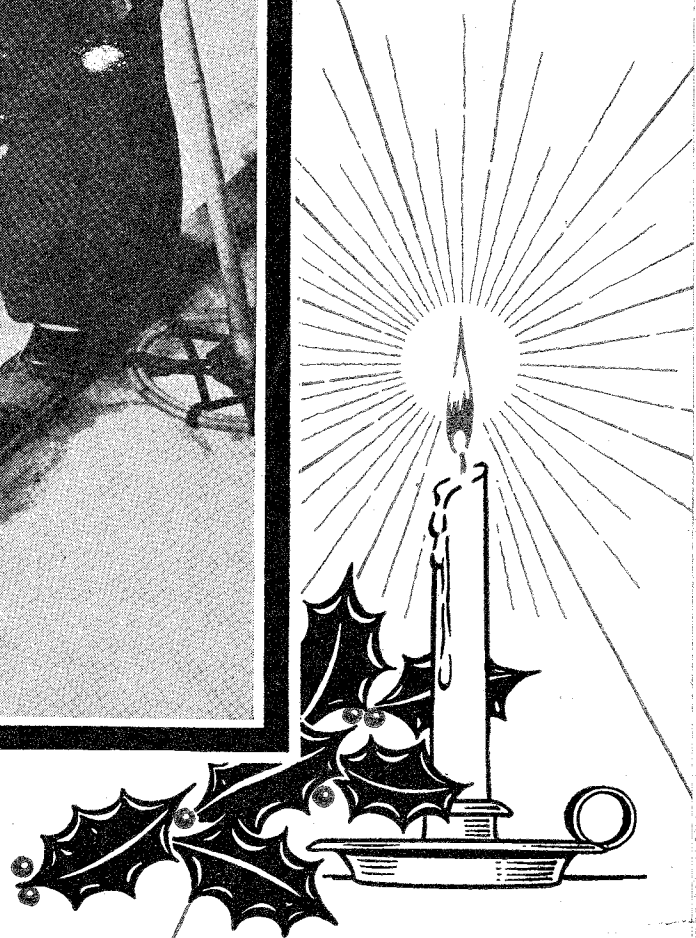


62

The
MILWAUKEE
MAGAZINE

DECEMBER
1937



DON'T SET THE BRAKES!

TWENTY years ago the United States government took over the American railroads as a war measure.

It gave those roads back to their owners in 1920—on the eve of a depression.

And it gave them back with operating costs thrown all out of balance with income under a law which put rigid limits on earnings but made no provision for future losses.

Then started an uphill job. Stretching ahead of railroad men and management were such tough problems as these:

They had to find ways to meet greatly increased operating costs with lagging revenues.

They had to repair and replace war-worn equipment.

They had to face new forms of competition.

They had to serve a nation increasing in population—extending its industrial frontiers—demanding better transportation than ever before.

And they had to operate under rules, regulations and restrictions more complex and bewildering than those imposed on any other business in America.

It was a job to test courage and challenge enterprise—but the railroads started the long slow climb.

Let us look now at the progress they have made: Great new locomotives have been developed—twice as able as the engines of 17 years ago.

Freight moves today 50% faster than in 1922.

Curves have been straightened — stronger bridges built — thousands

of miles of heavier rails laid to make safe speed possible.

Safety has steadily advanced — for passengers and railroad employes — and the magnificent safety record of the railroads has won universal recognition.

Everyone is familiar with the streamlined trains, air conditioning, and all the other improvements pioneered for passenger comfort.

And the American railroads pay a tax bill of close to a million dollars a day.

When you sum up the record of American railroad progress in the face of all obstacles, it packs into this:

They deliver the finest railroad service in the world—so fine that delegations from foreign countries regularly visit America to study their methods.

They haul freight at the lowest railroad rates in the world—moving a ton a mile for an average revenue of less than one cent. Today's average freight revenue is 23½% lower than the peak of 1921, shortly after Government operation ended.

And with all this, they pay the highest railroad wages in the world.

Meanwhile the mountain of regulation has piled steadily higher—under state law as well as federal.

An immediate threat is the TRAIN LIMIT-BILL in Congress — a bill to put an arbitrary limit on the length of freight trains and so to force the railroads to run more trains than are needed to handle the Nation's business. This "make-work" bill is proposed under the pretext of safety.

In face of the fact that the American railroads have reduced accidents to employes by three-fourths in the past fifteen years, the same years in which the railroads developed longer and faster trains for better service—

In face of the fact that the more trains you run the *greater* the chances of accident, especially at grade crossings—

In face of the fact that this one law would add more per year to the cost of railroad operation than the *total* cost of all air conditioning to date—*this bill has already passed the Senate.*

The harm of this legislation is measured in more than money-cost, great as that will be. It wipes out the major benefits of the fine new equipment, tracks and terminals the railroads have developed for handling freight today—but *more important still it stymies progress, and hamstring future initiative, enterprise and invention.*

Do you want the advancement of the nation's basic transportation system brought to a standstill? If not—it's up to you!

Don't set the brakes on railroad progress!

ASSOCIATION OF
AMERICAN RAILROADS
WASHINGTON, D. C.

Christmas, Then and Now

Edna Ann Hall

THE celebration of Christmas has changed as much in the last forty years as has everything else in this changing world and especially in America, the land of change. A prairie Christmas of 40 years ago was a very simple affair, with family dinners, or more frequently, neighborhood dinners being the event of the day. It might be fun to look backward and visit one of the Christmas days of this past, just as "Scrooge" did in "Christmas Carol." So let's turn the pages of memory and question the men and women who were young at the turning of the century as we make a visit to "Christmas Past."

It is December 24 in little prairie homes on the Dakotas, everyone is excited because tomorrow evening the big Christmas Eve celebration is to be held at the local church. The children have all learned to speak a "piece" and the oldsters have practiced Christmas carols and songs for the past three weeks. A contribution from everyone has gone toward buying a tree, a six foot evergreen, which even now stands in the tiny church. It took four men to place it with many exclamations of wonder at its beauty and size. Today the children of the community are busy, stringing popcorn and cranberries to decorate the tree, the women are making popcorn balls which will be passed to every child in the Christmas audience tomorrow night, the men have taken up a silver offering to buy apples for everyone.

At 7:30 p. m. everyone in the neighborhood has gathered at the church and the program starts. Fond parents listen as their children take the tiny platform upon which stands the tree. Loud applause greets every child as he says his "piece," sings his song or takes part in an exercise. After the program a Santa Claus appears, to the joy of the children, and distributes the apples and popcorn balls. Then the personal gifts are called out by Santa, for even family gifts are taken to the church. It is a time of happiness and joy to all and Peace and Goodwill really seem to be present in that little church, which is typical of the average village or community of the day.

We turn another page of the same period and we visit the home of an engineer on the new railroad which has just been built across the prairies. He has just come in from his run. He had been at the throttle of his engine for eighteen hours, for that was the day before a man's hours were limited, and he was dead tired. But today is Christmas and he is mighty glad that he made it home in time to eat that turkey dinner with all the trimmings. His wife has saved

enough out of their small income to buy oranges for each child and she has made a doll for the little girl, having dressed it with remnants of her "good" dress, and the boy actually has a big, many colored marble, which was found in his stocking last night. Happiness dwells with this family on Christmas day. Dad has a good job and their future looks bright.

Another page, and we visit the home of the section foreman in a tiny village which came into being when the railroad came to the state. He has been out patrolling his track since 4 a. m., so that it may be safe for the train which is due in at noon on Christmas Day. That daily train brings the outside world to the homes of the town, with stories not more than one week old, so fast has news become available in that day of speed. The train averages twenty-five miles an hour and it takes a mighty good section boss to keep the track safe for this great speed. Jim is proud of his section, it rides good and he goes home to his Christmas dinner, satisfied with his life and his work, even though he knows that he may be called out to shovel snow or repair a switch any time during the night. That is part of his job and he does not mind, not when he can buy the little home he has and send his children to school and church, well dressed and well fed.

Now we visit the local store. Not a grocery store, not a clothing store, not a hardware store, but a general store. A new cheese, with only one wedge out of it, is placed on the counter. The place smells of keroene, harness, dried herring and molasses. Evergreen wreaths which have been sent in from the hills country are hung in one window and are for sale during Christmas week. A case of many colored candy attracts the children, gum drops, lemon drops and long sticks of striped candy are to be found in this case. On one side of the store we find a shelf devoted to dry goods, outing flannels, calicoes and muslins. No silks are to be found on this shelf, the only silk dress owned in the town belongs to the dressmaker who bought it when she was visiting her sister in the "East," she rustles in and out

of church and sewing circles, but the dress has more or less ostracised her. No really nice woman could own a silk dress.

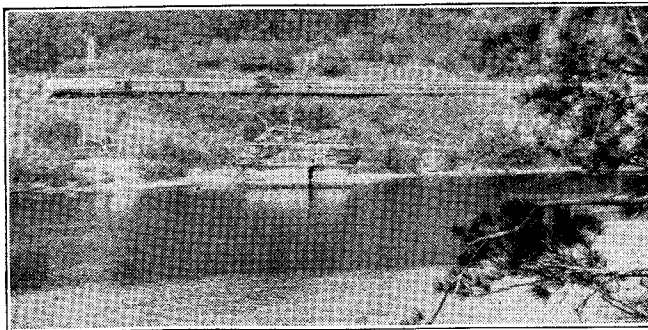
Opposite the dry goods one may find a counter with nails, harness repairs, fishnets, sorghum and what have you. The store is the hub of the men of the village, the tiny love their altar. In this circle world affairs as well as local politics are discussed and settled, such matters as to whether the "Grange" is a good thing, and whether McKinley will win or not, and if he does what will happen. And as Christmas time draws near the club occasionally even enters into religious discussions and the pros and cons of whether one should be immersed or sprinkled are dragged into the open.

And as we turn the last page on "Christmas Past" we feel that it was a time truly seasoned with peace and happiness which was the reason for the first Christmas Day.

We step from our Christmas of yesterday to our Christmas of today, a step which might have taken centuries as compared with other periods of history, but which has really happened in a short span of years. The marvels of today are known to all, there is no need to dwell upon them, but along with these wonders what has happened to Christmas? Is it still a time of happiness and joy of Peace and Goodwill or is it the last day of so many shopping days until Christmas?

Suppose we visit the same scenes which we saw in our Christmas Past. The little prairie home for instance. From that home the children have scattered to the four winds and it is impossible for them to return today to be with Mother and Dad. But gifts have come to that little home, a new radio, an electric stove, a master toaster and a vacuum cleaner. John has telephoned his greetings from New York, Dave cabled from Manila and telegrams from the other children were received early in the day. The old folks go to church, just as they did on that earlier Christmas, but the formality of the service almost frightens them and they long for the neighborliness and friendship of the simpler time.

The engineer, who had thought nothing of an eighteen hour run, has now retired with his wife on a small orange grove ranch in California. His long hours of work and worry have their reward and we know that he enjoys life today. His children are successful, one son is in South America, another in San Francisco, both working at their chosen professions. His Christmas is spent in a land which does not boast of snow for holidays, but brags of its sunshine. Yet, sometimes this man does wish that he could fight just one more



Hiawatha Train Passing Wisconsin Dells—Special Award Photo by V. H. Weidenbacher.

blizzard with that good, old engine, which was his pride and joy for so many years.

The section boss owns a little chicken farm in Minnesota. Life has dealt him some blows, sorrow has entered his life, but he finds peace and happiness in his last days. No more does he patrol his track while the storm rages, no more does his wife wonder and worry about her man and whether he is safe and warm. Yet they some times talk of the old days and wish they could live them over again.

The general store of the town has become an up-to-date department store which would do credit to any city. The latest coats, dresses, furs and jewelry have taken the place of the harness, fishnets and gum drop case. A glittering array of Christmas gifts shine from show case after show case and it would take more than 61 shopping days to really look at the display offered for purchase.

And so we visit a Christmas Past and compare it with the Christmas of today and the comparison is none too favorable for our holiday of the present time. Perhaps this is because one is naturally inclined to feel that the occasions of ones youth are superior to any other time, but is that the only reason that one feels some times that Christmas has lost its meaning today? Is it that we are getting older and consequently harder to please? No doubt this may color the picture somewhat, but it does not entirely answer our questions as to why Christmas time has grown so com-

mercialized as it has today. It is probably impossible to retain the simplicity of the early days and possibly not desirable, but is not a certain amount of simplicity necessary for happiness? If we allow Christmas to become a burden of complexities, we lose the real meaning of the day. If it is a time of bartering gifts, of struggling to keep up with each other as to who shall give the richest and finest gifts, how may we expect Christmas to be a day of real joy?

So we would vote for a little less giving of gifts and more giving of laughter and fun for our Christmas of today. We would ask that we remember that Peace and Goodwill was the slogan of the very first Christmas and that we compare it with our world of today and question how we can really keep Christmas in a world which is constantly expecting war. How does Goodwill dwell with hatred and nationalism? How can Peace live with a world bristling with armaments and war clouds? And so we face our Christmas of today. It is a day of problems which our world of yesterday could not even imagine, problems which must be solved somehow if Christmas is really to have meaning again. Mankind has always found strength to meet its problems in the past and we are looking forward, not backward, to the Christmas of tomorrow, when Peace and Good Will shall have become realities, when the simplicity and honesty of the Christmas Past will harmonize the complexities and commercialism of the Christmas of today and bring us the perfected Christmas of TOMORROW.

The Snoqualmie Ski Bowl

Lon Cook

WITH the first snow fall in the towering Cascades this season, a new winter playground is ready for the fans of the flying feet, skiing and other outdoor sport.

It's but 61 miles from Seattle—61 miles nearly straight up for it's close to the clouds this new ski paradise at one of the highest points in the Cascade Range.

The Milwaukee Railroad built it, "for young and old," its sponsors say. It's just east of the tiny station at Hyak, Washington, and is reached only by the railroad.

Already a hospitable ski lodge welcomes the winter weather, and the happy throngs. Numerous thrilling ski courses have been carved down the jagged mountain side to meet with requirements of the novice and the graduate.

Now this, Milwaukee officials declare, is to be a different ski playground. It is to be for the college and high school crowd; for young business men and girls. It is planned on a scale to meet the student budgets, to put this breathtaking sport within the reach of all

those to whom snowfields are a challenge and skis are Mercury's sandals.

It's built for fun and not for luxury—a big comfortable two-story lodge with a huge fireplace and room for recreation, and a place for food at popular prices. And who cares if skis are stacked in every corner?

Perhaps there will be a teacher for the younger fry who want to master the tops in thrills. Probably, there will be ski equipment for rent or sale. These details will be worked out according to the demand.

To accommodate the ski-bound throngs, the Milwaukee plans to run a special train on weekends and holidays, leaving Seattle in the early morning returning in the evening.

When the early darkness settles down over the ski trails, the sport will go on for the whole course will be lighted.

It is about a two hour climb by train up and up from Seattle to this delightful playground—a two hour trip through matchless scenery.

The special train promises to be as frankly gala and amusing as the ski

playground. For there is even to be a recreation car on the train.

A special name is now being selected for this playground, announcement of which will be made soon.

Interest & Facts About the Railroads

DUE to rising prices, the annual cost of materials and supplies of all kinds, including fuel, used by the railroads is now nearly 40 per cent greater than in May, 1933.

More than one-third of the total amount of loans made to the railroads the Reconstruction Finance Corporation have already been repaid.

More illegal train riders and trespassers on railroad property lost their lives as a result of accidents in 1936 than in any year since 1923 with the exception of one.

Class I railroads of the United States had 47,290 new freight cars on order on May 1, this year, the greatest number on any corresponding date since 1926.

Gross capital expenditures in 1926 for locomotives, freight and passenger cars totaled \$159,104,000, compared with \$79,335,000 in the preceding year.

Approximately one million pounds of coffee and a quarter of a million pounds of tea are used annually on railway dining cars operated in the United States.

Based on the safety record of the railroads for the past seven years, a passenger on a train could have ridden more than 2½ billion miles, or continuously for nearly 5,000 years, without meeting death in a train accident.

Due to improvements in safety, a railroad employe's risk of being hurt while at work is now only about one-fourth as great as in 1923.

In the past fourteen years, the number of train accidents involving passenger and freight trains has decreased 70 per cent.

Five times as many trespassers as employes lose their lives in railroad accidents.

Accidents at highway-railroad grade crossings in 1936 took a toll of 1,786 lives, an increase of 6 per cent compared with the preceding year, but a reduction of 30 per cent compared with the peak year of 1928.

Despite the highway-railroad grade crossing elimination program of the Federal Government under the Public Works program, 234,231 crossings remain.

Sounds Reasonable

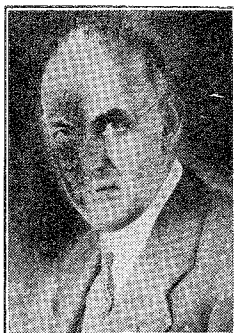
The teacher was testing the intelligence of a newcomer to her class.

"Who said, 'I come to bury Caesar'?" she asked.

"P—please, teacher, the undertaker," suggested the nervous youngster.

K. F. Nystrom Receives New Appointment As Mechanical Assistant to Chief Operating Officer

THE many friends of Mr. Karl F. Nystrom, Superintendent of Car Department of this company since 1927, are offering heartiest congratulations on his recent advancement to the position of Mechanical Assistant to Chief Operating Officer. Mr. Nystrom's headquarters remain at Milwaukee Shops, and in his new position he will have general supervision, not only of the Car Department, but also over engineering, designing and construction activities of the railroad, and coordination of all facilities in the mechanical department.



K. F. Nystrom

Following his graduation as a mechanical engineer from a Swedish University, Mr. Nystrom came to this country in 1905, entering the service of the Pressed Steel Car Company, thence occupying positions of importance and responsibility with the Pullman Company, the Southern Pacific Railroad, American Car and Foundry Company, Acme Supply Company, the Grand Trunk Railway and the Canadian Pacific Railways. He came to The Milwaukee Road in 1922, as engineer of car design. In 1925 he was appointed engineer of motive power and rolling stock, became Master Car Builder in July, 1927, and Superintendent of Car Department in September of the same year.

Many notable achievements in the

mechanical department of this company in recent years are credited to Mr. Nystrom's genius for design and construction,—outstanding being the equipment for The Milwaukee's great train,—the "HIAWATHA," which in beauty, originality and efficiency is the peer of rolling stock, not only of this country, but of the world; the air-conditioning of Milwaukee Road coaches that is now in general use; the new dining cars on The Olympian, the new type cabooses, the extensive program of car building of all types which has been in operation in the Car Department at Milwaukee Shops; the dismantling of old equipment and motive power at Dubuque, etc., etc.

Mr. Nystrom is a member of several societies of mechanical engineers and is president of the car department of officers association composed of representatives of most of the leading railroads of the country.

A short biographical sketch of Mr. Nystrom appeared a few years ago in a railroad magazine wherein the writer, after giving a history of the man and his career, summed up his story in the following: "A railroad is absolutely dependent on two things,—money and experience. Men of Nystrom's stamp furnish the experience; this is their capital. There are always opportunities for such men; they go to the top when they possess in addition, the qualities of friendliness and loyalty. Nystrom's friends number into the thousands; and much of his success has been due to the skill and sympathy with which he handles the human element of his big department."

Superintendent, Car Department Mr. J. A. Deppe Succeeds to Position Vacated by Promotion of Mr. Nystrom

MR. JOSEPH A. DEPPE, for nearly thirty-five years an employe and official of the Car Department at Milwaukee Shops has been appointed superintendent of the Car Department with headquarters at Milwaukee.

Mr. Deppe entered the employ of the Milwaukee Road in April, 1902, as helper in the car department, occupying successively since that time, positions of inspector; billing clerk; chief clerk to master car builder; and assistant to master car builder. In May, 1920, he was appointed general supervisor of freight car department; in 1920 of the same year, was promoted to assistant master car builder; in August, 1927, assistant superintendent, car department, from which position he now becomes

the superintendent of the Car Department.

Mr. Deppe's entire business service has been spent with The Milwaukee Road, and he brings to his new job a thorough knowledge of the work to which he has devoted his life.

His many friends are extending congratulations and best wishes.



J. A. Deppe



Veteran Porter Noah Hunter Bids His Railroad Friends Goodbye at Union Station, Chicago.

