loshe has announced his intention of having a heater and a radio installed in his automobile so that he can be a competitor for Mr. Frank Seavers, the electrician, for the taxi business. We haven't heard just what Jimmy Gorman intends to do.

Jimmy Gorman says his young grandson (not quite one year old) has been raising Cain because they won't let him slide down hill on his sled. Jimmy says it wouldn't be any trouble for the grandson to manage the sled, but automobiles make it dangerous.

Earl Smart is home from the hospital, but is still off duty, account of his physical condition.

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

Nora B. Decco

THANK you, Mr. Sampson . . . and I have a fan letter from way back in New Jersey too, so now when I am stalled in a snow drift more or less calmly waiting for the plow, and slowly freezing to death all I have to do is think of what Mr. Sampson said and my fan letter and it's almost summer time again. . . . Well if this is spring time in the Rockies . . . and it almost is, if there isn't a law passed creating an open season on ground hogs, something should be done, the old timers say this is one of their old time winters, and I guess so, none of us ever saw one like it, that is sure. Hope we never do again. Suppose the snow is what made wheat grow on the north bench in those years but why they have to have the 50 below with it is more than I can understand. Trains are moving, however, after more or less delay east and west of us and when the ice goes out on Main street with warm weather, the Milwaukee depot will go bumpy bump into the Jefferson River if I don't miss my guess. Still something else may happen by that time.

Engr. Echard of course with Mrs. Echard would pick such weather and take a trip to Excelsior Springs, Mo., for a vacation which was a smart thing to do; if there were some hot springs around this country where we could get to them right now there is where we would be too.

Condr. Coffin and Mrs. Coffin, send back picture post cards from El Paso and Juarez, Mexico, . . . wish you were here . . . so warm we can't wear our coats . . . they are going all around the United States before returning home some time about the time it gets so warm they can't wear their coats here we suppose. Some folks plan trips just right don't they? Now I went down to Rapid City South Dakota last August and it was 500 in the shade all the way. . . . I couldn't wear my coat either. I was saving it for this winter no doubt.

Well I see by the newspapers that Mrs. D. C. Rhynsbarger, wife of division engineer here has won another contest . . . a convention of manufacturers over in Butte looking for a slogan and what does the lady do but tell the rest of the family not to bother her and please leave the radio alone for a few minutes and she just dashes off the following "Help Butte make good by buying Butte made goods; it's the ABC of prosperity. . . ." Ten dollars just like nothing, why can't I think of something like that.

That's a warm place over there too, train dispatcher, Peterson, tries to tell us he sits by an open window working and no steam in the office and no steam in the building and 40 below . . . might be something to it; have seen the time over here when there was no steam and it seemed warmer outside than it did inside. . . . I think with all the train orders he had to put out the past few days might be why he forgot about steam though.

The Tower at Sinclair has been converted into an electric tower and the two operators, Robinson and Beal, have displaced agent at Highwood and Winifred, I understand. Operator Robinson almost lost his savings account over around Butte some place but found it O. K., for which we are glad; if an operator can save six thousand dollars in a life time and should then lose it, well I can't think of anything more heart rending.

Operator Fanny Miles is assigned to first Harlowton and Operator Lou Serle to the side table job in Butte given up by Operator Jost. Just right for Louie.

Condr. O. R. Kittle is on the sick list, so is Operator Campbell and Fireman Oragan hope to see them all back in the ranks again. They better hurry up, just got a message the Rotary will leave Deer Lodge this a. m. for Three Forks; for goodness sake, what is a Rotary? . . . Long time since we seen them things in this neck of the woods. . . . Well history repeats itself all right, I started out railroading quite a spell ago working nights, just for a start and now I am back working nights again, just for a finish no doubt if I don't mend my ways, says the train dispatcher and the train master, etc.

Miss Bernice Kunze, niece of Mrs. John Smeltzer, who has been visiting her here the past few months has returned home to Litchfield, Minn.

One of the big surprises of the new year was the wedding of Miss Catherine Flynn, the pretty young daughter of Engr. and Mrs. Flynn, and Mr. David Killen of Olympia, Wash., on November 4th, 1935. . . . To say we were all surprised. Mrs. Killen was attending the University at Missoula and had kept the wedding a real secret from everyone. The happy young folks will make their home in Los Angeles and the entire division extend their very best wishes for a long and happy life.

Miss Marie Kirwan, lovely daughter of Condr. and Mrs. Kirwan and Mr. Charles Leonard Gernold were married in Helena, December 20th, 1935. Mrs. Gernold has been an employee of the Union Bank and Trust Company at the capitol city for some time and had just returned from California where she had been visiting since her recovery from the injuries due to the earthquake in Helena last October; the wedding was another surprise to her many friends. Mr. Gernold is a graduate of Carroll College in Helena and is an employee of the state engineering department there, for the government. We offer our wishes for much happiness for them.

And again, Miss Alberts Barton one of the lovely daughters of Engr. and Mrs. A. J. Barton of this place was married to

Harvey Sprout of Los Angeles at Billings, January 25th. Mrs. Sprout was one of our most popular girls and grew to womanhood here, graduated from our high school, attended the Butte business college and for the past two years has been manager of the Mountain States telephone office at Columbus. Mr. Sprout is with the police department in Los Angeles and they will make their home in that city. We extend best wishes from the entire Rocky Mountain division for a happy life.

William Flynn, son of Engr. Flynn is down in Los Angeles writing about everything he sees or hears about and if anything gets by, it's because Bill has to sleep a little while. He has been working on the Evening Telegram in Salt Lake City the past few years and now is with the AP in Los Angeles on his way up, says we, how do they do it?

We regret to write of the illness and death of the mother of Condr. Peter Pogreba who passed away in Minnesota early in February. Mr. Pogreba was called back on account of her illness last of January and remained for some time, and had just returned home to Three Forks when he received a message of her death. We offer our most sincere sympathy in this great loss.

Omitted from the February magazine was the illness and death of the sister and father of Condr. Peter Kirwan. Mr. Kirwan was called to Minneapolis the last of December on account of the death of his sister there and had just returned home when he was called to Tyndall, S. D. where his father was very ill, and he passed away soon after Mr. Kirwan reached there. We offer our sympathy to this family.

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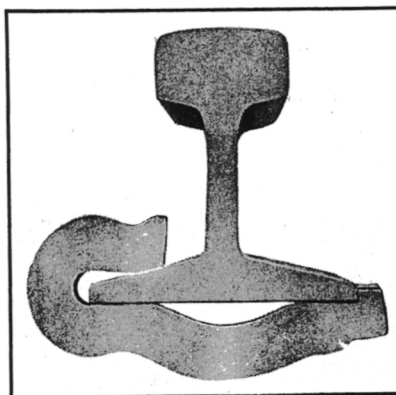
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