Fulfillment

They had trod life's pathway together,
Their years were near to the end;
But they would leave a worthy record
And the right to call many their friend.

Their lives had been hard, ofttimes weary.
As they toiled for their girls and boys;
Of worldly possessions they had but few.
But were wealthy in simple joys.

Each day brought some new burden
Into their busy lives to share;
There were hours of sickness and grief
When no one seemed to care.

But they traveled these years hand in hand.
Sharing every hardship and sorrow;
Just having each other was enough
For today, and inspired hope for tomorrow.

They had climbed to the top of life's mountain,
Their years were nearly spent, 'tis true;
Looking backward they saw the pattern wrought.
And found it a peaceful, lovely view.

Faith in each other and their fellow men
Smoothed the rugged way they had trod;
Stern ideals of right, courage to carry on.
Brightened the darkest night, brought them close to God.

—Bernice R. M. Boland.

Lonely Traveling Man

When business cares of day are done
And with the sinking of the sun
Night's shadows round about me creep
While tiny stars arise from sleep
Sweet thoughts of those to me so dear
Adorn my mind like crystals, clear,
With memories of a strong devotion
More powerful than the waves of ocean.

Sweet voices that I'd recognize.
Three pair of pretty azure eyes
Wait at home for my return
While every e'en my heart does yearn
To know if they are safe and well.
I'd ask the stars, but they won't tell,
So on my knees again I pray
That all are safe while I'm away.

At last my homeward way I wend
Eager for the journey's end
That once again I may enjoy
Affections of my wife, my girl and boy
My visit will be short, I know,
For soon again I'll have to go
Once more to take the traveler's trail
With hope that safe the time will sail.

—By J. R. M.

Milwaukee R. R. Employee.

Wanderlust

"Taken all round, she's a good sort."
"Yes, that's the trouble, she's always
wanting to be taken all around."

The Old Octagon House

Notable Landmark at Watertown, Wisconsin

WHEN travelling west on the Milwaukee Railroad across the State of Wisconsin, you will notice, shortly before reaching Watertown, a tall water tower to the north. About midway between the tower and the railroad is a large three-story residence that can be seen plainly as the train passes by. This building, because of its shape, having eight sides, is familiarly known as the Octagon House.

John Richards, a young lawyer from Hinsdale, Massachusetts, came to Wisconsin in 1836 and settled on a farm east of Watertown, remaining there until June 1st, 1846, when he purchased 105 acres of land on the west bank of the river where the Octagon House now



The Old Octagon House Before Porches Were Removed.

stands. He had, during this period, built a dam across the Rock River and established a saw mill and a grist mill on the east bank, and in 1850 built the Rough and Ready Flour Mill on the west bank. He had by this time become quite wealthy and decided to build a large residence on the hill west of the dam so that he could take care of his large family and also the employees of the mills and farm.

He began the erection of the Octagon House in 1853, hauling the Cream City brick and other materials from Milwaukee by ox and horse teams and using the lumber for the woodwork from what he had accumulated at the saw mill. It took him three years to complete the house, and this was done shortly before the railroad reached Watertown.

The house has 57 rooms and was used somewhat as follows: In the basement there was the Cider Room, where cider was made from apples raised on the farm, the Vegetable Room, the Fruit Room, the Wood Room, where all of the wood for the winter was stored, and the Furnace Room, in which was installed the latest in heating facilities available at the time, and consisted of a furnace capable of heating the three floors. This crude heating plant is still intact but no

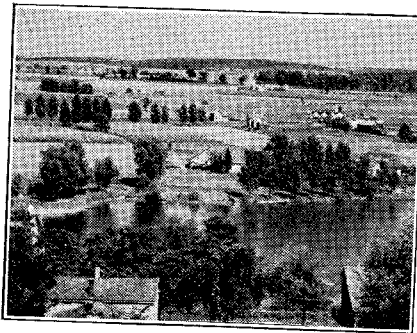
longer in use. It was a wood burner capable of taking in a log seven feet long. The Furnace Room also contained an old fashioned Dutch bake oven in which twenty-four loaves of bread could be baked at one time.

On the first floor was the kitchen and pantry, the dining room, parlor and sitting room, in which was an old fashioned fire place, and off the kitchen was the room in which flowers and plants were kept.

On the second floor there were 8 large bedrooms, and off from these 6 small bedrooms and closets.

The third floor had 8 bedrooms where the hired help slept, and to reach the upper floors there was a winding stairway, with a spiral hand rail, in the center of the building going from the cellar up to the cupola on the roof. The house was equipped with running water from a tank that was put in on the third floor, with pipes and faucets leading to each floor, which of course provided only soft water. The tank is still in place.

John Richards was a graduate of Williams College and the first attorney here. He was also Watertown's first mayor, was very prominent in City and County affairs, and was known as Honorable John Richards. He was a man of scholarly inclinations and his family had a background of early Eastern culture that stood out above the primitive



View of Rock River Valley From the Old House.

conditions of the country they came to live in.

The Rough and Ready Flour Mill was destroyed by fire in 1886, but not rebuilt, and since then has been replaced by the City's electric power plant.

The Octagon House has always been considered an outstanding structure in Watertown, and the Richards family was known for its generosity in entertaining guests. One of the sons, Charles D. Richards, was an employee of the Engineering Department of the Milwaukee Railroad when the line to Kansas City, Missouri, was constructed, and he later became a prominent lawyer in Chicago.

For quite a number of years the residence has been occupied only by one

daughter—Mrs. Anna Thomas who died in 1933 and her son, William R. Thomas—and to the latter, who died in September of this year, is due the credit for maintaining the property in such good condition. Harvey B. Richards, the son of Charles D. Richards, living at Lake Bluff, Illinois, has fallen heir to this property.

The antique furniture with which the building was furnished, is still there, and one outstanding piece is a Gilbert square piano—the first piano to be brought to Watertown.

The glass enclosed cupola at the top offers a commanding view of the beautiful farming country for many miles in every direction.

It is difficult at this time to know just what was in the mind of Mr. Richards when he planned this residence. He had acquired considerable wealth, and naturally desired to build a structure that would outrank other residences around the country and would provide a home for his descendants. It is a structure that cannot easily be used for modern purposes, but as it is such an outstanding landmark it would seem desirable to make it a museum that could be enjoyed by the younger and future generations, and perhaps a home for the Watertown Historical Society.

The interesting old house took three years to build in those early days of slow-moving transportation, distant markets, etc. The bricks were all hand pressed and were drawn from Milwaukee to Watertown over corduroy roads by ox-team, the trip consuming two days for each load.

Last year an architect and contractor spent considerable time going over the house and found it to be in perfect condition, with only a few minor repairs necessary. Their opinion was that the house would stand for another hundred years without any major changes.

An interesting architectural detail is the spiral staircase, which is one of the few totally unsupported staircases known in this part of the country. The hand rail for the staircase has never had repairs and is still in perfect condition.

A number of Watertown citizens are organizing now to take over the maintenance of the old manor house, as a permanent museum of pioneer days and relics; one objective being to establish a home for relics pertaining to early Watertown history and of early Watertown families.

This part of Wisconsin state is interesting ground,—and much of early historic data centers in and around Watertown and the beautiful Rock River Valley.

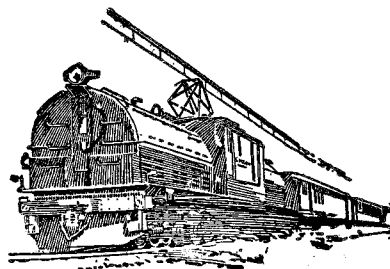
Appointments

Effective November 1st:

Mr. Frank A. Shoulty is appointed assistant superintendent Car Department, with headquarters at Milwaukee, vice Mr. J. A. Deppe, promoted.

Mr. Henry L. Hewing is appointed general car foreman, with headquarters at Chicago, vice Mr. Frank A. Shoulty, promoted.

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



COURTESY

Courtesy is genuine and habitual politeness, and in our dealings with the public and our fellow employees it is a valuable asset both to the railroad and the individual. If courtesy is not habitual, it is not genuine and no one is impressed with any trait of character that is pretended.

Courtesy means more than making polite answers in our daily tour of duty; for illustration, when riding trains let us remember that patrons always come first so they may be favorably impressed by the actions of employees riding on free transportation.

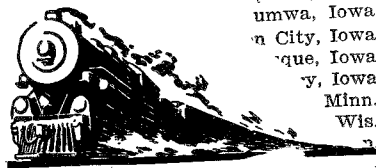
Let's all cultivate the habit of courtesy.

(Contributed by Mr. K. N. Hagen, Secretary to General Manager)

J. J. Finck

Chief Operator

ah, Wis.
ton, Iowa
deen, S. D.
quette, Iowa
umwa, Iowa
n City, Iowa
que, Iowa
y, Iowa
Minn.
Wis.



center;
right field;
left field;
Sankey, catchers; Schmitt,
pitcher; Schlechter, Sauter, O'Brien, utility.
A beautiful trophy was presented to Manager Walter Klosowski and is displayed in the General Freight Department of the Union Station.

But Very Little

Mere Woman—Everybody in the town knows about it. Some are taking her part and some his.
Mere Man—And a few eccentric individuals are minding their own business, I suppose.



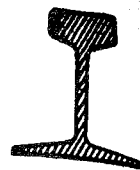
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CARPENTER KENDALL, *Editor*

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

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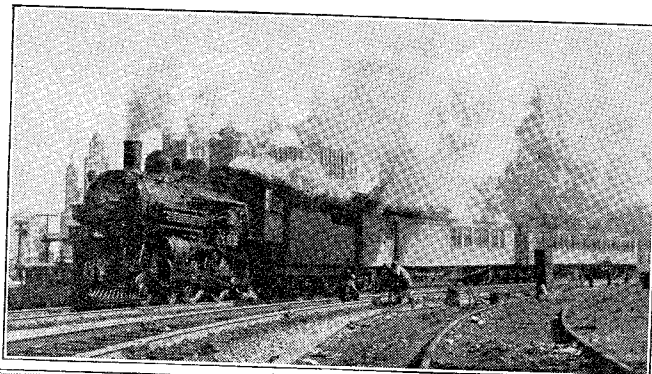
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The Amateur Photographic Contest Milwaukee Road Booster Club's Awards and Prize Photographs

SEVERAL months ago the Milwaukee Road Booster Club, of Chicago, sponsored a contest and offered prizes for the best photographs made by employes of the System. The conditions of the contest were that the pictures must be connected with the work and operation of The Milwaukee Road. Scenic subjects were not included.

The committee

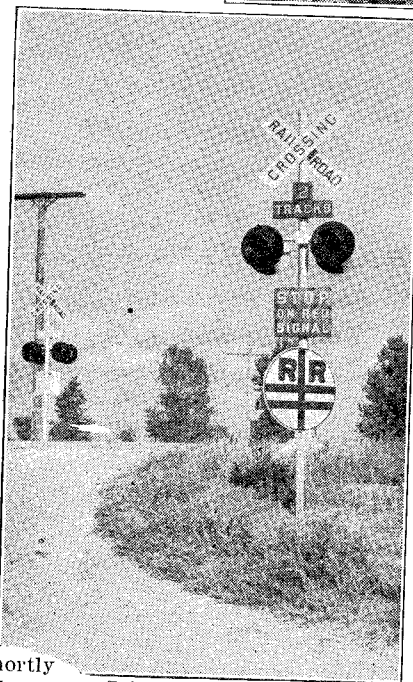
award of \$25.00 that had been set aside for second prize was divided among five contestants selected for Special Awards.



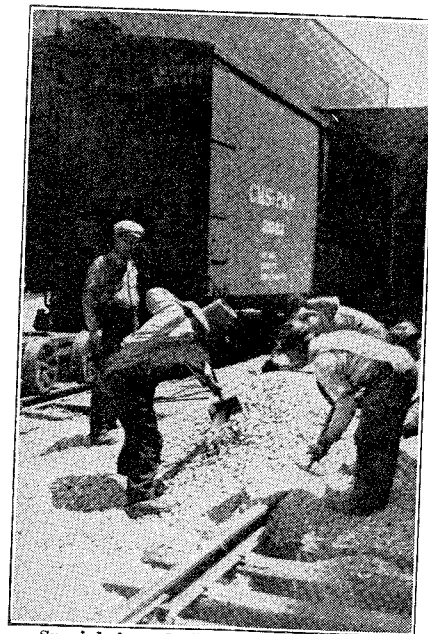
First Prize: "Local Train." Photo by Ray Melzer.



Special Award: Interior of Union Station, Kansas City. Photo by R. G. Bundy.



shortly Watertown. Prize: "Safety." Photo by



Special Award: "Trackmen at Work." Photo by Edward Wilwer.



Special Award: "Trucker at Work." Photo by Edward Wilwer.

The house has 57 rooms and was somewhat as follows: In the basement there was the Cider Room, where cider was made from apples raised on the farm, the Vegetable Room, the Fruit Room, the Wood Room, where all of the wood for the winter was stored, and the Furnace Room, in which was installed the latest in heating facilities available at the time, and consisted of a furnace capable of heating the three floors. This crude heating plant is still intact but no

The titles of the first prize award were "The Rain," and "Safety," awarded to Charles D.V.

The Special Award consisted of five photographs by Edward Kansas City by Sherman Arpp; one by D. Heing; one by V. H. Wein; one by Chiker and one by R. G. Bundy.

Announcement of the awards was made at the Thanksgiving party of the

Booster Club and all of the photographs were on display.

Some of those named appear in this issue of The Magazine. There were many others deserving of special mention, and some of these will be shown in subsequent issues of The Magazine.

The officers and committees of the Booster Club sincerely appreciate the cooperation of the amateur photographers in making the contest a real success.

Chicago, Milwaukee, St. Paul and Pacific Railroad Employees Certified for Annuities Under the 1935 Railroad Retirement Act Reported During November

Name	Occupation	Location.
Wilson, James	Eng. Watchman	Monticello, Iowa
Deming, Joseph	Engineer	Minneapolis, Minn.
Ginder, George Walter	Engineer	Portage, Wis.
Leonard, Michael Condon	Blacksmith	Milwaukee, Wis.
Woodman, Charles Ellis	Engineer	Mitchell, S. D.
Moritz, Charles Godfried	Freight Handler	Milwaukee, Wis.
Blanchard, Rufus Lonsberry	Engineer	LaCrosse, Wis.
Taylor, Robert Alexander	Hostler	LaCrosse, Wis.
Nowak, Mathew Maryan	Carpenter	Milwaukee, Wis.
Reuter, John Anton	Crossing Flagman	Dubuque, Iowa
Casper, Frank Melchior	Machinist	Milwaukee, Wis.
Sorensen, Soren Peter	Janitor (Loco. Dept.)	Chicago, Ill.
Ziarnek, Anton Jacob	Delivery Clerk	Milwaukee, Wis.
Klinkiewicz, John Anton	Switch Tender	Milwaukee, Wis.
Roehl, John Ernest Fred.	Laborer	Dubuque, Iowa
Schreiner, Frederick John	Laborer	Dubuque, Iowa
Neuberger, Michael Joseph	Carman	Minneapolis, Minn.
Kay, Elba Julius	Yard Clerk	Tacoma, Wash.
Dolata, Peter	Trucker	Milwaukee, Wash.
Curran, Michael Joseph	Engineer	Marion, Iowa
Markert, Michael Elbert	Switchman	Milwaukee, Wis.
Dunlap, Wilbur Burdette	Engineer	Minneapolis, Minn.
Hanson, Jance	Carpenter	Milwaukee, Wis.
Pfotenbauer, Frederick Frank	Blacksmith Helper	Milwaukee, Wis.
Ahlen, Axel Herman	Laborer (Car Dept.)	Minneapolis, Minn.
Wagner, John Milton	Molder	Milwaukee, Wis.
Zickuhr, Charles Edward	Blacksmith	Milwaukee, Wis.
Dohse, William Henry	Coach Painter	Milwaukee, Wis.
Jorgensen, Halvor Anton	Machinist	Milwaukee, Wis.
Flynn, Timothy	Laborer	Dubuque, Iowa
Glore, Virgil Milburn	Engineer	Ottumwa, Iowa
Martin, Frank Joseph	Chef	Chicago, Ill.
Thurber, James Daniel	Asst. Stationmaster	Milwaukee, Wis.
Hammerer, Anthony Joseph	Switchman	Milwaukee, Wis.
Yerks, Herman Frederick Julius	Sect. Hand	Hutchinson, Minn.
Marshall, Michael Stanislaus	Sect. Foreman	DePere, Wis.
Petrie, Peter Hubert	Yard Conductor	Milwaukee, Wis.
Yeppen, Peter	Switchman	Milwaukee, Wis.
Bergquist, Alex	Machine Operator	Minneapolis, Minn.
Silbersdorf, Charles Albert	Caller	Chicago, Ill.
Nelles, Hubert	Engineer	Madison, S. D.
Hermanson, Hans Olaf	Laborer	St. Paul, Minn.
Engel, Carl Frederick	Laborer	Milwaukee, Wis.
Hanthorn, Joseph Hastings	Sleeping Car Condr.	Chicago, Ill.
Ballard, Lucy Emma	Matron	Milwaukee, Wis.
Orr, James	Mach. Helper	Minneapolis, Minn.
Seay, Thomas Bible	Conductor	Clinton, Ind.
Howe, William Branson	Foreman	Marion, Iowa
Norby, Hans Christian	Clerk	Milwaukee, Wis.
Holman, Mathew Dean	Engineer	Madison, Wis.
Murphy, Nicholas Edward	Switchman	Milwaukee, Wis.
Lyons, Mike	Engineer	Milwaukee, Wis.
Kemp, William	Bridge Foreman	Marion, Iowa
Sommer, Samuel Robert	Laborer	Dubuque, Iowa
Hyde, Charles Lamotte	Engineer	Sanborn, Iowa
Olesen, Ole	Depot Custodian	Marvin, S. D.
Grice, Stephen	Eng. Watchman	Ortonville, Minn.
Rohr, John Barney	Machinist Helper	Minneapolis, Minn.
Johnson, Levi	Yard Conductor	Terre Haute, Ind.
Orbin, George Henry	Carpenter	Perry, Iowa
Salzegeber, Conrad Christopher	Machinist Helper	Perry, Iowa
Humphrey, John William	Engineer	Mason City, Ia.
Younge, Walter Sherman	Laborer	Tomah, Wis.
Kiley, Philip Henry	Engineer	Clinton, Iowa
Hall, Joshua Sidney	Engineer	Aberdeen, S. D.
Scott, Edward George	Machinist Helper	Marquette, Iowa
Jordan, Charles Wells	Yard Conductor	Ottumwa, Iowa
Mottershead, Alexander	Switch Engineer	Mason City, Iowa
Ellison, George Elmer	Car Man	Dubuque, Iowa
Nichols, Henry Elwin	Engineer	Perry, Iowa
Putzier, John Frederic William	Section Foreman	Hector, Minn.
Marx, Joseph Mathew	Blacksmith Helper	Milwaukee, Wis.
Culnane, William James	Machinist	St. Paul, Minn.
Wenzel, Albert Gustav Ludwig	Car Cleaner	Chicago, Ill.

Partial Payment of Railroad Retirement Act Annuities

MR. MURRAY W. LATIMER, Chairman of the Railroad Retirement Board recently authorized a plan for handling annuity applications under the Railroad Retirement Act so that many of our employees who have retired and made application for an annuity will receive partial monthly payments without unavoidable delay. The Board has decided to attempt to make partial monthly payments to all applicants, 65 years or over, where it can clearly be shown that they are entitled to an annuity but for whom complete information, sufficient for final settlement, has not yet been developed.

Under this plan partial annuity payments to such persons who have previously filed annuity application will be based on their service record and on approximate monthly compensation figure for the years 1924-1931, according to the particular occupation of the applicant. The payments made under this plan are necessarily only partial ones and are made so that the applicant will not be entirely deprived of income pending final adjudication of this claim. The work necessary for the final settlement will continue and as rapidly as it is completed, the final amount will be computed and necessary adjustment made.

Traffic Department Team Wins Chicago Railroad Softball Championship

IN the October issue there appeared a picture of the Milwaukee Road Traffic Department Softball Team, which has been recently crowned the railroad champs of Chicago. Since the start of the season early in May, this team has been waging some mighty battles all over the city. After a slow start inaugurated with two losses, Manager Walter Klosowski moved the infielders out into the outfield and with outfielders playing snappy ball around first base and third base the new combination clicked. What with honeymoons, vacations and injuries shadowing the gang all season the team stood up well under some very bitter disappointments, their efforts not being rewarded until the shades of autumn were apparent. After losing a very tough game to the W. A. R. E., the team playing with its back to the wall defeated the A. T. & S. F. Ry., the C. G. W. R.R. and the C. & N. W. Ry., winning its way into the finals. With only the C. R. I. & P. Rockets between them and the championship, and still remembering the 5 to 4 defeat meted out to them earlier in the season, the team overwhelmed the Rock Island boys by a score of 11 to 5. The lineup of the champs is as follows:

Niedzeli, shortstop; Bazil, 2nd base; Dermody, 1st base; Hora, short center; Klosowski, 3rd base; Tansey, right field; Peterson, center field; Burke, left field; McKee, Priester, Sankey, catchers; Schmitt, pitcher; Schlechter, Sauter, O'Brien, utility.

A beautiful trophy was presented to Manager Walter Klosowski and is displayed in the General Freight Department of the Union Station.

But Very Little

Mere Woman—Everybody in the town knows about it. Some are taking her part and some his.

Mere Man—And a few eccentric individuals are minding their own business, I suppose.

Robinson, Thomas Dee	Machinist Helper	Ottumwa, Iowa
Bunting, Charles Joseph	Engineer	Mitchell, S. D.
Hockett, Murray James	Treating Plant Operator	Madison, S. D.
Tierney, Edward James	Engineer	New Lisbon, Wis.
Adams, Frank	Switchman	Milwaukee, Wis.
Sherwood, Daniel Dinne	Yard Conductor	Milwaukee, Wis.

New Giant Engine Hauls Coal Train

CAPABLE of hauling heavily loaded freight trains at sustained high speed, the first of a fleet of 30 new and improved type steam locomotives, built at a cost exceeding \$4,000,000, began service on the Milwaukee Road in November.

Known as the 4-8-4 type, the giant locomotives when in working order weigh nearly 250 tons and have boiler pressure of 285 pounds. Together with the tender, they are 110 feet in length.

On its initial trip, the first of the new engines left Chicago Nov. 13 with a solid trainload of coal loaded into 66 cars, destined to St. Paul-Minneapolis and other towns in the Northwest.

Officials of the Republic Coal and Coke Company and the Hickory Grove mine at Latta, Indiana, on the Terre Haute division, where the coal—known as Minnehaha—was mined, accompanied the train which was operated on a daylight schedule to permit exhibition stops and enable local coal dealers to meet the coal special along the route.

To George J. Leahy, vice president of the Republic Coal and Coke company, who accompanied the train, the trip from River Junction to St. Paul was in the nature of a home-coming. Born, as he says, with a Milwaukee Road spike in his mouth, Mr. Leahy worked as telegraph operator and signal-towerman at River Junction, Winona, St. Croix Junction, Hoffman Avenue, St. Paul Tower yard and at all of the stations on the "Short Line" between St. Paul and Minneapolis.

Commenting on the trip Mr. Leahy said that it was with especial delight that he could return now with this immense shipment, knowing that it symbolized the beginning of a movement of coal from his company that will provide freight revenue of half a million dollars to the railroad whose training helped him to succeed.

The locomotive's eight drive wheels, which are 74 inches in diameter, are equipped with roller bearings, as are the four wheels ahead and the four wheels behind the drivers. Wheels on the tender are likewise equipped. Capacity of the tender is 25 tons of coal and 20,000 gallons of water.

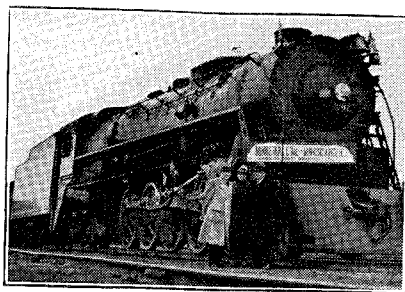
They were built by the Baldwin Locomotive Works and are being delivered to the Milwaukee Road at the rate of two each week.

November 17, 1937.

Mr. Henry A. Scandrett, Trustee,
Chicago.

Dear Mr. Scandrett:

We have just brought to a most successful conclusion the experiment of running a solid trainload of coal from the Minne-



Left to Right: Geo. J. Leahy, Chicago; Paul S. Grover, Minneapolis; Frank V. Guidinger, Minneapolis.

haha mine on the Terre Haute Division through the Twin Cities.

The train consisted of sixty-six cars of coal, all from the Minnehaha mine, for immediate delivery to our customers located in twelve towns all within the State of Minnesota.

We have been informed that the total freight revenue amounted to \$22,380.

The train was stopped at several locations to be photographed, necessitating careful supervision and close co-operation.

Everyone with whom we came in contact on your railroad was kindly, courteous and helpful. Particularly are we indebted to Assistant General Manager N. A. Ryan, who accompanied us, and smoothed out our difficulties before they developed.

As an ex-employee of the Milwaukee Railroad, it does my heart good to inform you that at the present time we have bona fide orders on our books for Minnehaha coal to be delivered in the State of Minnesota sufficient to make up thirty trains identical with this one.

Mr. Dayhoff and Mr. Wright join with me in expressing our appreciation of the service rendered.

Very truly yours,
(Signed) **GEORGE J. LEAHY,**
Vice President.

Talking Points

RURAL communities in all parts of the country are complaining of decreased railroad taxes, occasioned by the abandonment of branch lines made necessary by decreasing traffic. Those making these complaints might remedy this situation by patronizing these branch lines instead of giving the bulk of their traffic to the railroad's competitors.

If the number of new railway cross ties used for replacement purposes in 1936 had been used in building new track they would have provided for 16,000 miles of line. It costs something to maintain a railroad, even after it has been built.

It is worthy of mention that not a single passenger on American railroads was killed in the first six months of 1937. In the same period of 1936 there

were five fatalities, although there were 4.3 per cent fewer passengers carried than the 246,997,594 carried this year.

* * *

Construction of the Panama Canal has adversely affected the middle west, according to a declaration of the National Resources Committee in its recent report to President Roosevelt entitled "Our Cities, Their Role in the National Economy." "While certain cities and regions have been favored by the construction of such governmental projects as the Panama Canal," the report states, "others, like the middle west, have been adversely affected."

* * *

Prosecution and punishment of motor carriers and shippers for violation of the provisions of the federal regulatory act prohibiting rebating and other similar special rate concessions, is reported recently from various sections of the country. A concern operating interstate truck carrier service into Idaho, and two Idaho wholesalers, were found guilty of rebating in the United States district court recently, and heavy fines imposed on them. Prior to the imposition of the fines on the wholesalers they were also required to pay to the truck company the amounts they had profited through undercharges in violation of the law. Like proceedings against motor carriers and shippers also are being prosecuted in New Jersey, South Carolina and several other states.

* * *

Of rail taxes paid in 1936 state and local governments received \$227,266,462, or 86.1 per cent of total taxes paid that year. The railroads own property in a vast majority of the counties in the United States so that this vast tax payment was widely scattered. Moreover, it is impossible to hide the physical property of the railroads—the local assessors are certain to list it all. Federal taxes paid by the railroads last year aggregated \$46,709,892. Total taxes paid amounted to 7.89 per cent of gross revenues, or almost eight cents for every dollar of revenue the roads received, which is a higher percentage of gross revenue taxes have consumed in any year since 1933. It is worthy of note also that taxes in 1937 are running ahead of 1936. In the first eight months of the year tax accruals were \$17,771,143 larger than in the corresponding months of 1936. The Retirement and Social Security laws, recently put into effect, will add many millions of dollars to the railroad tax bill during the last six months of the year, so it is impossible to predict what the end of the year will reveal as the total taxes in 1937. It is interesting to know that taxes took 28.5 per cent or considerably more than one-fourth of the net operating revenues of the roads in 1936, so that more than one-fourth of the services of the railroads, their property and their traffic, was used to earn the amount of revenue required to pay their taxes.

ACCIDENT SAFETY FIRST PREVENTION

An Understanding

"HARRIS! How many times must I tell you to wear your safety goggles? You know the rules—or should, by this time."

Fred Harris looked up from his lathe, twisted his lips into a faintly derisive smile, and then blandly said: "What's eating you, Henry? Why, we haven't had an accident here in a couple of years. Anyhow, I know what I'm doing. This baby and I have an understanding." He patted the side of the lathe, and then shoved a lever. The lathe smoothly stopped.

"Maybe so," Henry Miller, the foreman, grunted, "but if the chief catches you violating his eye protection program he'll raise Cain. Only this morning he had all of us foremen in to listen to some statistics just released by the National Safety Council. They make interesting reading. Listen."

"Gosh, Henry, I got work to do." Fred's voice was brusque.

"It can wait. Did you know that every thirty-six seconds a worker's eye is injured—and that means one hundred workers an hour—eight hundred a working day—two hundred thousand a year? And that those eye accidents cost industry fifty million dollars a year?"

"So what?"

"Only this." Henry's voice became sternly prophetic. "One of these fine days that baby of yours is going to forget about that understanding—and give you a sock in the eye. Then you'll be one of the two hundred thousand . . . and won't you look nice, being led around by a dog. Think it over, Fred."

"But those damned goggles slow up my production. Hell, I can't see through 'em. And they're always dirty and they hurt my nose."

Henry looked disgusted. "Sometimes I don't think you're so bright, Fred. Why don't you try wiping 'em for a change—and the Safety Director's always willing to make 'em comfortable. But anyhow, you heard my orders. . . ."

That evening, over their coffee, Fred laughingly repeated Henry's warnings to Betty.

"Can you imagine it—trying to tell the best machinist in the shop how to run his job. Why, I've forgotten more about my trade than Henry ever knew. Anyhow, no accident's going to happen to me."

An anxious look crept into his wife's eyes.

"Fred, you will be careful, won't you? What would happen to all of us if you were blinded? Please promise to wear those goggles all the time . . . for our sake."

"Oh, all right. But you'd think I was a baby, the way you and Henry fuss over me . . . me who went through the Argonne Forest and never got a scratch. Hey, pipe down, you kids. What do you think this is—a boiler factory?"

The next day was cloudy and mournful, as if Nature were brooding over some great sorrow. But inside the brilliantly lit machine shop there was intense activity. No time to worry about weather, for the production schedule was behind and Henry had given orders to speed up work.

Fred was in his element when these rush periods periodically came along. Smoothly, efficiently he went about his work, and his machines responded as if to a master. Coming up an aisle, Henry watched him admiringly and chuckled. Fred was the best machinist in the shop and there was no doubt about that. And today he had on his safety goggles. Well—that was a concession—maybe the lecture yesterday did some good after all. He turned away to watch another operation.

Cheerily whistling to himself, Fred leaned over the enormous lathe to make an adjustment. There. Everything was perfect. Leave it to old Fred to know what to do.

And then it happened. There was a sharp whirring noise, a flash of steel, and Fred staggered back with a yell. Men came running from all directions, among them Henry.

"My God!" the foreman muttered to himself. "I hope those goggles held. Hey Jack, get the doctor quick. . . ."

Laughing hysterically, Fred pulled off his goggles and looked at them with incredulous eyes.

"Henry," he said, his voice shaking. "I won't need a doctor—thanks to you and these goggles. Look!"

Henry stared at the lens curiously.

"Why, it's not even shattered," he said in surprise. "Say, have you been putting on an act . . . trying to scare us to death."

"Not me," Fred said fervently. "I'll never . . . never forget how that steel chip came smashing up against that lens." He shuddered. "And if I hadn't been wearing those goggles I'd be one of those two hundred thousand you were talking about yesterday. Gosh, Henry, I can't thank you enough for giving me that lecture. . . . I'll never forget it. . . ."

Be Protected With Safety Shoes

"AT GALEWOOD Freight House, Chicago, a trucker was assisting two other employees in transferring bars

of steel that weighed about 450 lbs. from a four wheel to a two wheel truck prior to placing the bars in a car for shipment. One of the bars rolled off of the four wheel truck and before the trucker could get out of the way, the bar fell onto the steel toe cap of the safety shoe that he was wearing. Even though the bar dropped only a short distance, the weight was sufficient to dent the steel toe cap but the trucker deceived no injury whatever. Obviously he would have received one or more crushed toes had he been wearing ordinary shoes.

This trucker fully appreciates the value of toe protection and after this experience he has concluded that he will never be without them.

While it is to be conceded that the bar should not have been dislodged so as to roll off the truck in the first place, nevertheless the fact remains that when a mishap of this kind does occur it is best to be protected with safety shoes."

625 Days Without a Reportable Injury

BENSENVILLE Roundhouse just recently completed a record of 625 days without a reportable or lost time injury.

During the period this record was established an average of 250 men were employed daily in the maintenance of practically all of the freight engines operating on the D&I and Terre Haute Divisions, together with the majority of the locomotives operated in the Chicago Terminal and light repairs to freight engines operating between Milwaukee and Bensenville on the Milwaukee Division. The work handled involves everything from light running repairs to classified repairs and approximately 50 locomotives are turned daily.

Ten new stalls were just recently added so that it is now a 40-stall roundhouse and a new and longer turntable has been installed. In addition, other construction work has almost constantly been in progress throughout the period the record of 625 days was established, including a new machine shop, and relocation of machinery. The additional hazards incident to the construction work were given due consideration and the necessary precautions taken.

Under the leadership of Division Master Mechanic C. L. Emerson, General Foreman E. L. Grote, and the other supervisors, employees at Bensenville have taken a great deal of interest in the prevention of personal injuries, and are constantly on the alert for unsafe practices and conditions. Their record is a testimonial of their interest, and every man involved is enthusiastic to see that their safety record continues indefinitely.

The Agricultural and Colonization Department

The Milwaukee Way Safe-Rapid Livestock Handling

LIVESTOCK when moved to market, to the feed lot or to purchasers for breeding purposes is given special attention by the Milwaukee Road. The management and employes are constantly endeavoring to improve its service. They pioneered in supplying fast schedule stock runs, improved and modernized "in transit" feed and resting yards and double door, double deck forty foot cars.

These things have been done not alone because they were an aid toward maintaining to our road its rightful share of this transportation business, but to also aid the producer, feeder and packer of livestock in getting the largest measure of profit out of the business of raising, distributing and processing livestock. It is appreciated, by our road, that often a single carload of livestock may represent one or more years of income to the shipper. Such shipment may be the ranchman or feeder's annual pay check.

Because of that monetary interest and the fact that livestock does have "feeling" and should be humanly handled, these many improvements have been made and others are being considered. The road has learned by having had almost a century's experience handling livestock, the importance of dependable service, the need of continuous, rapid scheduled movements and the importance of "on time" deliveries.

When the grower loads out his stock he wants assurance that it will reach the market in the best possible salable condition. The packer or feeder likewise wants to make his purchases with full confidence that because of rail shipment the animals bought will have the smallest possible number of bruises and other injuries and be ready to deliver full value for dollars expended.

To deliver that kind of service the Milwaukee Road recently made some very important changes in its handling of stock. An example of the changes, which have taken place all over the system, is the new "in transit" feed yards at Aberdeen, South Dakota and the fast scheduled livestock "runs" made from the range country to markets or feed lots.

The new Aberdeen yards contain 145 cattle pens served by 21 single deck chutes, 153 double deck sheep pens with 15 double deck unloading chutes and 44 new combination pens for either cattle,

sheep or horses. In addition to the foregoing 342 pens each capable of holding a deck load of stock, there are 10 covered pens assigned to the handling of hogs.

The Aberdeen yards are 706 miles west of Chicago and 852 miles east of Deer Lodge, Montana, yet the fast scheduled stock runs make the 1,562 miles so that the shipper has but one in transit stop for feed and rest. That is the kind of speed shippers demanded and the Milwaukee initiated.

The yards are the kind which experience, born over 90 years ago, pointed out were needed for modern, present day handling of livestock enroute from grower to consumer.

Another example of the service given stockmen by the Milwaukee is its organization of employes to assemble and distribute valuable information to growers, distributors, feeders and packers of all kinds and classes of livestock. Scattered from coast to coast and from Canada to the Gulf these employes are constantly meeting stockmen and discussing their problems of supply and demand. Likewise employes in territory served by the road are daily assembling data relating to the numbers and kinds of animals available for purchase. Such information is willingly and freely given to those interested in all areas where it can be and is used to advantage—and that is by no means all.

These men are aiding in the improvement of stock grown in Milwaukee served territory for good quality stock is always in demand and moves most easily in trade channels. They, too, aid in building new or further developing old market outlets by pointing out and cooperating with livestock specialists and farmers as to how feed, climatic, transportation and market advantages can be used to the material benefit of growers, feeders, dealers and processors.

Similar service is given stockmen over the whole Milwaukee system. Economy, speed, undivided responsibility and courtesy are the corner stones upon which the road expects to build its future livestock patronage. They, too, are the demand of the shipper.

Economy, speed and undivided responsibility are cornerstones put in place by the management. Everyone in the great "Milwaukee" family has pridefully taken part in placing the cornerstone "courtesy" and making it carry its share of the load.

Complaints are rapidly changing to compliments. Everyone along the line, manning the trains, in the yards and in other positions have shared in the improvements that have prompted the compliments. The careful engineer, the amiable conductor, the agent who knowingly and willingly answers what he may think to be simple questions, the traffic representative who is reliably informed regarding advantageous market opportunities and proper routings, the yardman who knows how and does feed and water according to instructions, the man with the courteous smile, the employe who is thoughtful—all bring livestock business to the road. It is often these seemingly little things that make the difference between getting or not getting the business. Because of them the road has its shipper friends.

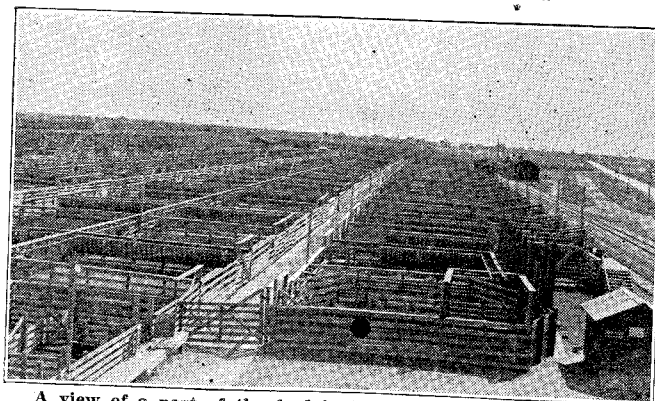
To handle thousands of carloads of livestock successfully requires careful cooperation of everyone having any part in the job. To be practical, the operation must economically satisfy everyone concerned. It is safe to predict that so long as the Milwaukee transports livestock it will do so mindful of its cooperative and practical responsibilities.

Eleven State 4-H Clubs Ride The Milwaukee to Annual Congress

While you read this there will be about fifteen hundred 4-H boys and girls attending the Annual 4-H Club Congress held in Chicago, Ill., in conjunction with the International Live Stock Exposition, November 29 to December 4. They are the pick of over 1,000,000 members of 4-H Clubs throughout the nation. From eleven states delegations travelled to and from the Club Congress via the Milwaukee.

Only the very outstanding members of the state 4-H Club are eligible to attend the 4-H Club Congress, and of the eligible members only the

(Continued on Page 29)



A view of a part of the feed in transit stock yards at Aberdeen, S. D. Each pen holds one deck load of stock. Each has its sanitary water trough and feed rack. Note the wide alleys that ease the job of keeping the pens clean. There are plenty of loading and unloading chutes and there are lights wherever needed, all to make these in transit feed yards the most modern of their kind.

CLAIM PREVENTION

Loss Prevention—Protecting Perishables Against Freezing

EACH YEAR at the start of the cold weather period, we are called upon to pay claims because we have not followed Tariff rules or instructions covering the handling of same.

Perishable or semi-perishable L.C.L. should be accepted and handled in scheduled refrigerator cars with the following notation on the billing, "Subject to Box Car Service Over That Portion of the Route Where Scheduled Refrigerator Car Service Is Not Available."

Where shipper desires to forward perishable or semi-perishable in a box car then the billing should be endorsed, "Box Car Service Requested by Shipper."

A constant check of freight stations should be made, and any perishable or semi-perishable remaining on hand at stations over night and where delivery is not taken promptly on arrival should be protected against freezing by placing in warm rooms or in station offices.

Carload perishable should be accepted and Tariff rules 80, 85, and 405 should be followed showing complete and definite instructions as to accessorial service desired in transit and service performed in accordance with those instructions in transit and at destination stations, also proper records maintained in accordance with instructions.

Holiday and Other Seasonal Commodities

From now on until Christmas, we will be called upon to handle numerous commodities which are of a seasonal nature, such as Christmas toys, ornaments, wreaths, holly, trees, calendars, candy, etc. Naturally, these shipments are of unusual value to the shippers and consignees involved and when we lose or damage any of them, we have not only created a situation leading to a claim payment, but worse yet, have caused great inconvenience and loss to our customers which, in many instances leads to great dissatisfaction. We want to make sure, therefore, when we are called upon to handle any such commodities, that a positive job of checking is done so we will know positively that each and every article in each shipment is properly marked as to the destination, consignee, etc.

At the same time, in view of the fact that most of these shipments are of a "Fragile" or semi-perishable nature, we must remember that we cannot drop, throw, step on, or otherwise subject the container to shock, as such shocks are bound to create damage to the contents.

We are sure if we all do our part in

the handling of these seasonal commodities, much of the grief and dissatisfaction which has occurred in previous years, will be eliminated, and we will in this way contribute our part toward a Merrier Christmas on the part of our patrons.

Live Stock

The hazards incident to the transporting of live stock from the farm to the market during the winter months are naturally much greater than they are during other periods of the year. Therefore, we should at all times endeavor to impress our live stock shippers with the necessity of applying additional bedding to their cars in order that the smaller animals such as hogs, calves, sheep, etc., may have an opportunity to make a nest for themselves, in this way eliminating their piling up and becoming casualties in addition to incurring heavy shrinkage. When the forecast indicates a blizzard or particularly severe weather conditions enroute, further protection should be afforded smaller animals by providing paper or slats between the openings of the stock car so as to keep such animals from becoming frozen in transit.

The Claim Prevention Bureau takes this opportunity of expressing to each and every employe of the Railroad their sincere appreciation of the splendid co-operation received during the year 1937, and, at the same time, wishes each and every one of you a most Merry Christmas and a Happy and Prosperous New Year.

Doing Our Job as It Should Be Done

A N OPEN letter on Claim Prevention written by F. R. Smith, clerk at Raymond, Washington, station:

From the various circulars received recently we notice considerable activity in connection with claim prevention. However, in going over the figures of a recent circular issued by the General Manager we note that the ratio is the same to date for 1937 as it was during the entire year of 1936.

In other words I believe that it is up to every employee on the railroad to really get busy on some real claim prevention if the ratio is going to come down below the 1936 figure and we at this station want to do our part in helping the committee in any way possible. I sometimes think that we leave the matter of claim prevention up to those

in that particular field to handle but all can be of great assistance in this work in our everyday movement on the railroad. Trainmasters, roadmasters, travel-engineers, signalmen, and sectionmen or any other employe traveling up and down the railroad has a wonderful opportunity to make inspections on both CI and LCL freight at stations, team tracks, stock yards and elevators.

We all know that there is nothing new about the subject in question it is simply the same old story of doing our job the way it should be done. The successful ending of our transportation will depend on the manner of its beginning.

Claim prevention begins at the freight house door, and receiving clerks can not be too careful in examining all freight received as to condition, proper markings, contents, and shipping bills. Too much can not be said concerning the importance of notations on bills of lading; this is that they be clear in their meaning, in that all who subsequently handle them will have a clear understanding.

Claims of course arise from various causes, namely, damaged goods, both visible and concealed, loss of entire package, delays in transit, errors in handling and billing, the latter which causes unnecessary correspondence with considerable cost of money as well as causing annoyance to consignors and consignees. I am sure that closer supervision on the part of warehouse foreman in our freight houses will cut down considerable, that is: to see that all freight is properly loaded and stored in cars, freight to be broken down before doors are closed and to see that all freight with marks such as GLASS, THIS SIDE UP, etc., is handled and loaded as it should be. While I was an inspector on the road in the claim prevention work I have noticed a great many times claims caused just because packages and boxes were not loaded as to marks on the boxes, light packages loaded under heavy boxes, etc. This is one thing that foreman and loaders should watch very close.

We should not handle merchandise roughly or carelessly just because it is moving under the term of "freight," if necessary to give notations upon delivery, make them clear and to the point. Last, but not least, keep good clear and complete records—records that you know if called for could be taken into court if necessary—records that you could present to any one on the railroad knowing that they are correct and complete in every way. You have then accomplished a big step in claim prevention.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Bensenville Chapter

Ruth Hilliker

REGULAR meeting of Bensenville Chapter was held at the clubhouse the first Wednesday in September.

Reports were heard. The librarian reported 1066 books in our library. October 20th was the date set for the annual birthday party.

The afternoon was spent in playing cards, after which a nice lunch was served.

The October meeting was called to order by our president, Mrs. Brossard, on Wednesday the 6th. Reports of all chairmen were read. We spent the afternoon working on the quilt.

Seventy-nine members turned out to enjoy the annual birthday dinner, which was held Oct. 20th.

During the month the ladies have come to the clubhouse on several afternoons to work on the quilt.

Mason City Chapter

Mrs. W. L. Gaffney, Historian

MASON CITY chapter held open house to all Milwaukee members, employees and families October 25. Mrs. R. E. Sizer, president, presided over a short business session prior to our program.

Mrs. C. H. Kirsh, membership chairman, reported 411 members to date. Mrs. C. S. Pack reported \$20.50 received October 5 from card party, with expense of \$9.76. Welfare chairman reported \$7.95 expended, 4 personal calls, 2 telephone calls, and 6 cards sent. Corresponding sec'y Mrs. R. MacGregor reported 3 cards sent. Dance and card party to be promoted by the chapter was announced to be held in the Moose Hall the evening of Nov. 29.

The program included three vocal selections, by Sylvia Booth, accompanied by Mrs. Harry Farrer. Richard Farrer played the first and second movements of Sonatine by Beethoven, also his own arrangement of Old Black Joe. The club is very proud of this boy and grateful to him for adding so much to our program.

After the musical program all enjoyed cards for an hour. In bridge Mrs. C. H. Tusler won high prize for ladies; Mr. Goltz won high prize for men. The low prize went to Mr. Svides, the 500 prizes, high to Mrs. Wm. Ross and Mr. C. L. Swanson, low to Mrs. C. L. Swanson and Mr. Carl Donavan.

Lunch was served by Mesdames R. Vaughn, R. H. Ferris, J. L. Delaney, P. A. Gallagher, and John Nelson.

Davenport Chapter

Mrs. Ernie Johnson, Historian

VACATIONS are over, boys and girls are back to school, and the ladies are back on their jobs in the club. We have had a card party at the Welcome Bakery Co. Did very well with it. We also had a rummage sale, made \$30.00. And by the way, we had company in the person of Miss Etta Lindskog. She had the pleasure of visiting us at the rummage sale, and thought it a very good idea.

At our last meeting, the 8th of November, we had a wonderful pot luck supper, with turkeys roasted by some of our ladies. There were 75 in attendance and did they eat! At the meeting preceding the supper, our nominating chairman, Mrs. Clarence Barrett, made her report as follows: President, Mrs. Glen Edwards; first vice-president, Mrs. Richard Murphy; second vice-president, Mrs. Ernie Johnson; treasurer, Mrs. Paul Sahzep; secretary, Mrs. Jack Rasche; corr. secretary,

Mrs. Cecil Morse; historian, Mrs. Frank Brenton.

Our program chairman, Mrs. Joe Kerri-gan, put on a nice program. Plans were made for a Christmas party.

Spokane Chapter

Mrs. W. H. Hunter, Historian

SPOKANE Chapter held its first fall meeting in the clubrooms, Union Station, Tuesday, Sept. 28th. The board meeting was held at 1:30 p. m., followed by the regular meeting at 2 p. m. After all recited the club motto the business of the club was taken up.

A great deal of "good cheer" was reported. Corresponding secretary read a number of "thank you" notes. A number of new members were listed. Members heard re-viewed the Sept. meetings of the Spokane Presidents council and the Spokane Federation of Women's organizations, Mrs. Clem Shook reporting the council meeting and the historian the city federation.

By-laws for our own club brought forth a lively discussion, with Mrs. Hays, Mrs. Harnick and Mrs. Ed Breeden appointed as a committee to draw up same. Club members heard delegates in a resume of the Tacoma district meeting, the convention which was held in June. The president, Mrs. Chas. Lillovitz, Mrs. Edward Breeden, Mrs. Harnick and Mrs. Frank Watkins were among those to speak. Mrs. Lillovitz, who had been very ill, sent in her resignation as president, which was accepted with regret, moving first vice-president Mrs. Frank Watkins to the chair.

Mrs. Geo. H. Hill, program chairman, though away in Seattle, arranged for an interesting speaker, Miss Nellie Harris, a guest, who told of her trip to the Orient, and showed a collection of attractive curios. Mrs. Joe Lawrence won in the club contest. The afternoon concluded with tea. The club has plans for a card party, to come with the next meeting.

The October meeting was held on the 26th at 1 p. m., to make way for the card party. Regular business was taken care of, the president, Mrs. Frank Watkins, presiding. A number of sick were reported. Mrs. Frank Fisher, good cheer chairman, is faithful in her particular duties, while Mrs. W. H. Ashton, our treasurer, comes from Coeur d'Alene each meeting to give her reports. The club voted a donation to Community Chest. The committee on by-laws want a little more time in which to work. Mrs. W. F. Emerson, who won the attendance prize, graciously contributed it to the club's special fund; our president is very enthusiastic in finding ways to raise money for this special fund our club is featuring. She advanced several seemingly workable plans. Election of officers is to be held at the next meeting, November 23rd. The nominating committee: Mmes. W. A. Snure, Nathan Jones and W. H. Hunter. All were delighted to have our past president, Mrs. Chas. Lillovitz, as avisor. Convalescing, she was able to stay but a short time. She was accompanied by her aunt, Mrs. Louise

Dresner, member of the Milwaukee, Wis., chapter, who is visiting in Spokane.

At cards, prizes at bridge went to Mrs. P. L. Hays, Mrs. Geo. H. Hill and Mrs. W. A. Snure. At pinchle, high scores went to Mrs. H. Falscheer and Mrs. Chas. Wood. Mrs. Hill won the door prize. In the chance contest, Mrs. W. H. Hunter drew the lucky number, which gave to her a beautiful fern. After the playing, tea was served. This was in charge of Mrs. Sam Bradley, Mrs. M. C. Helmer and Mrs. F. J. McDowell. From this party a nice sum was added to our treasury.

We are looking forward to a unique meeting next time. If our president's plans and suggestions materialize, we'll have it.

Miles City Chapter

Mrs. A. S. Caudel, Historian

MILES CITY chapter met at the club house on November 1, with an attendance of 37 members.

The following reports were given:

Treasurer, Mrs. Davis, a balance of \$165.33; sunshine chairman, Mrs. James, 212 personal and 46 telephone calls, 19 messages of good cheer, and 33 families reached.

Welfare, Mrs. Nimbar, \$9.60 spent for food and clothing, 14 personal, 10 telephone calls, 5 families reached.

Membership, Mrs. Walters, 465 members paid.

Safety first, Mrs. Farr, gave a splendid talk on accidents.

Mrs. F. Preston reported the following officers nominated and elected:

President, Mrs. A. C. Kohlhaase; 1st vice president, Mrs. S. E. Moss; 2nd vice president, Mrs. Gilmore; recording secretary, Mrs. Gertrude Ford; corresponding secretary, Mrs. C. Tarbox; treasurer, Mrs. N. A. Helm; historian, Mrs. A. S. Caudel.

Santa Claus is expected to arrive this year on a special train on December 17, some time in the late afternoon.

Plans were made for a Christmas party for the members, to be held at the next meeting, each member to bring a gift, to be exchanged with someone else.

Following the meeting, several selections were given by pupils of Mrs. Scheid; an acrobatic dance by Dolores Canoy; tap dances by Arlene Murdy and Earl Scheid; and a vocal solo by Ruth Kurwahara, accompanying herself on the guitar.

The "pot of gold" was won by Mrs. Walters. Refreshments were served by Mesdames James, Walters, C. Tarbox and East-wold.

Green Bay Chapter

(Mrs. A. F. Carlson, Historian)

GREEN BAY Chapter met at club rooms in regular meeting November 4th. Mrs. Grebe, our president, called the meeting to order and the club motto was repeated after which reports from the various chairmen were heard: Ways and means chairman reported on the card party which was held Nov. 1st, \$10.05 was realized above expenses, door prizes were won by Mrs. Geo. Gunn and Mrs. Yedika. Prizes in 500 went to Mrs. Chas. Robinson and Mrs. M. Court-tian; Bridge, Mrs. A. Danz and Mrs. F. Lindsley, Sheephead, Mrs. F. T. Buechler and Mrs. Joe Bush.

Cake and coffee were served for refreshments. Sunshine chairman reported 2 sprays, 2 cards and 15 personal calls made.

Welfare chairman reported sending coal to 1 family.

Our next meeting will be on Christmas. Party plans are under way to bring cheer to the children.

Our club extends deepest sympathy to the following members in the loss of dear ones—Mrs. Oscar Hendricks, son, mother—Mr. Mel Thompson, wife—Mr. J. Kukral, wife.

Board meeting Oct. 26 was in the nature of a 6:30 dinner and farewell party for Mrs. W. J. Hart; she and Mr. Hart will soon leave us to make their home in Milwaukee. As ways



Union Station (Chicago) Chapter in Hallowe'en Regalia.

and means chairman Mrs. Hart has served the Green Bay Chapter 9½ years. In remembrance from the members of the board, Mrs. Hart was presented with a silver cake plate, and our best wishes go with her to her new home.

Mobridge Chapter

Mrs. R. N. Keating, Historian

THE regular meeting of Mobridge Chapter was postponed one week, due to work being done on the play "Sky High,"—thus our meeting was held October 25. The program for the evening was reversed this time, the entertainment opening the meeting with two splendid vocal solos, sung by Miss Geraldine Larson, accompanied by Mrs. Tobin.

Following the recital of the club's motto, America was sung by the members, after which the treasurer's report was read and accepted as follows:

Balance on hand, \$209.61, last report.
Disbursements—Janitor, \$8.00.
Stamps, etc., \$1.29.
Bank night—\$1.00.
Total—\$10.29.
Actual cash balance—\$207.32.

Membership report showed a voting membership of 124, and contributing membership of 107. Total, 231. At this time a letter was read from Mrs. Kendall of Chicago on losses in contributing membership of 20 clubs the past season, of which our chapter is one.

Good cheer committee reported 36 cents spent for good cheer and sympathy cards; 25 personal calls and 30 telephone calls made; 2 families reached. Mrs. Wm. Distash is improving, and was very pleased at receiving the plant sent to her by the club.

A note of thanks from Dr. Levising was read, in which he expressed his gratitude to the club for its expression of good cheer during his illness.

"Sky High," the play produced under the direction of Marietta Jackson, was a great success, our local talent proving themselves most efficient. The cast was well chosen, and each did his part exceptionally well. The entire club extends congratulations and thanks to all who in any way helped in the production. Our president, Mrs. Swanton, worked untiringly during the entire preparation, and we are indeed most grateful to her, as much of the success was due to her efforts. We are proud of her, to say the least.

The following detailed report speaks for itself:

Receipts, \$159; baby contest, \$51.69; tickets, \$165.02; candy sale, \$5.22; total, \$381.03.

Expenses: Royalty, \$20; Kansas City Producing Co., \$10; advertisement, \$30; printing at Tribune office, \$2.50; Red Owl store for candy for baby contest, \$1.10; rent for auditorium, \$50; Olson and Swartz's drug stores for material, \$2.20; Miss Jackson's board, \$13.55; room, \$8; baby loving cups, Howard Ellison Jewelry, \$4; slide at theatre, \$1; Kansas City Producing Co., and directors' fees, \$130; total expenses, \$272; balance, \$108.68; donation, \$1.98; total balance for club, \$110.66. Our treasurer's full report now is \$316.

A letter from Miss Lindsangk, regarding the election of officers, was read, in which she stated that nominations must be made by the November meeting. The following nominating committee was elected for our chapter: Mmes. Fritz, Lyons and Keating.

This closed the business for the evening, which was followed by the bank night drawing, which went to Mrs. Gottlieb Baun.

Delicious refreshments, served by Mrs. Bess Bunker, Mrs. Shiefelblen and Mrs. Jacobs, closed the evening.

La Crosse Chapter

WE were happy to receive the membership prize of \$30 in May.

The sudden death of Mrs. G. F. Morelli in May was a shock to her many friends and her loss is keenly felt by the chapter, where for many years she was a loyal member.

At the annual June picnic, held in Myrick

Park, the quilt, pieced by the members, was offered. On this project of the ways and means committee, \$60 was cleared. The quilt was awarded Mrs. Ernest Meil, wife of a Milwaukee employee.

For an evening of fun and friendship, the chapter invited all the members and their husbands to the Union hall to enjoy a free Hallowe'en party. The fun began as we entered the door, where we were met by ghosts, who escorted us through the darkened passageway of wierd sounds and sights. Uncertain footsteps led to the hall, dimly lighted with green lanterns and orange jacks. We were ready to back out of this ghostly place, decorated to resemble a cemetery. Behind the paper-covered tombstones lurked dummy ghosts with skeleton heads and paraffined hands clutching the stones. Cornstalks, autumn leaves, cats, owls and witches were everywhere about and, by the time the lights were turned on, everyone was wondering, "Who's who?"

So a costume parade was held, with Mr. and Mrs. Clair Carriel winning a prize for the best couple; Mrs. Victor Hansen, the prize for the most original, and Miss Natalie Hintz for the prettiest costume. Some Hallowe'en games and stunts, in which all participated, dispelled the gloom, after which cards, dancing and fortune-telling provided entertainment for all. Sandwiches, doughnuts and coffee were generously served to some eighty-five guests, who had such a good time they are asking for more such parties!

The members were glad to welcome to the November meeting Mrs. L. C. Jensen and Mrs. J. W. Lake, transferred here from Butte, Mont.; also Mrs. Beers, a house guest of Mrs. Jensen's, who is also from Butte.

Ottumwa Chapter

K. M. Gohmann, Historian

ROUNDHOUSE foreman Rabun and roadmaster Weiland were sponsors of a dance held on Saturday evening, October 23, in the K. of C. hall, for members and friends of the Milwaukee Railroad employees. Proceeds of the dance were donated to the charity fund of the Milwaukee Women's Club. There was a very good attendance at the dance and the guests had a very enjoyable evening. A nice sum of money was realized from the ticket sale. Our appreciation and thanks to Messrs. Rabun and Weiland.

A rummage sale on October 16 and the proceeds from a benefit bridge party on October 19, sponsored by the officers of the club, also increased the funds in our treasury.

Officers elected for the coming year are: Mrs. Mike Reynolds, president; first vice president, Mrs. Wm. Wendell; second vice president, Mrs. Wheeler Gage; secretary, Mrs. C. W. Riley; treasurer, Mrs. W. G. Bowen; corresponding secretary, Miss Ruth Towns, and historian, K. M. Gohmann.

Mrs. Pumroy was elected president and Mrs. C. W. Riley was elected secretary of the Milwaukee Women's Club bowling league, which meets at 2:00 p. m. every Tuesday in the attractive new Red Crown Bowling Alleys in Ottumwa. Any Milwaukee women interested in bowling should get in touch with Mrs. Pumroy.

Savanna Chapter

Marie J. Clifford, Historian

THE usual enthusiastic and jovial number of members and their families of the Savanna Chapter attended the departmental get-together dinner-dance held Monday, Nov. 8th, in the Lydia T. Byram club house. The Mechanical and Store Departments were in charge. Dinner was served at 6:30, followed by a program and dancing. Music furnished by Harry Grisinger and his orchestra.

The program was as follows:

Dance Number—Josephine Esposito, accompanied by Lyle Hamm.

Saxophone Solo—Allen Hammerstein, accompanied by Margaret Whittenberg.

Vocal Solo—Nancy Neilsen, accompanied by Mrs. Raymond Phillips.

Dance Number—Jean and Thelma Schermann, accompanied by Mrs. Raymond Schreiner.

Vocal Selections—Miss Jean Hershey, accompanied by Miss Homedew.

Mesdames D. R. Davis and D. H. Phebus were in charge of the dinner. Program was in charge of Mrs. Raymond Phillips and Mr. L. V. Schwartz. Dining room in charge of Mrs. Jas. Smith and kitchen Mrs. Ollie Schmidt.

Attendance prize drawn by Mrs. N. F. Kelsey.

At the short business meeting which was held following the dinner, presided over by the president, Mrs. H. P. Buswell, it was decided to give the City Hospital a donation as in the past. It was also voted to fill baskets to be dispensed at Christmas time. Mrs. Buswell also announced that the membership drive would start in a short time. Mrs. Harry Casselberry, chairman of the nominating committee, also gave her report.

Marmarth Chapter

Mrs. Shirley Richey, Historian

THE October meeting was called to order by the president, Mrs. Wood. All stood and repeated our club motto. Mrs. Wood welcomed all our new members who were present, after which routine business was taken up.

Our treasurer reported \$24.66 was paid out for cleaning and fixing up our clubhouse—new curtains, paint, varnish, new congolesum rug for kitchen, kitchen range, and all the extra fixings that it took to make club house one we shall be proud to have any of our friends see. Treasurer reported 35 cents taken in for book rentals, leaving a balance of \$145.54 in bank.

Good cheer chairman reported four personal calls, six telephone calls, three messages of good cheer and five families given good cheer. The welfare chairman reported six personal calls, four telephone calls. Ways and means chairman, Mrs. Strieble, reported on card party given by her committee, which was well attended, and every one present had a good time. Head gentleman's prize given to Dr. Ricker, last to Mr. Wood; head ladies' prize was awarded Miss Freda Rehm, and low to Mrs. Locke. A delicious luncheon was served at the close of six tables of whist.

No new members taken in. Several members were reported on our sick list, and two of our shut-in members are to be remembered with a Thanksgiving gift.

Mrs. Hinder, our real safety first chairman, gave a very interesting talk, as the last week was safety first week.

Program chairman, Mrs. Fagan, offered one number, given by Helen Hope Rusford, a tap dance and song, and a piano solo by Miss Wilma Fagan.

Our club house was very prettily decorated with Hallowe'en decorations. Several games of dropping peanuts in hollowed-out pumpkins were enjoyed by all present. Mrs. Shirley Richey was awarded the head prize; Mrs. Bert King, consolation.

Then came the fun of drawing for the \$4 in bank prize, same going to Mrs. Jim Fagan for voting member, and \$1.25 prize for contributing name of Mrs. Daughy was drawn. She was not present, so \$1.50 will be in the bank for our November 18th meeting, which will also be election of officers.

No further business, meeting adjourned and a lovely lunch was served by Wood, Fagan and Riffle.

Beloit Chapter

Mrs. J. E. Yohn, Historian

OUR meeting of October 13th, preceded by a pot-luck supper, was well attended, 52 voting and contributing members being present.

Meeting was called to order at 8:00 p. m., our president, Mrs. Smith, presiding. After reciting the club motto the usual proceedings took place. Treasurer reported a bal-

ance of \$136.51 on hand September 30th; \$24.81 spent for relief, 7 personal and 5 telephone calls made and 2 families reached. Sunshine chairman reported 20 personal calls and 30 telephone calls, 2 families reached.

"Bingo" parties were planned for October 16th and 30th and a card party was also planned for the near future, with Mrs. McCann acting as chairman. Nominating committee was appointed by the president, those named being Mrs. H. Raasch, chairman; Mrs. Elmer Stewart and Mrs. Peter Clark. Mrs. Smith reported having received an invitation to attend a joint meeting and luncheon at Janesville on October 5th for herself and vice presidents. They report a splendid dinner, a fine meeting and a general good time. There being no further business, the meeting was adjourned and a social hour of 500 and cribbage followed, prizes being given.

The pot-luck supper in connection with this meeting was a special affair, given as a farewell in honor of Mr. and Mrs. A. J. Barbee, who are leaving Beloit to make their home in Portland, Oregon. Mr. Barbee having retired from the service of the R. R. Co. as roadmaster. They will be missed by our Beloit Chapter as both were ardent workers in the club and generous in their help whenever called upon. A handkerchief shower for them followed the supper. All join in wishing Mr. and Mrs. Barbee much happiness in their new home.

On November 16th meeting was called to order at 8 p. m., 14 members being present. Treasurer Mrs. Ruck reported a balance of \$231.99 on hand as of October 31st. Welfare chairman spent \$13.00 for relief. Sunshine report read 10 personal calls, 10 telephone calls, and 2 good cheer and sympathy cards sent; 12 families reached. Ways and means chairman reported \$12.00 cleared on "bingo" party October 30th. No change in membership, which stands at a total of 182 members. Another "bingo" party is planned for November 13th and plans for the card party are still under way. President told of an invitation to Beloit Chapter to attend Madison Chapter joint meeting and luncheon at 1 o'clock on Thursday, November 11th. A number of our members are planning on attending. Nominating committee presented the following slate: President, Mrs. Robt. Smith; 1st vice president, Mrs. W. G. McIntyre; 2nd vice president, Mrs. Alice Connors; treasurer, Mrs. Edgar Ruck; secretary, Mrs. Dan Moncrief; corresp. secretary, Mrs. Hazel Campbell; historian, Mrs. J. E. Yohn.

Members of Beloit Chapter are much indebted to Madison Chapter for the fine time shown us at their joint meeting and splendid luncheon on November 11th. We shall endeavor to return the compliment to Madison and also to Janesville Chapters at some future date. A number of the Beloit ladies stayed to witness the dedication of the elm tree, planted and dedicated at Madison to honor the memory of Mrs. McDonald.

Perry Chapter

Mrs. John Heinzelman, Historian

PERRY Chapter resumed its fall meetings on September 3rd with a 1 o'clock luncheon at the club house. Mrs. Skulie Einerson, Mrs. A. A. Brown and Mrs. Everett Evans were in charge of the dining room.

Following the luncheon the meeting was called to order by the president, Mrs. J. B. Bryant, and the usual order of business taken up.

Chairmen of all standing committees read very good reports of their work during the summer months. Plans were made for a family party at the next meeting to be held October 8th.

The October meeting was held the first Friday afternoon at the club house and the usual business transacted. The nominating committee was also announced. We closed to meet again in the evening with a social gathering of the members and

their families. About seventy-five were present to enjoy the 6 o'clock dinner served by Mrs. Thomas Beatty and Mrs. J. M. Shirley in the kitchen and Mmes. Wm. Thompson, E. R. Hickey, Clyde Ibsen and J. A. Chervwinkler in the dining room.

The program presented by Mrs. John Heinzelman included a very interesting chalk talk by Mr. Fred Cooper, vocal solo and reading by Miss Verla Jean Hickey and instrumental solos by Mrs. J. A. Chervwinkler.

These family parties are greatly enjoyed and well attended.

The November meeting on the 5th was of more interest than usual because we had Mrs. Kendall, president general, and Miss Etta Linskog, secretary general, and guests. We also had our annual birthday party and election of officers.

Mmes. S. Einerson, A. A. Brown and Everett Evans, in charge of the dining room, served a 1 o'clock luncheon at a long table decorated with pumpkin baskets filled with fruit and a fine three layer cake for the center piece. The cake was made by the ladies in charge of the dining room. Mmes. Thomas Beatty, J. M. Shirley and John McClain prepared the chicken and noodles.

Mrs. Malcom Nelson presented the program as follows: Vocal solo by Velra Townley, accompanist Mrs. Wm. Stevenson, Jr.; a comedy skit entitled "Criticism and How," with Mrs. E. R. Hickey, Mrs. Thomas Rellihan, Mrs. Ralph Hartman and Mrs. George Taylor taking the parts of the different characters. The play caused a great deal of merriment.

Portage Chapter

Mrs. L. B. Smith, Historian

PORTAGE Chapter met at the club house September 2nd, after a two months' rest, with 72 members present. Meeting was called to order by the president Mrs. Hamele and after the business routine, the program chairman, Evelyn Conner, presented Mrs. Finnie, who sang two solos, accompanied by Mrs. Paul Habeline. Keno and cards were played and a fine luncheon was served by the chairman, Mrs. O. Cadman and her committee.

On October 2nd, the Board met at the home of Mrs. Pat Ryan. After the meeting the hostess served tea and all played Keno.

The October meeting was held at the clubroom on the 4th. 52 members were present. Regular order of business was transacted. The nominating committee was appointed, Mrs. John Pate, chairman; Mmes. E. Zadtner, W. Kerwin, H. Rief, J. Robertshaw. After the close of routine business, meeting was turned over to program chairman who presented Barbara Smith in two songs. Cards and Keno were then played which all enjoyed. A delicious lunch was served.

October 30th the board met at the home of Mrs. Frank Splaine. November 1st regular meeting was called to order by the president, 72 members present. Miss Linskog, secretary general was honor guest and gave a nice talk which all enjoyed. The nominating committee was not ready to report at this time. The Sunshine committee was instructed to send a card to Harold Whipperman, who was in Madison Hospital. Program consisted of musical numbers by Lois Radent, Mary Lurvey, and Dora Heberline. Keno and cards were played and refreshments were served.

October 28th, club entertained at a Halowe'en party. Cards and refreshments were served.

Milwaukee Chapter

Mrs. H. A. Grothe

REGULAR meeting of Milwaukee Chapter was held September 20th in club rooms. Reports of various officers and of committee chairman were heard. The club voted to have a bank night to try to draw out more members at meetings. We also voted to join the Women's Court and Civic Conference. Mrs. Carey appointed Mrs. Hynes and Mrs. Rochford as delegates and

Mrs. Prien and Mrs. Grothe to act as alternates.

Only a small amount of welfare work reported at an expenditure of \$29.19. A luncheon and card party was put on September 27. It was well attended, as here luncheons always are, and we realized \$24.55 on same.

The meeting was followed by a farewell party for Mrs. Ida Zimmerman, who is moving to Ripon, Wisconsin. Mr. Zimmerman has taken the pension and they expect to make their home with their daughter and grandson. Mrs. Zimmerman has been a tireless worker for our club here and has directed delivery of many tons of coal to our needy, besides checking on most of our welfare work for the past six years. She was presented with a purse. Mrs. Valentine made a very appropriate speech regretting her departure. Coffee, ice cream and cake were then served.

On October 18th our regular meeting was held with Mrs. Carey presiding. The usual procedure of business was followed. Nominating committee was appointed as follows: Mesdames O'Gar, Higgins, McConahay, Rogers and Hynes. Mrs. T. J. Haliday's name was drawn for the prize, but was forfeited as she was not present.

The club voted to dispense with annual Christmas dinner this year. It was also voted to have our Christmas children's party elsewhere as it is thought unsafe for such large crowds to congregate in depot club rooms. Place to be decided later.

Our annual dance, in charge of Irma Knoll, was a decided success. It was given at the Elks Club on Saturday evening, October 16th. Mrs. Lohf and Mrs. Steed managed the card players, of which there were 66 tables. At last reports, \$65.63 has been cleared, but there is still some money out. The girls deserve a big vote of thanks for a grand time and a nice profit.

Mitchell Chapter

Mrs. Fred. A. Wilson, Historian

MITCHELL Chapter has had a very successful fall season.

Meetings have been held regularly, with a fine attendance at each meeting.

Meetings were also held regularly during the summer months and though the weather was dreadfully hot, the members turned out in goodly numbers and had good times.

We had a fine picnic with over one hundred attending.

This fall we have had several bingo and bridge parties, at which we entertained our contributing members, and I'm sure everyone has become better acquainted and closer friendships have been made through these good times together.

In September we were happy to have as our guests Mrs. Carpenter Kendall, president general, and Miss Linskog, secretary general.

It being Corn Palace Week in our city, and a very busy time for every one, the meeting was not as well attended as we would have liked it to be, but a fine crowd of ladies came for the luncheon at 12:30, which was served by Mrs. Jerry Kearney and her committee.

After a very nice talk by Mrs. Kendall and a few suggestions by Miss Linskog, the meeting was closed and our guests were taken to the afternoon entertainment at the Corn Palace, accompanied by our president, Mrs. Robert Paulin, and Mrs. Fred Burke of Presho, who is a member of our Chapter and came in for the meeting. A special meeting was called to transact the business of the club, as time was too short to permit it at the regular meeting.

Tuesday, November 9th, about forty of our members drove to Sioux Falls in response to an invitation from that Chapter, to spend the day with them. It was a grand day, and every one enjoyed the drive, as well as the delightful banquet which awaited them on their arrival.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

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

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

Milwaukee Terminals

G. W. E.

YARDMAN Wm. M. Heims returned to his home October 17th, from Pittsburgh, Pa., where he had been a delegate for a week to the American Racing Pigeon Association. With the aid of Mr. Wilford Hoppe and Mr. W. G. Knoblauch of the Milwaukee unit he was able to land the 1938 convention in Milwaukee. A feature of the next convention will be a 400 mile pigeon race with more than 10,000 entrants.

Foreman and Mrs. Franklin V. Babcock visited relatives and friends in Chicago October 17th.

Yardman and Mrs. Edward A. Brown returned home October 23rd, from a three weeks' auto trip in the east. They were in Washington, D. C., for several days.

Engineer and Mrs. Thomas P. Casey, engineer Alvin H. Mavis and engineer James P. Egan visited engineer John H. McKane at Edward Hines, Jr., hospital, Hines, Illinois, October 17th.

Many friends of SOUTHWEST LIMITED conductor John H. Cavey have visited him at the Milwaukee hospital where he has been confined since October 14th.

Engineer and Mrs. A. Harry Claybaugh left Milwaukee October 1st, for Neoga, Illinois, where they will make their future home.

Engineer Guy W. Rhoda left October 30th, for a vacation of two weeks in old New York state where he will visit relatives and friends. A card from him says that one of the sights he saw was the "Rip Van Winkle" bridge across the Hudson river.

Yardman John C. Dineen was returning to his home after he had finished work October 25th, at North 32nd and Hampton Ave., he unfortunately met Popeye's father. Dineen was in St. Joseph's hospital until October 30th, and has nearly recovered. He is now on a visit with his daughter in Port Washington, Wisconsin, and he cannot as yet understand how it was the Popeye's father took him for a woman.

Engineer Edward J. (Uncle Tom) Heth returned to work November 2nd, after a vacation of two weeks with rheumatism as a guest.

Mrs. Margarette Dooley, widow of the late engineer John F. Dooley and mother of engineer Thomas Dooley, died October 19th, after a short illness. Funeral October 23rd. Interment Holy Cross Cemetery.

Weighmaster and Mrs. F. E. Butz returned November 1st from a trip way down south and both are just fine, thank you.

Mr. and Mrs. Arthur Keith of Campbellton, New Brunswick, Canada, were visitors at the home of engineer Wilber S. Gilker in Wauwatosa from October 9th to 20th. Mr. Keith is an engineer on the C.N.R., and he and his wife both agree that the best part of their trip in the U. S. A., was the ride from Chicago to Milwaukee on the HIAWATHA.

Engineer William (Bill) Huck started October 8th on a vacation of a month in California. While in Los Angeles he called

on former yardman Fred (Peggy) Rhode whom he found confined to his home with illness. Bill got lonesome for Milwaukee and hurried home to see if the Hump was working right.

Conductor Matthew Deinlein and family attended the funeral of his brother, who was a Spanish War Veteran, in Chicago, Illinois, November 6th. He was buried with military honors.

Machinist Edward J. (Micky) Burns returned to work October 21st after being off for some time with illness.

Section Foreman Robert Whitty of the North Milwaukee crew has just completed vast improvements in his abode at X 915395 West Hampton Ave. The air conditioned abode will also have electric lights and oil heat, so Bob says. There will be a house warming some time about Thanksgiving with turkey.

We are all glad to see yardman Wm. T. (Bill) McPartlin back on the job after an absence of several weeks. It was reported that he was injured at the air port west of the city by coming in contact with a propeller blade with his head.

Engineer (Capt.) John H. McKane so nearly recovered from his recent operation at the Edward Hines, Jr., hospital at Hines, Ill., that he has been given a furlough for thirty days to visit friends in Milwaukee.

The following employees became members of the Veteran Employees Association in October and November, Fred E. Justen, clerk store department, Clarence J. Horlivi, stockman, oil house, and engineers R. J. Curley, Thomas Dooley, James P. Egan and John R. Kane.

TM Division—West End

P. R. H.

G. A. J. CARR, dist. storekeeper, Miles City, attended a Staff Meeting in Milwaukee, November 10th and 11th.

H. L. Pitner, asst. div. engineer at Miles City, spent his vacation in Chicago during the month of October.



Special Award: "Engine Washer at Western Avenue." Photo by Edward Wilwer.

Miss Patricia Johnson, daughter of Mrs. Thos. Haroldson, Miles City, is taking a course in beauty culture at Glendive, Mont.

Mrs. Rudd Groth, wife of engineer, Miles City, who has been confined in the sanitarium at Pine City, Minn., for the past several months is expected home in the very near future. Report has come to us that she is much improved in health and we are all glad to hear it.

H. G. Klickman and wife are planning to spend the winter in California. Mr. Klickman has been ill for several months and has taken a leave of absence from his position as warehouse foreman at Miles City. We hope he will return much improved in health after a winter of California sunshine. He is being succeeded by Charles Shine as warehouse foreman.

Kenneth Wahl of Miles City departed November 10th for Baltimore, Md., where he has accepted a civil service position in the Social Security Department. Charles Perring of Miles City has succeeded him as roundhouse clerk.

Henry Heim, fireman, Miles City, is still confined in the Holy Rosary Hospital. Report is that he is slowly improving.

George Flynn and wife attended the Notre Dame-Minnesota football game at Minneapolis, October 30th. Others from Miles City attending were W. F. Kelly, Paul Sather, McKinley Gilmore and J. D. Wagner.

Jas. Butterbaugh has been assigned to the position of yard clerk at Miles City.

Our chief dispatcher, C. A. Nummerdor, is surely slipping. We understand his wife and son can both run circles around him when it comes to bowling. He isn't such a guesser when it comes to a football game either.

Ira Rogers has accepted a position in the DF&P Agent's office at Miles City. Best of luck, Shorty, in your new work, but don't forget to call on us occasionally.

J. B. (Dad) Wyman, is back in the Holy Rosary Hospital again undergoing treatment. Report is that he is slowly improving. We hope he will soon be able to be out again.

Miss Margaret Morgan became the bride of Harold Kohlase in a very pretty ceremony Saturday, October 2nd. Harold is the son of superintendent A. C. Kohlase at Miles City. We wish these young people much success and happiness.

Mrs. John Eide, wife of blacksmith at Miles City, is undergoing treatment in the Holy Rosary Hospital. Her many friends wish her a speedy recovery.

Nels Helm and wife of Miles City were called to LaCrosse, Wis., Nov. 10th by the death of Mr. Helm's mother. The Milwaukee family extend their sincere sympathy to these people in the loss of a loved one.

O. A. Timberman, section foreman at Thurlow, submitted to an operation November 10th in the Holy Rosary Hospital at Miles City.

Esther Shine, daughter of conductor Shine, is seriously ill at the home of her father.

H. E. Wood and wife of Marmarth were callers in Miles City the latter part of October.

La Crosse-River Division—First District

Scoop

THE LaCrosse division extends sympathy to the families of retired passenger conductor Louis Daniels, who passed away recently in Milwaukee; and retired machinist, Joseph Janda, who passed away at his home in Portage.

Conductor Daniels was a veteran of the train service and had only recently retired on pension. He was buried at Necedah, his boyhood home.

Machinist Janda was also a veteran of his trade and had been retired for some time. He was past 80. Burial at Portage.

Their many friends will miss these two veterans who knew railroading in the early days.

It was a nice day near the end of the fishing season and conductor Ed Brown and his pal "C&M" Hill thought they would try for a few big ones on Ed's private lake. So they got a boat and casted around this and that likely hole until "C&M" finally remarked "Shucks, you ain't got the big one's right address, Ed!" But Ed like all good fishermen said, "Mebbe not but let's try one more spot over on the other side under that big tree." The other side was a mile or more, but over they went and Ed made a mighty cast. Bingo! His rod slipped out of his hand into the depths, to his complete surprise and rising indignation. As the afternoon was about spent they passed the remaining hours before sundown without success fishing for the rod and I didn't hear if they visited a fish market on the way home or not. Have you seen the new S-2 engines breaking in on our pike on the time freights? If not, give a look. They make a pretty picture and can run away with 4,000 tons very easily. But I still can remember Tom Bloomfield's words when the first Mallets appeared through here and he said when asked if they weren't big engines, "Just pups, boys, just pups!"

We now have W. E. Robertson as regular agent Okauchee, John Gollwitzer on second at Tunnel City and Francis Ryan on second trick at Watertown.

Herb Graf drew agency Nashotah permanently.

Engineer Pat Riley has taken the pension after some 60 years of service. Pat is going to take it easy after these many years batting the long and narrow ones into shape in Portage yard.

The wind is getting around to the north and whistling when it blows around the corner of the depot nowadays which is a sure sign of winter, so put on your woolies and get set for the big snows.

Chicago Terminals

"Stout"

FOR the past several weeks now in the vicinity of Elmhurst, particularly on Tuesday nights, have come sounds of pins falling, balls returning, etc. This, we are informed, has been caused by quite a few department heads, etc., who have taken up one of winter's most interesting and beneficial sports—bowling. We have also been advised of some interesting scores that have been turned in, 200 games and better not being unusual. Of course, some down around the 100 mark have also showed up, but who doesn't get them?

Without any further comment on the subject, your correspondent, on behalf of himself and four other keggers, hereby issues a challenge to any five of those who are frequenting Elmhurst on Tuesday nights, said contest to consist of any number of games from three to thirty and to be rolled on some mutual set of alleys, or non-mutual if so desired. In other words, we are agreeable to even rolling the team selected on their own alleys.

Let's hear from you Tuesday night, bowlers, quickly so that we can get out of the gutters by Christmas.

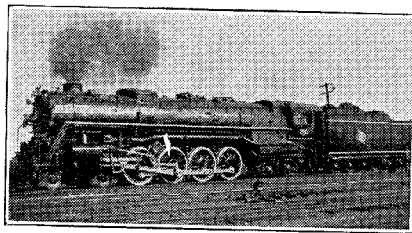
Only one application for the Veteran Employees' Association during November—Fred J. Grund, train clerk, Bensenville west yard office.

Your correspondent has another interesting article on the subject of Teletyping

which he will gladly loan to anybody who desires to read it.

By the time this reaches your glasses we will be well into December, the last month of the year. December is synonymous with many things. The last month of the current year, the month in which new resolutions are made for the incoming new year, Christmas presents, mistletoe, not to mention ice and skating, we hope. However, what we want to do in connection with this month is to wish all of our readers a very Merry Christmas and a full measure of health, wealth and prosperity during the coming year of 1938. Also to extend our thanks and appreciation to all those who have helped this column attain whatever degree of success and interest it has reached and to express the hope that during the coming year all of you will turn in items to me that you feel will be of interest to the employees of this railroad.

Several of the new type S-2 freight engines, numbering from 200, have put in an appearance and are now in regular service. They certainly are a thing of beauty, measuring 110 feet 1 3/4 inches over all with a tender that holds 20,000 gallons of water and 25 tons of coal. The working weight of the engine and tender is 864,600 pounds. The engines are modern and up-to-date in every detail, being equipped with a folding drawbar on the front end which is in a raised position while the engines are out



S-2 Type Freight Engine

on the road. The engines are also equipped with roller bearings, making any breaking in unnecessary.

In ordinary freight service recently one of these engines pulling C&M No. 263 departed Bensenville at 11:15 a. m. and arrived Milwaukee at 1:21 p. m. while the old type of engine usually arrived in Milwaukee at 2:00 p. m. Also enroute from Milwaukee to the Twin Cities, one of these engines made this run in a trifle over thirteen hours while the old type of engine made this run in sixteen hours. With competition as keen as it is in the transportation business these days, here is an important factor that should not be lost sight of.

Much co-operation is asked and expected from all employees during the coming winter months. Fuel and light conservation are things we can all participate in and with the lighter business to contend with in winter everyone is expected to do his or her part towards eliminating all unnecessary expense.

Safety First, while an all-year-around item, should be watched particularly close during the winter months with ice and snow on the ground making an insecure footing and covering many objects which might cause stumbling and serious injury. Let's all watch our step more closely than ever before.

The question of rough handling of equipment is also right up there with the leaders. Money paid out in claims is just water over the dam and if everyone concerned will lend their one hundred per cent co-operation it is felt sure that a lot of this wasted money in claim payments will be saved for use through other channels where we will at least get some return for it.

Everybody's shoulder to the wheel in connection with these three items will, it is felt sure, show some very gratifying results.

I. & S. M. Notes

H. J. S.

OUR sincere sympathy is extended to chief carpenter W. E. ("Bill") Tritchler, account death of his brother at Wabasha.

Funeral services were held there Oct. 24th. We also extend sympathy to the bereaved relatives of John T. Ryel, whose death occurred at his home in California, the latter part of October. John had been on pension about a year and a half.

Two of our retired West End conductors were callers at the office during October. They were Dan Lawler and Joe O'Brien, both of whom seem to thrive on their well earned rest, although Dan says the novelty of just "doing nothing" has about worn off. Joe was on his way to Iowa on a visit.

Geo. Gordon, conductor, celebrated his birthday on Oct. 26th by "pulling the pin" on his railroad career after 43 1/2 years of service.

G. W. Thomas' many friends were pleased to hear of his appointment as line man on the I&SM Divn. with headquarters at Austin. Congratulations, George.

Our sincere sympathy is extended to the bereaved relatives of Edw. Conlin, whose sudden death occurred at 11 a. m., Oct. 19, 1937, while at work in Austin round house. Ed had worked for the company the past 14 years and his friends were numbered by his acquaintances. He was a member of the Board of Directors of the Milwaukee Employees' Austin Credit Union.

Too bad we don't run a "lost and found" column, Violet—might be able to get your "doo-dad" back for you.

Was the dinner meeting of the Credit Union Board a success? Ask Leonard.

Understand FMV will sell a good radio to the highest bidder—Mrs. FMV listened to a program advertising floor wax, and Fred has had a sore arm ever since. Even the best of things have their drawbacks.

District accountant Hammer was an Austin caller recently and gave us what news we get about the former Austinites now located in his office. Glad to hear that Scotty's condition is improved to the extent that he will be able to come home soon.

The Madison, S. D., newspapers have been carrying columns regarding the Whist tournament held there between the Railroad Elks team and their brother Elks. The railroaders were defeated by an 8 point margin, when chief dispr. F. J. Holmes and engineer John Kaisersatt were "taken to the cleaners" by a 17 to 0 score. However, they have been doing considerable practicing since that time and now feel confident that they can whip all comers. Address your challenge to captain John T. Kaisersatt, or first lieutenant Frank Holmes.

Our sincere sympathy is extended to chief clerk L. L. McGovern and family account the death of his mother which occurred at Dubuque, Ia., on Nov. 17th.

Anyone seeing a new Chev. rolling around without a driver, notify O. E. B. He's been looking for one the past month or so.

Last, but not least, instead of watching the fun go by, watch for the dividend notice from the Milwaukee Austin Credit Union.

Notes From Tacoma and the Coast Division, West

R. R. T.

THE many friends of Benjamin M. Snyder, one of the veteran locomotive engineers of our coast lines, were shocked recently by his sudden and unexpected death at Tacoma. He had worked on Saturday, October 23; on Sunday, October 24, he laid off, complaining of a slight illness; the next day, October 25, he passed away, at the age of 68. He leaves his wife and one daughter. On October 6 he had presented his letter of retirement to Supt. Devlin, to take effect October 30. His railroad experience covered 55 years; he had been with our lines west since 1910. Our sincerest sympathy goes out to the sorrowing survivors.

One of the very oldest Milwaukee men on the coast, Frederick Daulton, died October 28, at the age of 91 years and 8 months, at Ozanam Home for the Aged at Tacoma, at which institution he had lived for several years past. The funeral services were held at Tacoma, November 1. Funeral was by cremation, and the ashes were sent to

Chicago to be interred beside his wife, who died many years ago. Mr. Daulton left one daughter, Mrs. Fred Fitzsimmons, and a grandson, both in Chicago. He was a native of England and began railroad work in June, 1876, in the car department at Milwaukee. In January, 1880, he became a sleeping car conductor and served as such until 1908, since when he had been employed on various lighter duties in Seattle and Tacoma.

J. O. Hower, section foreman at Kapowsin on our Tacoma eastern line, died November 2, aged 64, of heart disease, after a few days' illness. The funeral was held at Centralia on Friday, November 5. Our sympathy is extended to the sorrowing family.

Switchman Leon N. McCauley of Tacoma has been confined to a local hospital for some time, having undergone a serious operation for hernia and gallstones, but we are pleased to hear that he is well on the road to recovery and expects, this writing, to be able to return to work in the near future. Congratulations.

Conductor Bill Reimers, who has been on sick leave since the early part of the summer, has quite recovered and, on October 14, much to the gratification of his many friends, returned to work on the Tacoma-Seattle local.

George Pyette of the district accountant's office has returned to his post after a brief illness. C. A. Lundell, bureau head in the same office, has been absent from the office for several days, at this writing, also due to illness; nothing serious, we hope.

Mrs. F. E. Devlin, wife of superintendent Devlin, and Mrs. E. L. Cleveland, wife of trainmaster Cleveland, in October were both away, visiting friends and relatives in Wisconsin. They traveled together, both going and coming. We trust they thoroughly enjoyed the visit to the old home state.

Train dispatcher R. W. Beal of Tacoma returned to work October 23 after a vacation of three weeks, during which he and Mrs. Beal went to New York City, Montreal, Washington, D. C. (where they visited a married daughter) and Minneapolis.

F. J. Alleman, local freight agent at Tacoma, has been under the weather for some time because of his tonsils and underwent tonsillectomy—for the second time, if you please—on October 30; but you can't keep a good man down and, on November 3, he was back on the job again, though hardly able to talk above a whisper and quite unable to swallow any food. Our best wishes for complete recovery.

Chief train dispatcher T. E. Corbett was gone for ten days about the middle of October, having been called to Chicago on railway business; dispatcher H. E. Peterson relieved him in the meanwhile. While in Chicago he visited with his sister, who lives there. On the way home he made a small detour for a day's visit at Springfield, Ill., his old home town.

We regret to learn that conductor Jim Foley, well known here, but lately on passenger run between Spokane and Butte, is at present confined to the Deaconess hospital at Spokane, due to a serious case of asthma. We offer our best wishes for his early recovery.

Lester Prescott, industry checker at Tacoma yard, has returned from an extended visit to the old family home in Massachusetts, and to other localities thereabouts.

Eddie Herzog, secretary to assistant superintendent T. J. Hamilton, and Mrs. Herzog have returned from a trip to Flint, Mich., where they took delivery of a new Buick car, which they brought to Tacoma in ten days without a scratch. They came out via Manitowoc and Rhineland, Wis., Minneapolis and Aberdeen, incidentally visiting Eddie's brothers and sisters and Mrs. Herzog's grandparents.

Mr. and Mrs. Harry Bell, parents of Miss Katherine Bell of the district accountant's office, are now living in Tacoma and enjoying our world-famous climate. Mr. Bell was formerly agent for our line at Twodet and Martinsdale, Mont., but is now on the retired list. We trust he may long enjoy his well-earned leisure.

George Freestone, depot ticket agent at Tacoma, has returned to work from a two-weeks' vacation trip, during which he and

Mrs. Freestone certainly covered ground fast. They visited Ithaca, N. Y., Mrs. Freestone's old home at Waverly, N. Y., then to Corning, N. Y., and finally they stopped over at Chicago. Then they came home to get a little rest—but it was very enjoyable just the same.

Carl Tveter acted as relief depot ticket agent in the meanwhile.

Our old friend, George Hunt, brakeman on the Raymond line, and Mrs. Hunt, at this writing, are away on a visit to Corpus Christi, Texas, and to New Orleans. We certainly hope they may enjoy the trip and return to the sunny climate of Willapa Harbor in due season.

Walter Messimore of the switching force at Tacoma has fortunately recovered from his recent injury without losing his hand, as had at first been feared; but he has decided to take the chance for a little rest and recuperation, so he and Mrs. Messimore have left for a trip east and south.

Congratulations to Lewis C. Kusch, chief clerk for the commissary department at Tacoma, who became the proud daddy of a very dainty little daughter on October 25. Mrs. Kusch, by the way, is some railroad man herself; her father, Mr. Dulen, is, we believe, the oldest engineer on the Illinois division, and, if we remember correctly, there are eleven railroadmen in her family.

We had not seen Elmer Guttormson, chief yard clerk at Tacoma, since his return from his vacation. The family had a fine trip and visited friends at Newcastle, Ontario (near Toronto), and relatives at Newark, Conn.

Ralph Moyles' job at the local office at Tacoma having been pulled off, he has gone back to the yard as afternoon assistant chief yard clerk. Better luck next time.

W. S. Burroughs, cashier at Tacoma freight office, and Mrs. Burroughs are still receiving loads of mail from their son Howard and family, who are traveling in Europe. At last accounts, they were at Montreux, Switzerland; but, by the time this was written, they were supposed to be somewhere in Italy. There will be something to tell when they return.

E. M. King of the Tacoma yard office is now temporarily in the messenger job at Tacoma; Mrs. Velma Wheeler has bid in this position, but is taking a ninety-day leave of absence before going on it. Joe Gordon, who held it for quite a while, went on the pension roll November 1.

Lester Prescott, coming back to his position at Tacoma yard, displaces George Gordon, and George, in turn, bumps someone in Seattle yard, but we haven't heard as yet who is the victim.

A. W. Olson, dining and sleeping car inspector, Lines West, has now located his family at Tacoma, which is his headquarters.

Mrs. Ruth Phelps of the district accountant's office has just returned from a vacation, which she largely spent in a visit to her sister, living at San Francisco.

Cedric Moyer, from Tacoma yard, is at St. Marie's, Idaho, just now, relieving yard clerk Coplen, Jr., for a short time; Coplen, Jr., is temporarily acting as cashier there.

Milwaukee Bowling League

TACOMA, WASH.

Team Standings

	Won	Lost	Pins	Pct.
Supervisors	24	8	18,768	.753
Accounting Dept. ..	22	10	15,039	.690
Blacksmiths	17	15	16,300	.539
Roundhouse	14	18	17,759	.440
Coach Yard	14	18	17,036	.440
Pipefitters	14	18	16,649	.440
Boilermakers	12	20	17,755	.375
Machinists	11	21	16,405	.340

High individual game—M. Cline, 245; high individual (3 games)—F. Kinzner, 626; high team game—Supervisors, 906; high team (3 games)—Supervisors, 2469.

The New Hub of the I. & D.

Wm. Lagan

TRAIN baggageman Geo. B. Murphy is driving a new car. He is planning sev-

eral trips to get it broke in.

Fireman Arthur Nelson and family have returned from a trip to Mexico.

Brakeman W. E. Penrod of Sioux City is confined at home by illness. We all hope he makes a speedy recovery.

Train baggageman Chet Belknap and family have returned from a visit to the west coast. While there they visited in Mexico.

We are sorry to report the illness of Captain S. B. McCauley of the police department, who has been confined to his home by illness. We all hope that "Mac." will soon be back on the job with us.

The Sioux Falls chapter of the Milwaukee Women's Club held a luncheon at their club rooms in Sioux Falls, Tuesday, November 9. The members of the Mitchell, S. D., club were the guests of honor and about thirty-five members of that place were present. A social meeting was had after the luncheon, with cards being played. The Mitchell Club is to be congratulated on the fine turnout, which shows they are a very active chapter.

Jimmy Mullens has now been assigned as agent at Harrisburg, S. D.

Operator C. C. Smith would like to see the railroad have the various air lines honor railroad employees with free transportation. We understand Smith has become air minded since his recent marriage, and finds that commuting back and forth between Sioux City and Mankato by rail is rather slow. However, Chester, you will get over it in time.

Condr. Earl Murphy of Sioux City has become quite a cartoonist and as he has a brother who is quite talented along those lines possibly Earl has inherited a little talent also. However Earl, you should direct your talents to more printable subjects and I'm sure you will be a success.

I. & D. Items

Edna Hall

WELL, maybe the hunting was not so good this fall, but, anyway, if it ever does get good again we will be ready for it, because practically all of us are going to join the "Gun Club" here at Mitchell and all nearby towns are advised to establish a "gun club" of their own. First you have to have a horse, maybe two horses. Then you get a gun—shot, rifle or revolver, even machine might do in emergency, and there you are, you have a "gun club." Simple, isn't it? But, say, have you ever ridden a horse? Or for that matter, shot a gun? And to shoot a gun while riding the horse and still keep the horse pleased, that is an accomplishment. Well, pardon us, we just learned that the "Gun Club" is a night club or something, but since EHP and HBP had lunch out there the other day and EHP insists that he rode a horse, we really thought the club was what it says it is.

Anyway, if we do not care for strenuous exercise, quite a few of us have seen some real football games this fall. Mr. and Mrs. Fred Wilson attended the Notre Dame-Minnesota game; Mr. and Mrs. Perry Paulin attended the Northwestern-Minnesota game, and we are sure there were others who visited the Twin Cities during the season, if we just knew who they are. The weather this fall has been ideal for the man on the bleachers, real football weather.

The Mitchell Milwaukee Women's Club was entertained by the Sioux Falls Chapter, November 9, and quite a number went over to our neighboring city. A delightful time was reported by all and the hospitality of the Sioux Falls ladies will long be remembered.

Understand that Ed Wright bought a five acre farm down at Clear Lake, Iowa. This farm is right near the city and Ed says it is a dandy.

We are sorry to hear that Emma Reynor has been ill. Did not know it until she was well again, but she had a bout with pneumonia this fall. George Anderson of Presho relieved her during her illness. Glad to know you are O.K. again, Em.

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Joe Pavolasky went to Calmar the other day to visit his mother, who is sick. We surely hope that she is better, Joe.

Understand that Charles Bunting and Charles Woodman are spending some time in Wisconsin. Both of these gentlemen retired this summer and we surely hope they really enjoy life and the pension.

Clarence Wangness has individual high score in the Mitchell bowling league; 256 looks like a real score to us.

And Florence is still whirling the pins down, with three game score of 510; would like to see some of the gentlemen step up and beat that.

Government Inspector O'Neil was in Mitchell recently as Mr. John Dixon, former inspector, has taken the pension. Glad to welcome Mr. O'Neil to our division, even if he does cast a critical eye on our engines occasionally.

Dr. Horatio Crumb has been visiting his father, Mr. Crumb, and understand they visited their ranch near Belle Fourche while he was home.

Ed Winn and wife are the proud parents of a son, born recently in a Rapid City hospital. Ed is operator at Murdo.

Andy Mettitt, former section foreman at Stamford, was seen in Rapid City recently. Taking the pension seems to have agreed with him, as he looks better than he has for years. Andy is making his home at Mitchell now.

Mrs. Ross Harrison and Mrs. George McDougal are visiting relatives in California this fall. Have a good time for us, we still hope to see California before we die.

We wish to extend our best wishes, even though a bit late, to Mr. and Mrs. Delbert Burke, who were married this fall. Mrs. Burke is the daughter of Mr. and Mrs. Phillips of Mitchell and Mr. Burke is the son of agent and Mrs. Burke at Presho. They are making their home at Canton for the present.

Mr. A. C. Peterson and Mr. J. Oxley were in Mitchell the other day, giving train rules and examinations to all dispatchers and also to roadmasters.

Noticed by the "Mitchell Republic" that both daughters of Mr. and Mrs. H. D. Neelings are on the honor roll in the local high school. If you will notice the few names which make this list, one will realize that it is not so easy to attain this honor.

Mrs. Fred Burke of Presho was a delegate to a meeting of the "Eastern Star" in Utah this fall. She also attended the state meeting at Vermilion.

The District Claim Prevention meeting was held in Mitchell early in November. Mr. Ennis, Mr. Bradford and others interested in claim prevention were present. A very good meeting and a large attendance was reported, in fact we heard that it was "one of the best" meetings of this kind held for a long time, with many good ideas advanced for claim prevention.

And now we are out of paper, also items, so will wish you all a Merry Christmas and a Happy 1938.

I. & D. Items

eca

MR. V. P. SOHN, formerly agent at Ruthven, Iowa, was recently appointed relief train dispatcher at Mason City, Iowa, and we understand the family is now well settled in their new residence.

Congratulations to Mr. and Mrs. M. V. Brager, who were married last Friday, November 5th. Maxy is back on the job after their honeymoon and they have made their residence at Clear Lake.

Mrs. R. E. Sizer of Mason City is making a visit with friends in Chicago.

Supt. W. F. Ingraham returned to Mason City Friday evening, November 12th, after a trip over the division west of Mason City.

Mr. N. A. Ryan, assistant general manager, was in Mason City November 9th and after transacting business here left for Austin.

Up to the time of this writing, this vicinity has enjoyed some beautiful fall weather, but from all indications we are in for

some good winter weather; at least, it won't be long now!

When this is published, there will be about twenty days until Christmas and very soon thereafter the close of another year and the beginning of the new year, 1938. Your correspondent takes this opportunity to wish each and everyone a very Merry Christmas and successful and Happy New Year.

Wisconsin Valley Division

Lillian

MR. HERBERT L. CONANT passed away in Tomahawk on Saturday, October 16th, at the home of his daughter, Mrs. Harry Theller. Mr. Conant had been connected with the Milwaukee Road since 1883 and in 1899 was promoted to the position as locomotive engineer, which position he held until his retirement in 1928. Funeral services were held at Tomahawk on Tuesday, October 19th. Interment was made in Greenwood cemetery. The Valley employees extend sympathy to Roy A. and Archie T. Conant and Mrs. Harry Theller.

Mr. and Mrs. James O'Leary, of Tomah, were guests at the home of Mrs. C. H. Conklin.

Mrs. Abraham Allie passed away at her home on Jackson street, Wausau, Wis., October 27th, after a lingering illness. Funeral services were held on Saturday, October 30th, interment being made in Pine Grove Cemetery. The Valley employees extend sympathy to Mr. Allie and family.

Mr. and Mrs. John Steele are spending the week in Wausau visiting with friends.

A halibut pike weighing 13 pounds 2 ounces was displayed in Copes' window at Tomahawk. The fish was caught by John Peterson in Lake Nokomis on a sucker minnow.

Twin City Terminals

F.A.M.

JOHN RITTER of the Accounting Dept. was christened "Eddie Cantor" Ritter, as his wife named their fifth daughter "Nancy."

Good luck, Mr. and Mrs. Eddie Cantor Ritter.

Our old pal, Scotty Breingen, is doing fine, and expects to be out of Glen Lake soon.

Mr. August Johnson, caller at the depot, and Mrs. Johnson spent an enjoyable time last month visiting friends in Seattle and Portland.

One of our Milwaukee girls is now treasurer of the Railway Business Women's Association of the Twin Cities, Miss Ivey Crogan of train master O'Toole's office. Congratulations. We hear the com'l office has new desks and chairs in all the offices. Pretty swell for you boys and gals.

Ask Bill Golden, depot ticket office, how he likes the new "mix-master" he recently received???

Mr. Peter Hartlund, check clerk, local freight stations, recently retired, is spending the winter in Los Angeles, Calif.

Twin City Terminals—Mechanical and Stores Departments

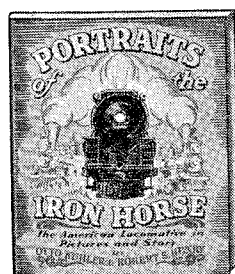
N. A. H.

H&D engineer Steve Brophy was married November 17th, having a church ceremony. He married the widow of Mr. Wm. Coyn, formerly a machinist in the Back Shops and later, up to the time of his death, was a practicing chiropractic. They left shortly after the ceremony on the Hiawatha train for Chicago, also visiting Detroit and Cleveland, and will be at home at 2109 18th Ave., So. Congratulations.

The report is that rdhse. foreman Wayne Henderson and traveling engineer Blase came out with flying colors even though they did lose much sleep on account of the football specials, etc., but never a meal—their appetites seemed to cling to them.

Engineer George Cavanaugh and wife drove to California, taking up quarters at

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Lagoona Beach. Mr. Cavanaugh retired on the pension.

Also, Mr. and Mrs. Arthur Sandy left November 12th for Long Beach, Calif., where they, too, will spend the winter. Mrs. Sandy and Mrs. Rushlow being sisters. The Rushlows are thriving in that part of the country as the correspondent and sister can vouch for that after spending vacations with the Rushlows last September.

Sympathy is extended to machst. helper Bassamore and family, who were called to Schenectady, New York, on account of the death of his father, who passed away at the age of 92 years.

FLASH—Roundhouse foreman Wayne Henderson bowled 190.

Dubuque-Illinois Divn.—2nd Dist.

E. L. S.

TRAINMASTER E. G. Kiesele and family visited with relatives at Dubuque for a few days fore part of November, and Ed. came over to the Shops to visit with his friends, who are always pleased to give him the "glad hand."

Condr. O. E. Dana has been on the sick list for several months. Condr. W. S. Hartley has been relieving him on his job on the West Union Line. Condr. P. J. Handley was also off duty account of illness for several weeks, and condr. W. O. Cooper relieved him on 35 and 38.

Employees on the 2d District were pleased to make Mr. H. B. Christianson's acquaintance when he made a trip over the division November 9th and 10th. Mr. Christianson succeeds Mr. C. E. Crippen as division engineer on the D&I.

Sincere sympathy is extended to engr. Allan Woodward, who suffered the loss of his beloved wife on November 7th, after a short illness. Burial at Dubuque on November 10th. May God comfort the bereaved!

Agent T. E. Marshall of Clayton has been absent from duty on account of illness for the past week or so, and relief agent F. W. Gassman is taking care of the station.

S. LaTronch is our new relief yardmaster at Dubuque Shops.

Employees on the division will miss Paul Kempter's occasional visits, as we under-

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stand he has now retired to take the pension. Mr. Kempter has been testing scales in this territory for a great number of years.

Mr. L. B. Faltinsky, general foreman, is now located at Sioux City, after having been general foreman at the Dismantling & Reclamation Plant at Dub. Shops for several years. We hope he and Mrs. Faltinsky will like their old home and place of employment again. The only thing wrong is that Mr. Faltinsky neglected to bid farewell to some of his friends at the Shops here. Mr. H. A. Unmacht is filling the position left vacant by Mr. Faltinsky and we wish him much success.

Agent E. Hurley, LaCrescent, has been off duty for several weeks on account of work in connection with O.R.T. Relief agent A. R. Wilson is doing the relief work during Mr. Hurley's absence.

Agent Dean, No. Buena Vista, started on a hunting and fishing trip of about 10 days on Nov. 18th.

The J. I. Case Company Special moved over our division November 8th, starting at Minneapolis with a 13-car Pullman train, and made stops at Dubuque, Davenport, Rock Island, Racine and Milwaukee, returning to Minneapolis via LaCrosse-River Divn.

Iowa (East) Division

John T. Raymond

HARRY LIDDLE, 55, died Saturday morning, November 6th, after lingering illness at the Disabled Veteran hospital, Des Moines, Iowa.

Some years ago he was employed as locomotive engineer by the Milw. RR. He enlisted in the 13th Railway Engineers and served many months overseas. Was a member of Marion Post 298, American Legion. Surviving are his sisters. Mrs. L. J. Burrows, Marion, Iowa; Mrs. A. C. Law of Council Bluffs, Iowa, and Mrs. Harry Conger of Moberge, S. Dak. The funeral services were held at Marion, November 8th. The Employees Magazine joins with friends on the division in extending sympathy to the surviving members of the family.

Mr. and Mrs. Guy Miller of Marion had as their guests over the week-end, November 5th, Mr. and Mrs. A. J. Elder, Mr. and Mrs. H. B. Christiansen of Savanna. All attended the Iowa-Minn. football game at Iowa City Saturday, November 6th.

Edward McGuire of Marion passed away Saturday, October 30th, after a long illness. Mr. McGuire had been in the service of The Milwaukee Railroad for 63 years. In late years as asst. chief carpenter for the company. He had just retired from the service of the company and had made application for the benefits of The Railroad Retirement Board.

Mr. McGuire was a well known man on the system and was highly esteemed by everyone who knew him. His helpful contacts with the officers and men on the division have been missed, and all are genuinely sorry that Ed, with his inspiring personality, is to be with us no more. The funeral services, largely attended by friends, were held Tuesday, November 2nd. Burial in Mount Calvary cemetery.

The Employees Magazine joins with many friends in extending sincere sympathy to the surviving members of the family.

Following appointments: R. W. Safely, 3rd trick at Oxford Jct.; B. F. Ottaway, 3rd trick at Green Island; F. E. Hastings, agency, Sabula; W. D. Schesser, opr., Monticello; R. Tarr, agt., Green Island.

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Agent J. F. Koester, Edgewood, off latter part of October several days. Don Gustafsen relieving.

The fine illustrated article on Rapid City, S. Dak., and the Black Hills Wonderland in the November Employees Magazine was very illuminating and thorough. After reading the keen observations and alluring appeal, we plan to spend our next summer's vacation there.

Gerald Griswald, clerical department, and Barney Morrison left Marion November 8th on a motor trip 400 miles south of Mexico City, going via Kansas City and Laredo. Will return in a month via New Orleans.

Miss Alice McGuire of Marion, Iowa, spent her vacation in Mexico City and environs, leaving Marion November 13th.

A Merry Christmas and a Happy New Year is our wish for everyone.

A. T. Bright, agent, Massillon, has sent in his resignation to take effect December 1, 1937, taking the old age pension.

Mr. Bright has been working for the company 39 years with 31 years' service as agent at Massillon.

The position is now a closed station with custodian in charge, which will be handled by his son Vernie, who has a position part time as clerk in the general store at Massillon.

All boys on the branch will miss Ace.

La Crosse-River Division—

Second District

Ira G. Wallace

ON October 29th, George Cavanaugh, one of the oldest engineers in service on the Milwaukee Road, retired under the Pension Act. For over fifty-four years he has been in engine service on the River Division, the most of which was spent at the throttle. He will soon leave for California to enjoy a well-earned vacation. Good luck, George, is the sincere wish of everyone on the River.

Don A. Crinklaw, agent at Richland Center, was a visitor at the Hastings freight office recently. Don was formerly operator there twenty-seven years ago.

Eight special trains were run over the division carrying football fans from Chicago to Minneapolis for the Notre Dame game and every train was run on schedule.

Conductor Cap Omundson and a party of friends spent the pheasant season at Wells, Minnesota, but due to poor weather, were unable to get much of a bag.

On November 1st, E. W. Bolgren was appointed division engineer. H. B. Christianson, who formerly held this position, has been transferred to Savanna.

Carl Ellingson of the roadmaster's office has a real hobby for his spare time. Early last year he started his turkey farm and after a very busy summer is now preparing to market his flock of over two thousand birds. Quite a sight to see this flock of Thanksgiving dinners on the hoof.

Dick Thompson, chief clerk at Wabasha, has taken a temporary leave of absence, and with his family will soon leave for Washington, D. C., where they will make their new home. Dick has been appointed tariff examiner with the Interstate Commerce Commission. Good luck, Dick.

Frank Anderson, bill clerk at Red Wing, has taken the Wabasha vacancy.

Due to the abandonment of the Cannon Falls Line, Mike Burns, formerly section foreman at Welch, Minn., has been transferred to a like position at Bayport, Minn. Elmer Ellingson, sectionman at Welch, has been transferred to Hastings, Minn.

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Kansas City Division

K. M. Gohmann

THE death of Roy McBride, engineer on this division for twenty-four years, with nine years' service as a fireman, occurred on October 15 at his home in Ottumwa. He had been disabled since last April account of heart disease. The funeral services were held the following Monday morning and burial in Calvary cemetery. He is survived by his wife and three daughters.

On October 16 engineer Robert Dobratz presented the office force of the superintendent's office with a box of candy, to celebrate his recent wedding. Mr. and Mrs. Dobratz made a trip to Milwaukee during the month of October.

On October 24, time revisor Chas. H. Baker celebrated another birthday and the following week treated us to a box of Mrs. Stevens' chocolates.

Mrs. C. L. Johns went to Milwaukee on October 16 to visit her daughter, who is employed in that city, and also the sister of Mr. Johns, whose home is in Milwaukee.

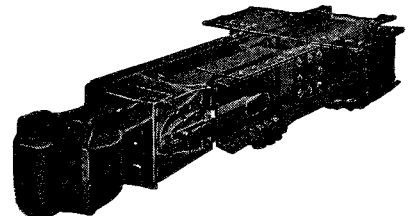
Iver Carlson, clerk to chief carpenter and roadmasters, spent the second week of his 1937 vacation in Ottumwa painting his house. Want to thank Iver for the delicious peanut brittle he brought to the office. Merwin Taylor had previously demonstrated to us his ability for making real peanut brittle and we all agree he is a good candy maker.

Engineer Chas. Leonard was off duty ten days in October, being ill with the influenza.

The marriage of Wm. Peters, brakeman, and Margaret Wilson took place on October 9. The young couple will live at 127 S. Ward Street.

With the ending of summer, and winter on its way the subject of golfing is less and less discussed and with the forming of bowling teams by superintendent Bowen among the office employees and the teams from the roundhouse and the roadmen, we should hear some very good bowling stories. Later we shall publish more details and

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Iowa Middle and West Division

Ruby Eckman

ENGINEER Fred Peterson and wife went to Oregon the latter part of October to see Fred's brother, who has been sick for some time. They left him much improved.

There will be a new member of the family on conductor and Mrs. Arthur Cate's Christmas list this year as a six pound daughter was born to Mr. and Mrs. Jack Bevuans in Cedar Rapids Nov. 6th. The baby's mother is Bernardine Cate Bevuans, who worked for a number of years in the Milwaukee offices at Atkins and Mar'ion.

Enoch Faehn, agent Rembrandt, was in the Spencer hospital in November for an emergency operation for appendicitis. Ward Locke was in charge of Rembrandt station during his absence.

Donald Wicheal, son of Roy Wicheal of the Council Bluffs' yard force, has joined the clerical force at Perry, being employed as clerk to road masters Cherwinker and Anderson.

Superintendent R. C. Dodds and wife of Austin, Minn., took advantage of the nice weather the last of October to make a week-end drive to Perry to visit friends.

H. S. Zane, general South Western agent from Kansas City, made a trip over the Iowa division in the forepart of November with division officers.

A. Iliff, who was perishable freight agent inspector at Perry for several months, was given a promotion in October to the position of traveling inspector. His headquarters will be at Aberdeen, South Dakota. His place at Perry is being filled by Claude O'Brien, who was transferred to Perry from Minneapolis.

Dr. M. J. Donovan, one of the Milwaukee surgeons at Perry, has a new granddaughter in his family, a seven pound daughter having been born to Mr. and Mrs. Frank Eaton, at Rochester, Minn., the latter part of October.

A large delegation of members of the Perry division of the GIA attended the golden jubilee of the organization, which was held in Chicago the latter part of October.

C. C. Salzgebber, retired machinist helper, and his wife accompanied their daughter, Mrs. Arthur Heiser, to Iowa City, where Mrs. Heiser submitted to an operation on her arm. Mrs. Heiser slipped on the ice in January, 1935, and suffered a serious injury to her arm.

E. L. McGuire, operator at Manilla, J. B. McGuire, relief agent from Manilla, and Mrs. Everett Buckley, abstract clerk at Perry, attended the funeral of E. McGuire, which was held in Marion October 19th.

October 21st was a big day for eighty-one primary grade students in the Perry schools. Arrangements were made for the children to take a train trip, so a special coach was attached to number three and the children, accompanied by their teachers and the school superintendent, rode from Perry to Jamaica. They were met at Jamaica by some of their parents with

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A Musical Tea was held in the Simmons home, Ottumwa, the afternoon of Sunday, October 24, which was participated in by Joanne and Susanne Stewart, daughters of trainmaster Stewart. The program consisted of organ and piano solos by pupils of Mrs. Donald J. Neasham and tea was served following the musical program.

C. L. Boland and wife of Chillicothe spent a vacation with relatives in Marion, Indiana, returning to Chillicothe on October 17.

Mrs. Berle Dunham, wife of brakeman, was in Glenwood Springs and New Castle, Colorado, during October, visiting with relatives. She returned to her home on October 26.

A sprained ankle, which she sustained in the basement of her home, confined Mrs. Herbert Cogswell to her home on West Second Street, Ottumwa, for several weeks.

Mrs. W. G. Bowen was in Milwaukee, Wis., for several days during the early part of October and returned on November 15 from a visit with her sister, Mrs. Peterson, in St. Louis, Mo.

Mrs. Frank Chrisman was in the St. Joseph hospital for several days and has been confined to her home for weeks on account of an eye infection. It is reported that she is much improved.

While engaged in doing some electrical wiring, Laurence Genochio, brakeman, received an eye injury, account of which he was a patient in the St. Joseph hospital for one week.

For several weeks engineer Robert C. Yates has been off duty on account of illness. It is reported that he is better.

Mrs. F. M. Barnoske was in St. Louis for ten days in November visiting with her daughter and family, Mrs. Wade Smith.

On November 6 Mr. H. F. Pile received word of the serious illness of his mother, who is living in Bristol, Tenn. Both Mr. and Mrs. Pile departed the night of November 6 for Bristol.

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autos and returned to the round house where round house foreman Kressen saw to it that the children had a chance to see some of the big freight engines and the new turn table which had just been installed. The train trip was in connection with some work in the school and the ride was the first that many of the children had ever been privileged to make on a train.

The announcement of the marriage of Miss Naomi Brown, daughter of conductor W. H. Brown, was made recently. Naomi was married August 31st to Howard Bever of Perry. The ceremony took place in Lincoln, Neb. Howard is in the Ford garage at Perry and the young people have already gone to housekeeping.

Don Fisher, bridge derrick foreman; Wm. Cheek, foreman Perry derrick; John Fisher, foreman Sioux City steam derrick; section foreman Leo Cross of Perry, together with foreman A. J. Kressen and electricians at the Perry round house, all came in for a big bunch of bouquets handed to them for the job they did in installing the new turn table at Perry. In eleven hours and fifteen minutes from the time the work of taking out the old table was started, one of the L 2 engines was run over the new table and into the round house. The work is said to have been done in less time and with less delay to round house work than any similar job on the system. The operating and locomotive department officials as well as the engineering department officials on the division were present to supervise the work.

Brakeman Oscar Woolson was off duty in November to attend the funeral of his aged father, A. J. Woolson. Mr. Woolson was about eighty-four years of age and four years ago he and his wife celebrated their fiftieth wedding anniversary with his seven children and many of the grandchildren present for the occasion.

General yardmaster A. M. Peterson of the Perry yard, who was recently transferred from Manilla, was invited to Manilla the fore part of November to be the guest of honor at a party given by the Masonic lodge. During the evening Arthur was presented with a Past Master's badge by the Manilla lodge, which he had served as Master for some time.

A Thanksgiving day wedding in Perry was that of Maxine Bowman, younger daughter of engineer O. G. Bowman, and Francis Wilcox, assistant coach and teacher in the Belmond, Iowa, schools.

Engineer Oliver Jensen, who had the misfortune to fall and break his hip while removing the storm windows from his home last spring, was able to be out of the cast and walking on crutches the latter part of October.

George Orbin, retired member of the Perry round house force, had the pleasure of a nice visit in November with his brother, Fred Orbin, of Sandstone, Minn. Fred has retired from work on the Great Northern. Both men have always been so busy they didn't have time to go visiting, but things are different now that both have retired under the R.R.A. Another retired Milwaukee employee who didn't have to hurry

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back to work was J. A. Newman when he came out from Cedar Rapids to visit at the Ivan Peterson home. Mr. Newman retired a few weeks ago.

The Perry correspondent read with interest the Cedar Rapids news written by "CRT." We didn't know our friend Cliff had such literary talents and hope he will continue the good work. Also noted with interest that Guy Sampson, one of the first of the correspondents of the magazine, had retired and since he is headed for the wide open spaces of the west, will no doubt have to turn the correspondent's job over to some one else. Guy's retirement, I believe, leaves the two Iowa division correspondents about the only ones who have been associated with the Magazine since it was started, and so for the 26th consecutive year, I extend holiday greetings to the Editor, the other correspondents and the many employees on the Milwaukee system who read the Iowa Middle and West news.

Northern Montana

Max

JOINT operation of trains between Lewistown and Spring Creek Junction, one mile west of Hanover, which became effective October 17, is working out very nicely. The Great Northern trains cross over to their yard at Lewistown at the foot of Main street at Lewistown. A similar arrangement went into effect out of Great Falls. The Great Northern operates over the Milwaukee tracks to Dracut and the Milwaukee runs over the G. N. tracks from Eastham to Choteau.

The season's gravel work on the Great Falls line and the branch to Winnett was completed November 5. The laborers were given their checks at Lewistown and left for Minneapolis and Seattle, where they shipped from early this spring. It was the agent's job to see that the men were in the special coaches which were provided for the movement. He says they were all sober when they left town.

A shovel is employed at tunnel 4 near Waltham, moving about 75,000 tons of dirt,

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SAFE DEPENDABLE EFFICIENT**

**LAKESIDE RAILWAY
FUSEE COMPANY
Beloit, Wisconsin**

which will relieve the pressure of slides at that point.

The new Koering shovel is in operation north of Harlowton, on the Northern Montana district, widening the many cuts in that territory.

Harold Fuller, wife and son, of Roundup, where Mr. Fuller is employed as bill clerk by the Milwaukee, spent several days at Lewistown visiting his uncle, N. H. Fuller, and family.

Many of the train and engine men joined the large number of hunters out of Lewistown during the deer season. Two fortunate employees were Laverne LaVeque and S. A. Bryant.

Tyler Hansen and Bill Retallic say they are still looking for their first government pension check, for which they made application some six months ago.

General chairman G. F. Collins, of the firemen, has returned to Great Falls, Mont., and will resume his run on Nos. 115 and 116. During his two months' absence his duties took him to coast points and to Washington, D. C., in connection with wage matters.

Miss Margaret Fuller took a very prominent part in a piano recital at the Fergus High School at Lewistown, November 8. She is an advanced student of the Pennock classes here and has had considerable training in studios at Chicago.

The departure for Miles City of Sam Parker and family will be regretted by their many friends in Lewistown. Mr. Parker was night roundhouse foreman here and did excellent work. He was always ready and accommodating in the matter of going out on the line when called for emergency work.

The new mechanical coal dock at Square Butte will be in operation about December 1. This will take the place of the coaling station which was maintained at Pownal.

John Gamer, of Denton, who was a patient in St. Joseph's hospital at Lewistown for several months, has returned to his duties.

F. C. Tadewoldt and family left for Junction City, Wis., where he will be present at a family reunion about Thanksgiving.

Retired section foreman Engr. Thompson, of the Piper district, and son made a trip to Fargo, N. D., recently in connection with additional data needed to complete his pension papers.

Neil Grogan, who has been working a train dispatching trick at Miles City, has returned to Lewistown passenger station. During his absence Day Amick supplied and gave very efficient service.

Dan York, who died at Lewistown Sept. 27th and was buried at Cedar Rapids, Iowa, had been employed by the Milwaukee for 27 years. He had been ill for six years before his passing.

Vernon Jackson, the eleven year old son of Tony Jackson, of Shonkin, was a patient in the hospital at Great Falls for a month account of an accident which resulted in an eye injury.

Oscar F. Larson, of Shonkin, was transferred to Winifred. He is now in charge of the Hilger section.

Nels Thompson Rust, formerly section foreman at Fairfield, has retired and will make his home in Lewistown, where he has extensive property holdings.

O. B. O'Dell, father of V. F. C. Dell, has gone to Kansas City, Mo., where he will spend the winter.

Mrs. F. A. Curtis left for Chehalis, Wash., where she will visit with her mother.

Mrs. J. J. Donehy is visiting her daughter in Kelso, Wash.

H. C. Curren, of Great Falls, is vacationing with friends in Red Lodge, Mont.

The following changes have been made in station forces: J. W. Osterholm to Winifred, from Danvers, and C. H. VanAlstine checked in as agent at the latter point. W. L. Reeser is working 2nd trick at Harlowton.

D. & I. Divn.—1st Dist. E. S.

SYMPATHY is extended to the following: Engr. R. E. Hansen and daughter account the death of Mrs. Hansen at the family home in Savanna on Oct. 2.

Engr. and Mrs. James Mosher account the death of Mrs. Mosher's mother on Sept. 30, at the home of her daughter in Des Plaines, Ill.

Brakeman E. K. Albright and family and cond. and Mrs. O. Pulford, account the death of their father, John S. Albright, which occurred in the Sherman Hospital, Elgin, on Nov. 6.

Switchmen Wm. E. and R. H. Smith, cond. Floyd Smith and Mrs. Richard Smith, account the death of their husband and father. Mr. Smith was employed in the car department at Savanna for the past 27 years, retiring on March 31, 1936, to take advantage of the pension.

Agent and Mrs. Geo. Wilken, Port Byron, account the death of Mr. Wilken's father on Sept. 29.

Announcements have been received of the birth of a son Oct. 13 to Mr. and Mrs. Benj. Eldredge of Rockford. Mrs. Eldredge was the former Lillian Parsons, comptometer operator in the Superintendent's Office at Savanna.

Congratulations are extended to engr. and Mrs. O. A. Croghan, who celebrated their twenty-fifth wedding anniversary on Sunday, Oct. 31, with a dinner served to

18 relatives and friends in their home at Savanna.

Mr. L. V. Schwartz, chief clerk to the district storekeeper at Savanna, took part in the program given by the Legion Auxiliary of Dubuque, Nov. 18, in the Columbia College Gymnasium, at which time Mrs. F. D. Roosevelt was the guest speaker. Mr. Schwartz sang "Kipling's Recessional" and was accompanied by the Schroeder Symphony Orchestra of Dubuque.

We welcome Mr. H. B. Christianson as divn. engr. of the D&I Divn., which change was made effective Nov. 1st with the advancement of Mr. C. E. Crippen to a position in the chief engineer's office in Chicago, and wish Mr. Crippen the best of luck.

With the promotion of car foreman H. L. Hewing, Savanna, to the position of genl. car foreman, Chicago, Nov. 1st, Mr. J. H. Fisher returns to the D&I Divn. as car foreman at Savanna. We extend congratulations to Mr. Hewing and welcome Mr. Fisher back to the division.

On October 9th, in Savanna, occurred the marriage of Miss Virginia Casselberry, daughter of engr. and Mrs. Harry Casselberry, to Mr. Henry L. Trunninger. Following the ceremony a luncheon was served in the home of the bride's parents to relatives and friends. The young couple will reside in Rock Island where the groom is employed.

On Oct. 16 occurred the marriage of Miss Frances Rogers, daughter of machinist and Mrs. Edw. Rogers, Savanna, to Mr. Harold L. Adams of Hanover. Following a trip west the young couple will reside in Hanover, Ill.

A pretty fall wedding was solemnized Sunday, Nov. 14, in Savanna, when Miss Lucille Hammerstein and Mr. L. F. Kellams were united in marriage. The bride is the only daughter of electrician and Mrs. Geo. Hammerstein and the bridegroom is the son of Mr. and Mrs. E. L. Kellams of Rock Island. Following a wedding trip to Chicago, Mr. and Mrs. Kellams will reside in Davenport.

Davies Yard, Milwaukee

J. J. Novak

ON September 21st Mr. and Mrs. Geo. Schneider celebrated their 26th wedding anniversary by taking a trip to the Black Hills in South Dakota. They also visited all points of interest in that locality. Mr. Schneider reported that he climbed up and down so many mountains that he felt like a Swiss yodeler. We at the Davies Yard wish them many more years of wedded happiness.

Miss Elenore Hruz, daughter of Ignatz Hruz, a carman at the Davies Yard, said "I do" on Saturday the 16th of October. Congratulations to the new bride and groom.

Racing drivers had better look to their laurels for Mr. Joseph Staresta, an assistant foreman at the Davies Yard, bought a new car. Mr. Staresta claims that this car starts off with such terrific speed that he bought a safety belt to keep him from flying out the rear window. This car, he adds, has one drawback, it cannot pass a gasoline station.

"FLASH"

We now have a new heavyweight wrestling champion at the Milwaukee Terminal, our own Emil Opaizer, a car inspector, is the champ. The other night Emil was scheduled to wrestle Fred (Barrymore) Rauman, but learned at the last minute that Fred was unable to appear. So Emil climbed into the ring and challenged anyone in the crowd. A woman wrestler from Czechoslovakia answered his challenge, but poor Emil refused to wrestle the woman champion, saying he did not think his wife would approve. But after being booed for half an hour he consented to wrestle. The champion, weighing 235 pounds, had very little trouble in winning the first fall. Poor Emil, weighing 160 pounds and being but 5 feet 3 inches tall compared to the champion's 6 feet 2 inches, looked as much out of place as Fred (the answer to a maiden's prayer) Rauman does at the Lonesome

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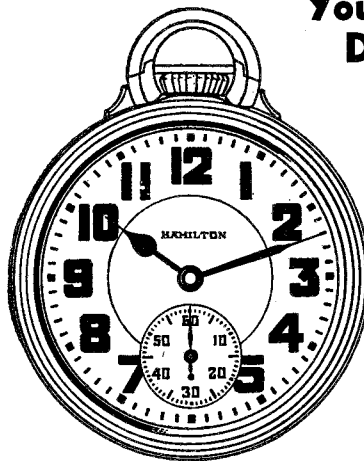
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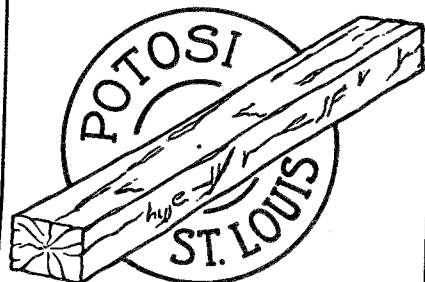
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Club. Our hero, however, came back strong to win the second fall with a flying mare. He also won the third fall by biting the champ. Our hero received twenty-five dollars and the diamond studded belt for his excellent performance. After the bout he was to broadcast his experience over the air, but alas and alack the microphone was out of order, so the new heavyweight wrestling champion talked over the telephone.

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

Nora B. Decco

STOCK shipping slowing up and work trains about all off and a white Thanksgiving near by, and soon Christmas time, which reminds me to wish everyone a Merry Christmas . . . and all the nice presents they want, and then a Happy New Year and . . . goodness, it will soon be spring if I don't slow up like the poor woman who worried over everything. . . . Today is Monday, tomorrow Tuesday, the next day Wednesday . . . half the week gone and nothing done. . . .

Engr. Davies has given up the Butte switch engine for the winter at least and is now in a pool turn on the east end, while engineer Skeate is taking life easy by the kitchen range. Don't blame him a bit.

Miss Julia Clark, a lovely lady who spent a few days last month in our city, is an employee of the Milwaukee Road for many years. She tells me she was agent at Schofield, Wis., longer than you would ever think to take a look at her, and after one look you are sure to take another. Having retired and with not so much work to do, she looks forward to doing a lot of other things now than billing carloads of logs and what have you. We were delighted to meet her and talk to her and hope this will not be her last visit to our mountain country.

Henry Kilpatrick, son of cond. and Mrs. Kilpatrick, has returned to San Diego after about ten days' visit at home.

Chester Bales has a new car. He is using it to rush madly here and there after samples of wood to carve into bears and sell to the tourist for huge sums of money. Yes, he does, too!

Fireman A. L. McGrath has returned to work on the Gallatin Valley local from a trip east, mainly in New York state, also stopped over en route home at Excelsior Springs, Mo. He reports a fine time.

Mrs. John Williams, wife of the late engineer John Williams, stopped over in

Three Forks from Spokane for a few days' visit recently. She was accompanied by Mrs. W. R. Coffin from Deer Lodge.

Mrs. J. L. Jost and children came over from Highwood for a few days' visit with Mrs. Jost's mother and father here, Mr. and Mrs. John Eck.

Lineman L. G. Bucklin came over from Avery for a few days' visit at home the first half of November. Mr. and Mrs. Bucklin and the children are planning a short trip to Spokane when he returns to Avery again.

Lineman Adolph Gorsky from Miles City spent part of November at his home here, returning again to Miles City.

Passenger cond. Earl Wilson, who has been on the sicklist the past few weeks, is back to work again looking fine. Cond. Vanderwalker relieved him while he was off.

Mrs. Vaninwegen, wife of passenger cond. Vaninwegen, was over from Seattle for a short visit with her brother and family, Mr. and Mrs. T. A. Fairhurst, here.

Mrs. McKenna, wife of engineer McKenna, has gone down to Kansas City and other Missouri points and will visit her daughter Lois there. Mr. McKenna found plenty to eat the first few days, naturally.

. . . When the frigidaire offered nothing further he looked elsewhere and his mind turned, of all things, to old fashioned buckwheat cakes made with a yeast cake and everything. . . . The cook book said two cups of buckwheat and one cup of water, so he put in an extra cup of buckwheat, just in case. . . . Yes, they did all right, just what you think, and stuck to the griddle no end. He tried boiling rice with the same measurements, too, I heard. This may be one of the main reasons why the Head Waters Fuel and Navigation Company could not get along together any more. . . .

To cond. Workman we hand the laurel wreath this month. Two tickets Three Forks to Detroit, which is pretty good, I'd say.

Fireman Roy Wade and Mrs. Wade and brakeman Arnold, who is their son, have all put on their going away clothes and started out on a swell trip, Chicago and Detroit, and all the way to Florida before they return home, visiting friends and relatives there and back again.

Cond. Harold Hudson and the good looking Mrs. have returned from a trip to Spokane and a visit with friends all around that part of the country. Brakeman Eben Dickenson relieved Mr. Hudson while he was off duty.

Cond. Donner, who has for a good many years been waving his hand at all the farmers in the Gallatin Valley from Bozeman to Three Forks and on all the side trips on the Gallatin Valley local, has picked out a banker's job for himself and will from now on be in charge of the Bozeman switch engine on our line there. Cond. Ferris, who for years has had this job, has been quite ill the past month and is now in the hospital at Bozeman. Cond. Carlson is at present on 592 and 593 pending bulletin.

A passenger from Three Forks en route to Chicago the last of October, where she will visit part of the winter with a son and daughter and later go on to visit relatives in Arkansas, was Mrs. Humphrey wife of the late Tom Humphrey, who for many years was agent at Hilger on the Northern Montana. The past several years Mrs. Humphrey has made her home in Bozeman.

Henry Peck has gone over to Great Falls for the winter, where he will stay with his daughter, Mrs. Nellie Shukes, and enjoy life and his pension.

We expect soon to see work started on an overpass over the Milwaukee tracks west of town where highway No. 10 crosses our line. This will be a great improvement, as travel is quite heavy on this highway and will help out the railroad with their long trains also as trains will not have to be cut at the highway crossing at that point. The cost will be around \$91,000.

Among those who have passed through Three Forks on their way to Bozeman

Twenty-nine



EMPLOYEES' TRADING POST



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

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

WANTED TO BUY—Photographic enlarger and other dark room equipment. Must be in good condition and reasonable. Write giving full particulars as to make, price, etc., to Box —, Milwaukee Magazine. Mr. Bundy, Room 360.

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

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

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

FOR SALE—Beagle hound pups from 1st class hunting dame and sire. Males, \$5.00; females, \$3.00. C. O. Sherrod, 709 Ill. Ave., Wisconsin Dells, Wisc.

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

FOR SALE—A 57x157 ft. corner, modern 7 room frame house, a 30x10 front porch, furnace heat, a 20x20 ft. garage and a 12x14 work shop, all improvements in, lawn all around house, fruit trees, flowers, bushes, and grapes; located 3 blocks from depot. A fine home, newly decorated. Selling price, \$6,000. James P. Garry, 34 Lincoln St., Bensenville, Ill.

FOR RENT—Four room flat near forest preserve on Church Road in Bensenville, Ill. Price \$18. Phone 89W.

LOST—Yellow Gold Watch, 21 jewel open face 992—16 size, while riding motor car between Wisconsin Rapids and two miles west of Rudolph. Reward—P. M. Loftus, Wausau, Wis.

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

RANCH FOR SALE—60 acre well improved irrigated ranch. West end of the Gallatin Valley, alfalfa hay, good pasture, lots of trees and shrubbery. Large 5 room house and fine lawn, some fruit and flowers. Ideal for someone taking the pension. Full particulars on request. R. D. Crowder, Owner, Jefferson Island, Mont.

FOR SALE—A 57x157 ft. corner, modern 7 room frame house, a 30x10 front porch, furnace heat, a 20x20 ft. garage and a 12x14 work shop, all improvements in, lawn all around house, fruit trees, flowers, bushes, and grapes; located 3 blocks from depot. A fine home, newly decorated. Selling price, \$6,000. James P. Garry, 34 Lincoln St., Bensenville, Ill.

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

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

FOR SALE—A beautiful two-story dwelling, all modern. Lot 75 x 176, 6 fruit trees, large lawn and garden, also celotex lined garage. 1 block from high school, 2 blocks from Catholic and 3 blocks from Protestant churches, 4 blocks from C. M. St. P. & P. Depot. A bargain that will soon be taken. Address Guy E. Sampson, 8 Pine Ave., Bensenville, Ill.

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

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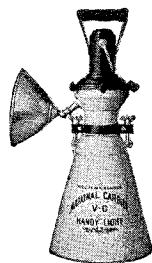
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NEW YORK

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CHICAGO

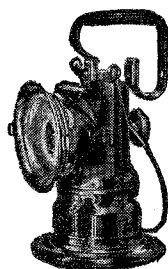


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Burns eight hours on eight ounces of Carbide with only one filling of water.



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rear light*

LIGHT

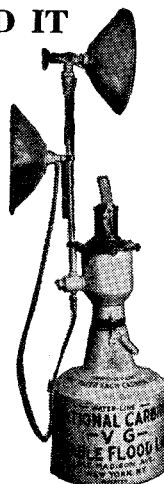
WHEN and WHERE YOU NEED IT

The Handy Light is of the safe and economical carbide-to-water type.

On the job there is no substitute for steady light—plenty of it and where you want it.

For work under ground, for night construction, loading, railroads, etc., or work on dark Winter afternoons, this "portable daylight" is always at your command to increase the speed and efficiency of the job.

A reflector of new design spreads a full, even beam of about 8,000 candle power right where you need it. It is always ready for instant use and will run either intermittently or continuously.



*National Carbide
V & G Light*

MAIL THIS COUPON TODAY

National Carbide Corporation,
Lincoln Building, New York. Opposite Grand Central
Gentlemen:

Please send me complete information about your
lights shown above.

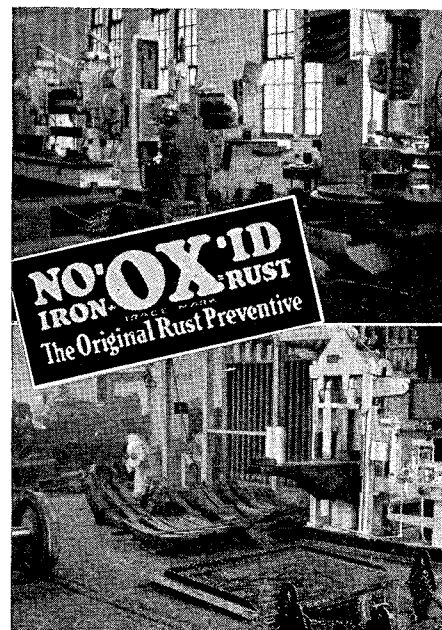
I am a.....on the
(Occupation)

.....of The Milwaukee.
(Division)

Name.....

Address.....

WRITE
TODAY FOR
FREE
BOOKLET
AND
SPECIAL
PRICE. USE
COUPON
BELOW.



Protection plus Washable Beauty

In shop interiors, where grease and smoke gradually discolor NO-OX-ID Aluminum Protective Coating, the original beauty can be restored by washing with hot water and a mild alkaline cleaner such as Dearborn Cleaner No. 1. Inquiries invited.

DEARBORN CHEMICAL COMPANY

310 So. Michigan Avenue
205 East 42nd Street

CHICAGO
NEW YORK

Thirty-one

Does anybody in the audience know this fellow?



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

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

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

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

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

These folks are businessmen, every one.

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

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

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

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

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

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

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



This advertisement is published by

NATION'S BUSINESS

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

Holiday Greeting

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

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

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

Happy New Year to you all.

Harold C. Smith